



Deviation from a Railway Group Standard

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

Deviation Number: **13/240/DEV**

1. Start and End Date:

N/A

2. Details of applicant:

, East Midlands, C/O , Asset Management & Railway Systems, Network Rail,
The Quadrant: MK, Furzton, Desk MIK-FUR-03-B-1503, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 15643

4. Status of applicant:

Infrastructure Manager, RSSB Member.

5. Title of certificate:

Mill Hill Broadway Station, Platform 3 – reduced platform width at mid platform fencing.

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):

7.2.1

6c. RGS clause requirements:

“7.2.1 The usable width of a new single face platform shall be nowhere less than:

- 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:

Platform 3, Mill Hill Broadway Station, Station Road, Mill Hill, NW7 2JU.

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:

Based on the drawings / details in existence that reflect the proposed fencing layouts at Mill Hill Broadway Station (copy attached), full compliance is unachievable and, therefore, in the absence of a deviation being granted, then the scheme in its entirety will be undeliverable.

The severity / impact at Mill Hill Broadway Station is considered generally low, given the reduced platform width affects the fast lines only and there are currently no services whatsoever "Stopping Off" whereby the embarkation/disembarkation of passengers would not be an issue, however consideration by virtue of additional gated access points along the lengths of the general fence line could be incorporated at cost within the scheme, to be used / managed / policed only by the Train Operating Company (TOC) / station management staff under emergency situations or engineering works and thereby built into the Station Management Strategy Plan.

11. Proposed alternative provisions:

See attached documents.

12. Impacts of the alternative provisions:

To prevent suicides at 5 No Stations on the East Midlands Route, namely: Hendon, Radlett, Mill Hill Broadway, Cricklewood, & Elstree & Borehamwood.

The proposed gated mid-platform fencing will prevent access to the fast lines, which are only used in times of engineering work or disruption.

The installation of fencing at Purley and Harrow & Wealdstone (see attached photos) has proved effective in preventing suicides since their commissioning in 2008/2010 respectively.

In order to maintain the majority width (minimum 3 m) on the operational "Slow" sides of the affected platforms at Mill Hill Broadway Station (i.e. the platforms at which the trains consistently stop to allow passenger embarkation/disembarkation) and in line with TOC / safety expectations and "best linear fit" to fully consider evasion of underground service or above ground lighting, drainage channels, shelters, Driver Only Operation (DOO) mirrors etc., the residual width of platform left adjacent the "Fast" lines is reduced down to a non-compliant width, as can be seen on the accompanying Drawing NopC1290-BCS-DRG-CV-000301 Rev P01.

13. What other options have been considered?

Alternatively, less binding methods of approach in dealing with suicide mitigation measures are being progressed within Network Rail, based on overseas trials that are currently being undertaken in the form of enhanced staff presence at stations and indeed blue "Mood" lighting, both of which would avoid the need for the more "fixed" method we are aiming to apply. However, these are at a very early stage with no impending results / reports due back in respect of their efficiency for the foreseeable future.

14. Consultation with affected parties

First Capital Connect Ltd, Hertford House, 1 Cranwood Street, London EC1V 9QS are the current Station Operator and have been involved at Station Safety Business Partner & Station Management level in all discussions, meetings and proposals tabled to-date, with their aspirations and expectations incorporated within the design proposals that are being presented.

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.

The holder of the certificate is responsible for checking that the original assumptions and conclusions contained in the deviation certificate remain valid whenever any material changes occur. If the conditions of the deviation certificate change, the deviation will no longer be valid. In these circumstances, the holder of the deviation certificate may consider applying for a new deviation.

Time-limited deviations will be closed on the expiry date. However, please let us know if you no longer require your non-time limited deviation certificate so that we may close it also.

Attachments:

- FCC's letter of support dated 16/12/2013;
- Health and Safety Design Risk Assessment Ref. C1290-2002-01-DRA dated 09/12/2013;
- Mill Hill Station – Platform 2/3: Clearance Report Ref: C1290-BCS-REP-PH-0301 dated 18/03/2014;
- Drawing Ref. C1290-BCS-DRG-CV-000010 Rev P01 dated 06/11/2013: Standard Panel Details – Fixing details;
- Drawing Ref. C1290-BCS-DRG-CV-000011 Rev P01 dated 06/11/2013: Standard Details – Gate details;
- Drawing Ref. C1290-BCS-DRG-CV-000301 Rev A04 dated 06/11/2013: Platforms 3 & 4 fences, General Arrangement – Mill Hill Station;
- Special Delivery Remit dated 14/08/2002: East Midlands – Mid Platform Fencing at Radlett, Elstree & Borehamwood, Hendon, Mill Hill Broadway & Cricklewood;
- Email correspondence of March 2014 regarding pedestrian flows (Appendix A);
- First Capital's Connect's email dated 24/03/2014 Re Operation of stations with mid-platform fencing (Appendix B);
- Comments recorded from RSSB Deviation review on 05/03/2014.

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

16/12/2013

17. Lead Standards Committee details:**Name of Committee:**

Infrastructure

Date of meeting

05/03/2014

Minute reference:

14/INS/03/060

Authorised by:

Signed by Cliff Cork on 23/04/2014

Date of Authorisation:

23/04/2014

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock