



Deviation from a Railway Group Standard

(In accordance with the Railway Group Standards Code, Issue Four, part 7)

Deviation Number: 13/087/DEV

1. Start and End Date:

N/A

2. Details of applicant:

, Western Thames Valley, C/O , Standards Management Analyst, Network Rail,
The Quadrant: MK, Furzton, Floor 3, Desk 054, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 13825

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Goring & Streatley platforms 2 and 3 – distance of fencing from platform edge.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Four	September 2010	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

6.2.2

6c. RGS clause requirements:

“New buildings and structures, and alterations to existing buildings and structures, shall be located to provide the following minimum distances to the platform edge:

- a) 3000 mm where the permissible or enhanced permissible speed on the line adjacent to the platform exceeds 100 mph (165 km/h)
- b) 2500 mm at other platforms”.

7. Scope of deviation:

140 m of 1.4 m high grey galvanised fencing to restrict access to the main line side of the island platform (platforms 2 and 3) at Goring & Streatley.

There will be four sliding gates within the fence to allow access and egress where necessary between the main lines and relief lines. These gates can be left open in the rare occasions where services need to call on the main line platforms at the station and or when the station is unmanned.

8. Duration of the deviation:

For the remaining lifetime of an asset or piece of equipment, to allow it to be phased out.

9. Method of elimination:

N/A

10. Impacts of complying with the current RGS requirement:

Twenty metres of fencing on Platform 3 will be closer to the platform edge than the standard dictates by virtue of being between 2300 mm and 2500 mm from the platform edge where the adjacent line speed is 100 mph. For 18 m of the total 20 m, the fence is also between 2400 mm and 3000 mm from the main line Platform 2 where the line speed is 125 mph. The main line platforms are little used (normally used only during diversions as a result of engineering work on the Relief Lines) and the fence will restrict public access to this side of the platform when the main lines are not being used by stopping services. Access to the area of Platform 2 where clearance is less than standard will therefore be minimal.

On both sides of the platform, there is sufficient space for two and three car turbo units to stop in the station without any of the doors being in the 'derogation area', so passenger access and egress into and out of this area should be limited. For Class 180 and six-car turbos, which also call at the station, only one set of doors would open into the area. The area of reduced width is at the far end of the platform away from the station footbridge and has no canopy, so is not an area where people tend to dwell.

Sixty-six fatalities have occurred at the nineteen stations between Paddington and Didcot Parkway since 2006. The majority of these fatalities involved a member of the public accessing the main lines via the island platform.

The introduction of these fences has proved a successful anti-fatality mitigation at locations where they have been introduced across the rail network to date and is endorsed and supported by the National Fatality Prevention Steering Group.

11. Proposed alternative provisions:

The residual risk which will remain, as a result of the non-compliant fence line being replaced, will be managed through the introduction of 'warning fast train' signage and yellow platform hatchings as has been done at Southall. Station staff will be briefed on the risk of the narrow area of platform.

The area of non-compliance on the main line side will only be accessible to the public during hours where the station is unmanned (the four gates in the fence will be left open), or when engineering works or other amendments to services necessitate services calling at Goring & Streatley on the main line platforms.

There is no reason for members of the public to cross to the main line side of the fence when the gates are open during unmanned hours, unless services are diverted. Therefore, for the majority of time, this non-compliant area will be completely inaccessible.

The area is monitored by platform staff and will be subject to further pre and post-implementation joint safety inspections between Network Rail and First Great Western.

12. Impacts of the alternative provisions:

A fence is planned to be added along the island platform at Goring & Streatley which serves the Down Relief and Up Main Lines. The purpose of the fence is to achieve a greater degree of physical separation between the lightly used main line platform face and the highly used relief line platform face. There have been 66 fatalities at the 19 stations in the four-track section between Paddington and Didcot Parkway since 2006, the majority of which involved a member of the public stepping from the island platform into the passage of a train on the adjacent main lines.

Providing the fence will make it less easy for the public to access the main line side of the fence (which is generally not used) and, more importantly, make it visibly clearer should someone access that side so that preventative action can be taken. The Country-End half of the station platform is currently divided in a similar fashion by a 1 m high metal barrier, which is currently out of compliance by the same amount as the new fence will need to be, as it is being replaced in the area of reduced width at the country end of platform.

Details of the proposed new fence are as follows:

- The total platform length is 154 m and the mid-platform fence will run along this whole length.
- On the main line side Platform 2, 18 m at the far Country End of the platform will be out of compliance, as it will sit between 2400 mm and 3000 mm from the platform edge where the linespeed is 125 mph.
- On the relief line side Platform 3, 20 m at the far Country End of the platform will be out of compliance, as it will sit between 2500 mm and 2300 mm from the platform edge, where the linespeed is 100 mph.
- The fence will contain four 3 m sliding gates to allow access and egress between the main and relief sides of the island platform where necessary.

All stations between Paddington and Didcot Parkway have been branded with a number of Samaritans posters and Network Rail continue to work with a number of partnership agencies in the area such as the BTP, civil police, mental health institutions, local council agencies, the Samaritans and First Great Western on fatality mitigations, although it remains the key area of fatality risk on the Western Route.

13. What other options have been considered?

Due to the narrow nature of the platform, which narrows towards the country end to a width of 4.7 m, it would not be possible to complete a fence line without being in breach of the standard.

If the fence was built on the compliant area of platform at the London End of the station, where the platform is at its widest, with the existing fencing left in situ, there would be less than required provision of gates along the mid-platform fence, as the current Country End fencing contains none. Also, the current fencing is not ideal for the prevention of trespass and fatalities, due to containing gaps large enough to pass through and only being 1 m in height.

Given the location of Goring & Streatley within the rail network and the volume of services in the area which are affected by fatalities at the station, the consequences of removing the existing fencing on the island platform and not improving the current provision of fencing would see the problem continue to cause severe issues to performance, delaying services and causing distress to station staff and passengers who witness fatalities in the station.

14. Consultation with affected parties

The fenceline has been agreed at a site visit on the 16/05/2013 between Network Rail and First Great Western. A letter of support from First Great Western, the only operator with services booked to call at the station, is attached to the application.

The electrification project will be repositioning the station footbridge as part of works to increase the clearance in preparation for the introduction of overhead wires at the location. A construction manager from the project was present at the site visit and no conflict was identified between the two projects.

Both the BTP and the Samaritans approve of the plans, and similar fencing schemes have been successful in preventing fatalities at stations elsewhere in the country, such as those in place at Purley, Purley Oaks, Wimbledon, Southall, West Drayton and Harrow & Wealdstone stations. Approval for the fence has also been endorsed by a cross-industry group, the Community Safety Partnership Group.

15. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

Attachments:

- First Great Western's letter dated 13/06/2013 supporting works at Goring & Streatley, Langley and Ealing Broadway stations.
- Network Rail's report dated 17/06/2013: Scope of Works for the Suicide Prevention Fencing for Goring & Streatley Station.

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

18/06/2013

17. Lead Standards Committee details:

Name of Committee:	Date of meeting	Minute reference:
Infrastructure	10/07/2013	13/INS/07/157

Authorised by:	Date of Authorisation:
Signed by Cliff Cork on 12/08/2013	12/08/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock