



Deviation from a Railway Group Standard

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

Deviation Number: 13/094/DEV

1. Start and End Date:

From 16/07/2013 to 15/11/2013

2. Details of applicant:

, Investment Projects, 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. 13882

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Reedham station (Surrey), Platform 2 – reduced platform width at temporary hoardings.

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 b)

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:

Reedham is located on the TAT line at 15 m 1430 yards.

8. Duration of the deviation:

Four months.

9. Method of elimination:

Upon completion of the works, the hoarding will be removed and the deviation will end.

10. Impacts of complying with the current RGS requirement:

The hoarding will be in place to protect the public from the foundation works at the site.

The existing footbridge is remaining in place during the construction phase of the works and is approximately 2.2 m from the platform edge, and so the hoardings will not worsen passenger movements from the existing footbridge.

11. Proposed alternative provisions:

The hoarding is only in place as a construction barrier for works lasting around four months.

The following control measures will be put in place:

- Yellow painted hatching along the platform coper stones for the length of each section where the platform width is reduced below 2.5m;
- Signage to be placed on hoardings at eye level instructing passengers to move along the platform and not to wait in the hatched area;
- A signal sighting exercise is undertaken by a Signal Sighting Committee to ensure there is no risk of the works impacting in any way at all, upon the ability of train drivers to clearly see any relevant signal or operational signage that they are required to, in order to safely control the movement of their train;
- Operational signage on each affected platform must not be obstructed by the hoarding arrangements at any time, and should this inadvertently become the case immediate action must be taken by the contractor to rectify the situation so that the safety and timeliness of trains is not affected by these works;
- Checks are made on a twice-daily basis to ensure the hoardings remain secure and intact;

Any dust sheeting that may be considered to be erected on the hoarding, is only erected worksite side of the hoarding (not passenger side) and is fully assessed as part of the form C design for wind loading to ensure high winds do not affect it's stability or the safety of trains / members of the public. This of course to be done prior to any such dust sheeting being erected on site.

Consideration will be given to using the 8 car 'DOO' position for 4 car trains during the work.

12. Impacts of the alternative provisions:

For the safe construction of the footbridge foundations, it is necessary to install hoardings on Platform 2, reducing the platform width below 2.5 m.

The platform 2 width will be 2 m over approximately a 16 m length, whilst the hoarding is in place.

13. What other options have been considered?

Due to the limits on the station footprint, the proposed solution is the only practicable method of construction.

14. Consultation with affected parties

Southern Trains.

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:

- Southern's letter of support dated 21/06/2013;
- QRA data for supporting derogation for temporary non-compliance dated 19/06/2013, Reedham station hoarding;
- Section graph of Reedham station hoarding;
- Plan on hoarding dated 19/06/2013 Ref. 614976/RFB/TW01;

- Typical Section Through Site dated 19/06/2013 Ref. 614976/RFB/TW02;
- Drawing No. 614976/RFB/SK10 Rev A dated June 2013: Platform Hoarding Derogations Site Layout;
- Position of trains and train doors with respect to hoardings - Kingswood and Reedham platform graphs based on a standard carriage length on 20 m;
- Linespeeds: Table A diagram of routes (Network Rail Routes Print View);
- Reedham Station Pedestrian Flow count dated 03/07/2013;
- Network Rail's email dated 05/07/2013 Re Reedham derogation;
- Network Rail's email dated 15/07/2013 Re Extra information required for Reedham/Kingswood derogations.

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

24/06/2013

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

10/07/2013

Minute reference:

13/INS/07/164

Authorised by:

Signed by Cliff Cork on 17/07/2013

Date of Authorisation:

17/07/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock