Deviation from a Railway Group Standard

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

Deviation Number: 14/031/DEV

1. Start and End Date:

N/A

2. Details of applicant:

, TATA Design, London North Eastern, 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. 16149

4. Status of applicant:

Infrastructure Manager, RSSB Member.

5. Title of certificate:

Winchmore Hill Platform 2 – reduced width of recess.

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):

11.1.4.1

6c. RGS clause requirements:

"11.1.4.1 For new platforms or a platform subject to alteration (as defined), a recess with a minimum width of 300 mm shall be formed beneath the platform edge. The recess shall be kept clear of cables and other obstructions."

7. Scope of deviation:

Winchmore Hill Platform 2, Hertfordshire, UK.

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:

There is no action plan being put in place due as the nature of this application is a permanent derogation against a railway group standard.

10. Impacts of complying with the current RGS requirement:

Winchmore Hill Platform 2 (140 m in length / reduced recess will be over a 10 m section):

If measured from the coping stone face, the recess will be reduced to a minimum of 258 mm, 42 mm less than the minimum standard requirement.

There are no physical track works currently planned at Winchmore Hill. Thus, technically, the recess is not reduced by adjustment of the coping stone. When measuring the dimension from the running edge of the nearest rail, the X dimension of 730 mm dimension increases due to the setback of the coping stone.

A full stepping analysis has been carried out against existing track / existing platform and against final platform/ theoretical track.

As a result of the coper lifts at the London end of the platform, the stepping will be improved and, thus, create a fully compliant platform for stepping dimensions.

11. Proposed alternative provisions:

There is no risk control planned during the period of non-compliance as the nature of this application is a permanent derogation against a railway group standard.

12. Impacts of the alternative provisions:

Winchmore Hill – Platform 2, Down Hertford:

Throughout the length of the 140 m platform, there is an existing compliant (Z1) recess value in excess of the 300 mm requirement.

The existing dimensions are minimum 304 mm and maximum 331 mm.

Due to the required adjustments of the copers by means of setting back or trimming the coper face, there is a small 10 m section between Ch260m and Ch270m, whereby the recess value is reduced by 47 mm.

The adjusted dimensions are minimum 258 mm and maximum 288 mm.

(Please refer to general arrangement drawing).

There is a theoretical smoothing track alignment submitted in support of the Civil Engineering design to provide assurance that the new profile of the platform face will be compliant to the future track realignment scheme.

Below is a snapshot taken from Track Design Handbook NR/L2/TRK/2049 Issue 12, for illustration purposes, showing the minimum dimension of the recess value (*a=300 mm).

(See attached document for application with diagram on).

13. What other options have been considered?

Other options are beyond the scope of the current work programme and would require a system-wide design that would include substantial rebuilding of the platform to bring it into conformity with the group standard. The costs for these works are excessively disproportionate to the project value. The access and allocated costs for W12 does not provide reasonable opportunity to address the system wide existing non compliances.

14. Consultation with affected parties

Train Operating Company (TOC) First Capital Connect.

All parties have been consulted throughout the design process.

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.

Attachments:

- First Capital Connect's letter of support dated 28/01/2014.
- Tracker Application form Winchmore Hill (Down Hertford).
- Drawing Ref. B90288-DRG-PWY0257 Revision P04 dated 14/01/2014: Winchmore Hill Station Platform 2 (Down Hertford) – General Arrangement and Longitudinal Drawing (Theoretical Smoothing Design).
- TATA's Existing clearances – B30288 ECML South Gauge Enhancement, Winchmore Hill Station Platform 2.

16. Signature of applicant: **Date of application:**

, Head of Civil Engineering 11/02/2014

17. Lead Standards Committee details:

Name of Committee:	**Date of meeting**	**Minute reference:**
Infrastructure	05/03/2014	14/INS/03/070

Authorised by: **Date of Authorisation:**

Signed by Philip Hunt for Cliff Cork on 07/04/2014 07/04/2014

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock