



Deviation from a Railway Group Standard

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

Deviation Number: 13/089/DEV

1. Start and End Date:

N/A

2. Details of applicant:

, Western Thames Valley, Network Rail, C/O , Standards Management Analyst,
The Quadrant: MK Furzton, Floor 3, Desk 033, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 13828

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Langley station, 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 2011	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

6.2.2

6c. RGS clause requirements:

“6.2.2 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:

168.4 m of 1.4 m high fencing grey galvanised fencing to restrict access to the main line side of the island platform (platforms 2 and 3) at Langley; of this 168.4 m, 11 m would be out of compliance and is what the derogation relates to.

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, such as overnight.

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:

The non-compliance lies solely on the main line side of the platform (Platform 2) where the clearance would be between 2300 mm and 3000 mm for the first 11 m of the fence line. As the staircase on the island platform is already out of compliance with the standard, the new fence will create an area of 18 m in length, which will be between 2100 mm and 3000 mm from the platform edge.

The main line side of the island platform is 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 where clearance is less than standard will therefore be minimal.

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 area of non-compliance will only be accessible to the public during hours where the station is unmanned, or when engineering works or other amendments to services necessitate services calling at Langley on the main line platforms.

Additionally, a one-way gate will be provided where clearances fall below 3 m which, combined with signage and hatchings, will demark the area as being egress only, as has already been done at Southall following a similar derogation having been granted.

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, the non-compliant area will be completely inaccessible.

Warning 'fast train' signage will be added to the main line side of the fence to warn passengers against dwelling in the area to which the non-compliance applies.

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

A range of platform furniture currently in place on the island platform will be removed once the fence is built to aid pedestrian flows affected by the fencing.

The longest train regularly booked to call at Langley is a six-car turbo, on which all passenger doors open into an area adjacent to compliant platform.

12. Impacts of the alternative provisions:

A fence is planned to be added along the island platform at Langley 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 (Platform 2) and the highly used relief line platform (Platform 3) because Langley is a suicide 'hot spot'. Langley station has witnessed three fatalities in the past four years. The majority of the 66 fatalities at the 19 stations in the four track section between Paddington and Didcot Parkway which have occurred since 2006 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. Details of the proposed fence are as follows:

- 157.4 m of the fence line would be within compliance
- 11 m of would be new fence would be out of compliance.

The fence would contain four sliding gates to allow access and egress between the main and relief sides of the island platform where necessary.

The line speed on the adjacent lines to the island platform at Langley is 125 mph on the Up Main line (Platform 2) and 90 mph on the down relief (Platform 3).

Given the location of Langley within the rail network, and the volume of services in the area which are affected by fatalities at the station, the consequences of either not fencing the whole length of the island platform or not adding any fencing to the platform 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.

The station has 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 the station remains a suicide hotspot on the route.

13. What other options have been considered?

Not connecting the additional fence all the way to the staircase would severely negate the potential benefit of the fencing at Langley as it would still allow free access to the main lines at the point at which members of the public access the platform.

If the fence line remained at 3000 mm in distance from the platform edge all the way to the staircase, it would cut the staircase off down the middle, which would have a negative effect on the flow of passengers; in planning the fenceline to meet the edge of the existing stairs and fencing, it would manage the flows of traffic away from the main lines and also from the area of the platform which would be out of compliance.

14. Consultation with affected parties

The fenceline has been agreed at a site visit on the 22/11/2012 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.

Additionally, due to Crossrail works taking place at the station, a joint site visit took place on 30/05/2013, involving project managers from the Crossrail project to understand the impact the fence would have on their works at the station.

It was agreed that the proposed fence line would have minimal impact on Crossrail's work at the station.

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 groups, the cross-industry 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 Langley Station.

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

18/06/2013

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

10/07/2013

Minute reference:

13/INS/07/159

Authorised by:

Signed by Cliff Cork on 12/08/2013

Date of Authorisation:

12/08/2013

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock