



Deviation from a Railway Group Standard

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

Deviation Number: 14/137/DEV

1. Start and End Date:

From 14/11/2014 to 17/06/2015

2. Details of applicant:

, 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. 18475

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Leeds Station Platform 15 – reduced platform width at temporary hoarding.

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

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Five	March 2013	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 (as defined) 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 (160 km/h).
- b) 2500 mm at other platforms.”

7. Scope of deviation:

Leeds Station Platform 15.

It is proposed that, for 26 weeks, some of Platform 15 of Leeds Station will have hoarding on it and hence be narrower. This hoarding is required so that the new Southern Entrance to Leeds Station (LSSE) can be safely built and works segregated from the public. The attached drawings show the alignment of the hoarding. At least 1.9 m is always provided between the platform edge and the hoarding.

8. Duration of the deviation:

From 14/11/2014 – 17/06/2015.

9. Method of elimination:

Compliance will be re-instated once the hoarding is taken down.

10. Impacts of complying with the current RGS requirement:

The platform clearance on Platform 15 will be reduced to a minimum of 1900 mm over approximately 18 metres.

This is only temporary hoarding; once the construction works have been completed, the hoarding will be removed and the platform widths with the new column will be compliant.

The hoarding line has been marked up on the platform and the station management team have assessed the layout. "Do not wait in this area" signs will be erected on hoarding.

Despite the narrow clearances, the risk to passengers is deemed to be acceptable due to:

- the low speed of trains;
- the short distance of the non-compliance;
- the signage which will be on the hoarding advising passengers to move along the platform;
- the possible Station Master / re-platforming of peak time trains.

11. Proposed alternative provisions:

The reduced platform width has been kept as short as possible whilst ensuring there is enough space to work behind the hoarding.

The hoarding line has been marked up on the platform and the station management team have assessed the layout. "Do not wait in this area" signs will be erected on hoarding.

Station lighting is considered to be satisfactory in the area but will be reviewed when the hoarding is in place.

12. Impacts of the alternative provisions:

The hoarding on Platform 15 is required to erect a new column (and associated foundations) and to undertake work on an existing column; the hoarded area will also be used as storage area.

The speeds on the associated track are 10/15 15 or 25 mph (depending which direction). Generally, trains are stopping services on these platforms so would be doing speeds much slower than this. Three car trains usually calling at the affected part of the platform will be re-planned as far as possible to call at other platforms. The longest train formation timetabled to use the platform is 6 cars and only one set of doors will be affected by the hoarding.

The hoarding plan has been reviewed by the signal sighting committee and accepted (see attached).

13. What other options have been considered?

It is not practical to have no hoarding up because this would lead to passengers being at risk from the construction works. It is not practicable to have the hoarding further away from the platform, otherwise the workforce would not be able to move around freely within the hoarding (it is already very restricted so that, during possession works, the hoarding needs to be moved).

14. Consultation with affected parties

- Trans-Pennine Express;
- Northern Rail;
- Carillion work force;
- Leeds Station Management team;
- West Yorkshire Combined Authority (client).

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.

The holder of the certificate is also requested to inform RSSB if the deviation has been addressed or superseded so that it may be closed.

Attachments:

- Northern's letter of support.
- First TransPennine Express' letter of support;
- First TransPennine Express' email of support dated 01/10/2014;
- Drawing No. 102506-CAR-TW-DRG-023 dated 23/07/2014: Leeds Southern Station Entrance – Temporary Hoarding to Platforms 15 and 16;
- Information presented by the Leeds Station Southern Entrance team to the RSSB Infrastructure Standards Committee 12/11/2014;
- Leeds South Station Entrance: Signal Sighting Assessment dated November 2013;
- Network Rail's supporting document: TPE Office and LSSE works – working arrangements v4 dated 30/09/2014.

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

13/10/2014

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

Infrastructure

Date of meeting

12/11/2014

Minute reference:

14/INS/11/236

Authorised by:

Signed by Philip Hunt
on 14/11/2014
on behalf of Cliff Cork

Date of Authorisation:

14/11/2014

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock