

Information for users

The following document:

NR/L3/CIV/162 Issue 1

has had changes made to it, most recently, with effect from **2 March 2016**.

Instructions for use

It is essential that you first read and understand each letter of instruction pertaining to the standard before proceeding to use the standard. You must then apply the requirements of each letter to the standard.

NR/BS/LI/371	Issue 1	2 March 2016	Proceed to letter ►
NR/L3/CIV/162	Issue 2	3 September 2011	Proceed to standard ►

For further information, please contact:

[IHS Customer Support](#)

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Issue	2
Publication date	3 Sept 2011
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Level 3

Platform Extensions

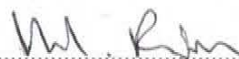
Endorsement and Authorisation

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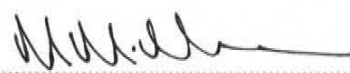
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Issue record

Issue	Date	Comments
1	March 2010	NR/L3/CIV/162: <i>Platform Extensions</i>
2	September 2011	Revised wording to improve clarity.

Compliance

This Network Rail standard shall be complied with by Network Rail and its Contractors from 3rd December 2011.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference Documentation

Legislation:

ROGS	Railways and Other Guided Transport Systems (Safety) Regulations 2006
DfT/TS Code of Practice	Accessible Train and Station Design for Disabled People
TSI PRM	EN Technical Specification for Interoperability : Accessibility for Persons with Reduced Mobility for High-Speed and Conventional Lines on the Trans-European Rail Network
HSE (HMRI)	Railway Safety Principles and Guidance Part 2, Section B 'Guidance on Stations (Now owned by ORR)
	The Building Regulations 2000
	CDM Regulations 2007
	Regulatory Reform (Fire Safety) Order 2005
	Fire (Scotland) Act 2005
	Fire Precautions (Sub-surface Railway Stations)(England) Regulations 2009
	Fire Precautions (Sub-surface Railway Stations) Regulations 1989 as amended

Group Standards

GI/RT 7016	Interface between Station Platforms, Track and Trains
GI/GN 7616	Guidance on Station Platform Geometry
GE/RT 8060	Technical Requirements for Dispatch of Trains from Platforms
GE/RT 8037	Signal Positioning and Visibility
GI/RT 7006	Prevention and Mitigation of Overrun Risks
GN/RT 8537	Guidance on Signalling Position and Visibility
GE/RT 8034	Maintenance of Signal Visibility

GE/RT 8025	Electrical Protective Provisions for Electrified Lines
GE/RT 8048	Positioning and Labelling of Lineside Telephones
RIS-7700-INS	Rail Industry Standard for Station Infrastructure

Network Rail Standards:

NR/L2/TRK/2049	Track Design Handbook : 2008
NR/L2/SIG/10157	Signal Sighting
NR/SP/ELP/21085	Specification for Design of Earthing & Bonding Systems for 25Kv AC Electrical Lines
NR/TEL/L2/TEL/31111	Design and Installation of DOO Systems
SP/FTN (D&D)/004	Guidance on the construction and renovation of cable routes
NR/L2/AMG/1020	Process for obtaining data on buried services
NR/L2/EBM/STP001	Network Rail Standards Management - Process requirements
NR/L2/INI/02009	Engineering Management of Projects
NR/L3/MTC/089	Asset Management Plan
NR/L3/CIV/030	Platform Components and Prefabricated Construction Systems
NR/L3/CIV/151	Technical Approval of Standard Designs and Details for Civil Engineering Works
NR/L2/CIV/003	Engineering Assurance of Building and Civil Engineering Works

Other Documents:

NR Guidance Note	Station Street Furniture Design Guide: 2009
HSE (HMRI)	Railway Safety Principles and Guidance Part 2, Section B 'Guidance on Stations (Now owned by ORR)
HM Government	Fire Safety Risk Assessment Transport Premises and Facilities
Communities and Local Government	Regulatory Reform (Fire Safety) Order 2005 Guidance Note 3: Fire Safety on Sub-surface Railway Stations
NR Guidance Note	Station Capacity Assessment Guidance

Contents

1	Purpose.....	5
2	Scope.....	5
3	Definitions	5
4	Roles and responsibilities	6
5	Geometry of Platform Extensions	8
5.1	Platform widths.....	8
5.2	Passenger Capacity Assessment.....	9
5.3	Location of Platform Furniture	10
5.4	Location of isolated columns supporting lighting, signs and other equipment	10
5.5	Gauging requirements.....	10
5.6	Vertical track alignment through station platforms	11
5.7	Deviation from Railway Group Standards	11
6	Design Requirements for Platforms	11
6.1	Platform Design Matrix.....	11
6.2	Standard Designs for Platforms	12
6.3	Process for using Non-Standard Designs for Platforms.....	13
6.4	Platform Components.....	13
7	Platform Markings and Furniture.....	13
7.1	Platform Markings (excluding tactile surfaces) and Furniture	13
7.2	Platform Markings - Provision of tactile surfaces	13
8	Fire Safety.....	14
9	Operational Considerations.....	14
9.1	Introduction.....	14
9.2	Platform Length – Design Principles	15
9.3	Train Length	15
9.4	Platform Stop Markers.....	16
9.5	Stopping Tolerance	17
9.6	Signal Sighting at Platforms	19
9.7	Telecoms assets	22
9.8	Third Rail Electrification assets	24
9.9	Overhead Line Electrification assets	24
9.10	Track Circuits	25
10	Consents that may be required for Platform Extensions.....	25
10.1	Introduction.....	25
10.2	Guidance on planning laws	26
10.3	Guidance on Station change (franchised station regime) for Platform Extensions	26
10.4	Guidance on Network and Station Closure	28
11	Bringing the Platform Extension into operation	31
12	TSI PRM Requirements	31
12.1	Background	31
12.2	Requirements	31
	Appendix A – Flowcharts for the optimum design of platform geometry.....	33
	Appendix B - Worked Example of a Static Assessment	39
	Appendix C – Platform Construction types	41

1 Purpose

This Standard provides requirements, guidance and information on works to extend existing platforms at stations.

This Standard covers a wide range of disciplines and policy areas and is intended to provide users an “end-to-end” guide to the process of extending an existing station platform. However, it cannot include all the guidance that may be needed and references and internet links to relevant information have been included.

2 Scope

This Standard is specifically designed for use when extending existing platform at stations. Those seeking requirements and guidance on the construction of new platforms or other works relating to existing platforms, should refer to the relevant standards and guidance.

This Standard provides requirements and guidance to established Railway Industry Standards on platform extensions as listed below.

Additional technical considerations will apply on a location specific basis where platforms are supported by special support structures i.e. underbridges, viaducts, arches etc.

Additional requirements apply to sub-surface stations as defined by the Fire Precautions (Sub-surface Railway Station) Regulations.

In the event of a conflict between this Standard and the requirements within higher-level documents the Group and/or company Standards shall take precedence.

3 Definitions

DfT Department for Transport

The DfT determines the overall transport strategy for England and Wales (See also TS).

DOO Driver Only Operation

DOO systems are provided to the driver to check that the platform/train door interface is clear before the train doors are closed and train departs.

DPPP Disabled Peoples Protection Policy

SFO requirement to provide reduced mobility access at stations, as part of the Licence to Operate, issued by the ORR.

IIE Infrastructure Investment and Enhancement

IIE is a part of Network Rail that sponsors all new works and enhancements to existing infrastructure.

ORR Office of Rail Regulation

The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.

PRM TSI Persons with Reduced Mobility – Technical Specification for Interoperability

PRM TSI is a European Standard which provides the accessibility requirements of rail vehicles, railway stations and other infrastructure.

RSSB Rail Safety and Standards Board

The RSSB measure safety performance and analyse risk for the UK rail industry, and publishes Railway Group Standards.

SFO Station Facility Owner

The SFO is the TOC holding the lease for a Franchised Station.

SDO Selective Door Opening

SDO is a system to only permit those train doors to open that are safe for passenger egress onto the station platform.

TOC Train Operating Company

TOC holds a specific franchise to operate passenger services.

TS Transport Scotland

TS is the national transport agency for Scotland (See also DfT).

4 Roles and responsibilities

To deliver works to a station safely, it is necessary to understand how the responsibilities for stations are allocated between the different organisations that can be involved, and what impact this can have on the scope of the works, who consents to what, and who to consult in doing so.

The reason is, that under the legislation under which the main line railway in the UK (being the network for which Network Rail is the owner and operator), called the *Railways and Other Guided Transport Systems (Safety) Regulations 2006* ("ROGS"), the responsibility that Network Rail has for the stations on the main line network varies." Network Rail Safety Verification process complies with ROGS.

There are two principal types of station

- A Leased or Franchised Station, where, in most cases, the freehold of the station, its buildings, platforms and station furniture and the surrounding land belongs to Network Rail, but Network Rail does not operate the station itself. There are also a limited number of leased stations where Network Rail only owns the land, but the buildings and platforms are owned by someone else.
- A Managed Station, where Network Rail is the owner of the station, its buildings, platforms, station furniture and the surrounding land, and also operates the station as well. The exact definition of which stations are managed is defined on Connect.

Under the ROGS regulations, the person operating a station is referred to as Infrastructure Manager, and is responsible in Law for the safe operation of that station, as well as determining whether it is safe for a train to call at that station for the purpose of passengers getting on and off trains.

The requirements by which certification is issued to the Infrastructure Manager of a leased station and to Network Rail for the track, etc, is exactly the same. How each organisation achieves their authorisation as an Infrastructure Manager is entirely their responsibility. Network Rail has no responsibility under ROGS for activities carried out by other organisations on the Network.

Network Rail is not the Infrastructure Manager of a franchised station just because it is carrying out alterations or enhancements to a station.

The term Infrastructure manager is also used to describe the organisation (e.g. Network Rail) responsible for the track, the signalling, and the traction power supply system.

When altering a Leased Station, the following information will be required:

1. Owner of the assets to be altered (if not Network Rail under a Lease)
2. Infrastructure Manager for the Station (this will usually be the person described in the lease as the Station Facility Owner, but there are some exceptions to this)

3. Where the boundaries of responsibility lie for the station between Network Rail (for the track, signalling, electrification) and the Infrastructure Manager of the station. Basic guidance on this can be obtained from Railway Group Standard GI/RT 7016, but the exact interfaces need to be agreed before starting any work at a leased station.
4. Types and lengths of trains the Infrastructure Manager has agreed may stop at the station.
5. Which trains are authorised to use the running lines through the station.

The following non-exclusive list indicates the likely responsibilities of the Infrastructure Manager of a station. However, there may be other relevant matters in addition, specific to the location.

- The extent of the lease between Network Rail and the Infrastructure Manager (not all of every leased station is covered by the lease to the Infrastructure Manager of the Station – trains should not be calling at platforms for which there is not an Infrastructure Manager).
- Lengths, widths, gradients and curvature of platforms, including preserving any compatibility requirements between trains authorised to call at the station and the platforms
- Passenger circulation control and management, including the provision of Automatic Ticket Gates, and associated emergency evacuation plans
- Maintenance of clearances between passing trains, passengers, and station furniture
- Arrangements for despatch of trains, including location of train stopping marks, associated indicators and equipment for operating indicators, DOO(P) equipment such as CCTV monitors and so forth
- Stepping distances between the platform and trains
- The adequacy of the sighting of any signal that can authorise a train to depart from a platform
- Adequacy of station lighting (especially where enhanced lighting for DOO(P) operation is required)
- Compliance with the sub-surface stations regulations where the station so qualifies
- Safety of passengers using the station in regard to protection from any railway traction power supplies in the vicinity of or located on the station.
- Provisions for persons of reduced mobility to use the station to access and egress trains
- Provision of signage and information systems for passengers
- Safety and Welfare of their staff involved in the operation of the station.
- Cleaning and repairs (albeit that under the lease Network Rail may have a role in this too).
- Any specific requirements that shall be met for continued compliance with the Disabled People's Protection Policy (DPPP)

Agreements shall be in place for the above, and any other matters related to the operation of a station before embarking on the design of station alterations.

These agreements shall be obtained by the Sponsor, and included in the Sponsor's Instruction.

5 Geometry of Platform Extensions

5.1 Platform widths

5.1.1 Purpose and background

This Standard has been specifically designed to be used by anyone involved in the planning and design of proposals to extend platforms, to determine the width to which they should be built. Whilst making reference to the potential impact of passenger growth, the Standard addresses the need for platforms to accommodate longer trains and not the consequences of significant increases in passenger usage at any particular site.

There are various legislated standards and codes of practice documents which define minimum design requirements in a range of situations. However, the purpose of this Standard is to assist with the interpretation and reconciliation of these standards and codes of practice and help identify the requirements driven by passenger usage and other operational considerations when designing an extension to an existing platform.

In all cases the key factors that shall be addressed when designing platform extension are:

1. the safe accommodation of passenger access / egress (including emergency evacuation), circulation, waiting and boarding / alighting in relation to the potential hazard from the platform edge or passing trains
2. the safe accommodation of operational activity, e.g. station management and maintenance
3. the safe arrangement and positioning of structures, platform furniture and equipment

5.1.2 Defined minimum platform widths

The minimum widths are specified in GI/RT 7016, however it should be noted that, irrespective of the minimum widths stipulated, platforms shall be planned to accommodate the maximum anticipated number of passengers using the facility, which may determine a width above minimum, to avoid overcrowding.

5.1.3 Modifying factors and circumstances

Platform extensions should be built at the widths specified in GI/RT 7016, subject to an assessment of whether these widths are sufficient to accommodate the maximum anticipated usage and the possibility of allowing for the detraining of passengers

In determining whether platform dimensions are adequate in any given site scenario the following factors shall be taken into account:-

1. the positioning of buildings, staircases, lifts or other obstructions in relation to the extension
2. the requirement to meet fire or other emergency evacuation criteria
3. the experience or likelihood of significant passenger congestion on the platform to be extended
4. the incidence of high levels of simultaneous boarding and alighting.
5. the inability to clear a platform between train arrivals or headway.
6. the possible need to accommodate a circulation or evacuation route not related to the train boarding and alighting on that particular platform
7. the use of the platform by vehicles eg. catering tractors and trailers or mobility buggies
8. the unscheduled de-training of passengers
9. the arrangements for the provision of access for disabled passengers

It will be necessary in all platform extension proposals to check whether any of these factors applies and if they do it will be necessary to assess what the impact on the proposed extensions is and whether any particular capacity analysis, safety validation or risk assessment needs to be undertaken.

5.1.4 Further assessment

Where the above considerations do not apply and where the existing platforms already meet or exceed the appropriate minimum widths and are considered by the Station Facility Owner (SFO) to function satisfactorily and safely, the platforms may be extended at current widths unless there is a known incidence of regular significant congestion at the end of the platform to be extended.

In response to a number of typically encountered situations found in platform extension the following scenarios apply:

1. Existing platform ends do not currently meet the width standards - These should only be extended at the existing width where there is no experience of high levels of congestion or large numbers of simultaneous boarders and alighters. A risk assessment shall be undertaken to ascertain whether the proposed platform extension can operate safely taking into account the use of the platform area, train speed; distances to wider elements of the platform e.g. waiting shelter recesses etc.

Where new platform areas fall below the minimum width criteria a derogation from the GI/RT 7016 shall be submitted, as specified in 5.6.

2. High levels of congestion have been identified at an existing platform end that is wider than the minimum standard and it is known that the proposed stopping position of the longer train service will simply move that congestion along the platform extension then, where space permits, the platform extension shall be built no narrower than the existing.
3. Existing platform end is constricted by the presence of an obstruction such as a bridge abutment or other structure of limited length. The platform extension beyond the constriction shall match the width of the existing platform prior to the constriction; if the reduced width at the constriction falls below the standards, a risk assessment based on usage shall be undertaken to determine whether the extended platform element may be accessed safely via the narrow width. Where the passenger numbers are significant this may involve the need for a static or dynamic modelling exercise.
4. Where ramped train boarding is required for disabled access to/from a train. A check should always be made with the SFO as to whether ramped train boarding will be needed within the length of the platform extension, in which case the appropriate minimum width shall be provided. If congestion is not an issue, the extra width provision over the basic standard may be localised.
5. Where the platform is wider than the applicable standard and there is no significant forecast change to the passenger usage, the platform extension width may be reduced to the standard

5.2 Passenger Capacity Assessment

For most extension proposals, detailed passenger capacity assessment may not be required, however should the extension be less than 3 metres wide, a 'static' assessment, i.e. mathematical calculation may be required. In this case, advice shall be obtained from Network Rail Station Capacity Specialists.

A Static assessment shall suffice for straightforward situations unless:

- there is a high degree of simultaneous boarding and alighting
- the length of the platform, the station configuration or the operational timetable indicate that platforms will not clear before the next service/s arrive at this platform, or those immediately adjacent
- where a platform in use falls below the acceptable dimensions given in the standards

In such instances a dynamic assessment may need to be carried out. Again, advice shall be obtained from the Network Rail Station Capacity Specialists.

Static assessments can assess what platform and other critical widths are required based on agreed acceptable densities and flow-rates of passengers on a station in various circumstances of normal anticipated operation or contingency situation. This will enable satisfactory circulation of passenger movement.

On site observations, including a passenger survey shall be carried out before any static assessment is undertaken.

Appendix B illustrates the application and typical calculation methodology of a static assessment,

5.3 Location of Platform Furniture

For a platform extension the space for platform furniture should be considered at the design stage and should be added to the minimum usable width required by 7.1 of GI/RT7016.

5.4 Location of isolated columns supporting lighting, signs and other equipment

The requirement of 6.5 of GI/RT7016 addresses the free flowing movement of people on a platform when either boarding and alighting, or whilst trains are passing at speed. Columns positioned within 2.5m of the platform have the potential to restrict the movement of people, particularly at times of crowding. To what extent the columns act as a restriction will depend on the following:

- The spacing of the columns
- The size of the columns
- The shape of the columns

Columns may only be placed within 2.5m of the platform edge where specific site constraints restrict the platform width.

These may include:

- Compulsory Land Purchases required
- Existing structures present

5.5 Gauging requirements

Platform extensions shall be built to comply with gauging dimensions, as specified in GI/RT 7016. These include Platform Height, Platform Offset, and Footsteps.

Platform extensions may be built to conform to gauging dimensions of existing platform, where these do not comply with GI/RT 7016 in the following cases:

- For platform extensions not exceeding 20m, or
- Where future track renewal is planned to bring entire platform into gauge

Each non-compliant platform shall be considered on a case by case basis, and requires consultation with TOC/SFO as Infrastructure Manager, Route Gauging Engineer and Network Rail Asset Steward during GRIP Stage 1-3 of the project.

Extensions shall not be permitted to compromise the future gauge defined for the route.

Contact with the route specific gauging engineer is required by existing company design processes which must be observed. This shall occur at NR/L2/CIV/003/F001, F002 and F003 sign off stages.

Each scheme needs to confirm whether there are any **alignment works** identified or required at the specific sites. The optimum design alignment (vertically and laterally) shall be achieved before the extension work are implemented. The Route Asset Manager and local Track Maintenance Engineer shall be the first point of contact for any discussion on the necessary

works at a site. Failure to do this will lock the company into sub-optimal and potential deteriorating conditions. Maintaining poor track alignments (in the difficult confines of platforms) increases maintenance costs, reduces the effectiveness of On Track Plant and can act as the propagators for RCF sites.

5.6 Vertical track alignment through station platforms

The mandatory requirement for platforms to be located on track with an average gradient of 1:500 has been deleted from GI/RT 7016 Issue 4. Where this gradient cannot be achieved, the guidance provided in GI/GN 7616 4.2 should be followed.

5.7 Deviation from Railway Group Standards

In all cases where the Platform Extension geometry does not comply with GI/RT 7016, or any other Railway Group Standard, the non-compliance process as specified in NR/L2/EBM/STP001 10.2.2, shall be followed.

6 Design Requirements for Platforms

6.1 Platform Design Matrix

Construction Type Selection

Careful consideration should be given to selection of the most appropriate and cost effective construction system. The construction of existing or adjacent platforms may provide a guide to the most suitable structural form, however this should not be assumed. Site investigation may reveal specific constraints and requirements that the design and construction method will need to accommodate, this may affect the selection of construction technique.

Legal requirements arising from conservation areas and listed structures may also be an issue at older stations.

Platforms may be required to provide protection to structures from derailment within the 4.5m Hazard Zone, as specified in HMRI Principles. This requirement shall be considered when selecting construction types.

A selection guide to assist selection of the optimum construction method is given in Table 1.

Geometry	Type of Construction						Comment
	Timber	Traditional Front Wall (Riser Wall)	Cross Wall Type 1 and Type 2	Prefabricated Modular Systems Steel or FRP	Lightweight Modular construction eg: Polystyrene	Precast Concrete Modular Systems	
Baseline Costs – Greenfield scenario							
Construction	5	2	3	3	4	1	Based on unit costs
Whole Lifecycle / Design Life	1	5	3	2	4	3	
Track:							
Curved	5	5	3	3	2	1	Awkward detailing and increased costs.
Sharply Curved	5	5	2	2	1	1	Check chord effect can be accommodated.
Platform Width:							
Taper a little	5	5	3	3	3	1	Awkward detailing and

							increased costs.
Taper Considerably	5	5	3	2	2	1	Planks may not be possible.
Site Conditions:							
On Level Ground	5	3	5	5	5	5	Two walls required.
In a Cutting	3	5	2	3	1	2	Will require extra excavation or earth retention.
On Embankment	5	1	2	4	5	4	May require piling.
Plant Access:							
Difficult	5	3	3	5	4	1	Check feasibility of craneage.
Soil Conditions:							
Average	5	3	3	5	5	1	
Poor	4	2	1	4	5	4	Settlement may cause cracking. Piling may be required.
Loading:							
Small Trolleys	2	5	5	3	5	4	Will require strengthened units
Motorized mechanical handling equipment	1	4	3	2	3	5	
Construction Period:							
Weeknight	5	4	2	4	4	1	Applies to platform construction and foundations.
Single days	5	4	2	4	4	1	
Weekend	3	1	4	4	5	1	
							Lead time required for fabrications and other works

Table 1: Platform Type Matrix

Weightings are 1-5 where 1 represents a lower performance than 5.

More details on platform construction types, including advantages and disadvantages may be found in Appendix C.

6.2 Standard Designs for Platforms

A suite of designs has been adopted as the preferred standard for use nationally, these are referenced in NR/L3/CIV/151 *Technical Approval of Standard Designs and Details for Civil Engineering Works*.

6.3 Process for using Non-Standard Designs for Platforms

Standard Designs for Platform Extensions should be used in the vast majority of cases, there will be sites or project circumstances which preclude economic use of the standard designs, i.e. ground conditions or existing platform construction constraints.

Innovative solutions may be developed, utilising new materials or construction techniques, that offer cost reductions and/or operational efficiencies to the business and the Standard Designs should be expanded to incorporate these solutions.

The process for using Non-Standard Designs for Platforms shall follow the process defined in NR/L2/CIV/003 *Engineering Assurance of Building and Civil Engineering Works*

6.4 Platform Components

Platform components shall be designed in accordance with NR/L3/CIV/030 *Platform Components and Prefabricated Construction Systems*. (Formerly RT/E/PS/00030). This Standard provides detail design and performance specifications for copers, tactile paving and complete systems.

7 Platform Markings and Furniture

7.1 Platform Markings (excluding tactile surfaces) and Furniture

The length of the proposed platform extension and the site circumstances will determine whether additional light columns, additional rear of platform fencing and additional signage is required or whether movement of existing structures such as CCTV supports and Driver Only Operation (DOO) equipment becomes necessary (See 9.7).

Standard designs embracing these basic fixtures and fittings are available from the Engineering library reference in NR/L3/CIV/151 and Station Street Furniture Design Guide.

The requirement for additional lighting columns shall be based on the need to provide the required illumination levels on the platform, and the positioning of these will need to take account of the positioning of the rise and fall of the column itself.

Where platforms extensions are narrower than the standard, positioning the light column behind the platform itself is the preferred solution. (See 5.3 and 5.4). Sufficient space will be required for raising and lowering light columns, where these are installed.

Rear of platform fencing should generally be extended utilising the existing designs but where this is no longer appropriate the most site sympathetic standard from the library should be used.

Station name signs should be located on the platform extensions where the existing ones will not be visible from the train. These should be of the same design as the existing signs and fixed at the same height.

Platform markings, such as the yellow warning line and floor mounted signage such as 'Mind the Gap' shall be applied to the platform extensions where these are present on the existing platforms. Where yellow warning lines are to be provided these shall be accompanied by the standard wall mounted warning signs.

There will generally be no need to locate any removeable furniture, fixtures or fittings on the platform extensions but if additional seating is to be considered the required platform widths should not be compromised and the seats should be bolted down.

Platform Design Standard and Station Street Furniture Design Guide can be obtained from the Network Rail Principal Architect.

7.2 Platform Markings - Provision of tactile surfaces

7.2.1 Where existing platform has a tactile surface

The appropriate tactile surface shall be specified in all extensions to platforms that already have a tactile surface installed along their entire length, i.e. the platform shall have a tactile surface along its entire length following the extension of the platform – irrespective of the length of the extension (see below).

7.2.2 Where the existing platform does not have a tactile surface

The standards that are relevant to existing platforms that do not have a tactile surface installed are summarised in the Department for Transport / Transport Scotland's Code of Practice – *Accessible Train and Station Design for Disabled People*. The relevant standards applicable to works to extend existing platforms are:

- **EU standards - PRM TSI 4.1.2.19 and 4.1.2.20**

EU requirements only apply to Trans-European Network stations (i.e., on about two thirds of our network) where there are new-build stations or "major works" are undertaken. It is likely that the platform extension would be interpreted as "major works" by DfT/TS.

- **National (Railway Group) Standard GI/RT 7016 Interface between Station Platforms, Track and Trains (2007) 11.2.3.1:**

Part 13 of the standard refers to the standard as being applicable to new stations and "alterations (as defined)" to existing stations. "Alteration" is defined at 1.2.2.2 as "the substantial lengthening or rebuilding of all or part of an existing platform or an associated structure...which provides a reasonable opportunity to bring the items concerned into conformity with the requirements of this document".

The substantial lengthening of an existing platform shall therefore require the extension and the remainder of the platform to be equipped with tactile paving where it can be demonstrated that this is a "reasonable opportunity".

- When an existing platform is rebuilt or resurfaced, over more than 75% of the useable platform length, this shall be considered a "reasonable opportunity" to install tactile paving.
- When an existing platform is extended, without any work undertaken on the existing platform, this shall not be considered a "reasonable opportunity" to install tactile paving.
- Where funding is available, specifically targeted at improving accessibility at the station, this shall be considered a "reasonable opportunity". Examples of this may include:
 - o The train operator, as the "service provider" as defined under the Disability Discrimination Act 1995, may wish to fund works to improve the accessibility of the station, including the installation of a tactile surface along the entire length of the platform.
 - o The DfT, TS, Transport for London or Passenger Transport Executive, may wish to fund these improvements.

The DfT may wish to extend the scope of the "Access for All" programme in order to facilitate these works. This programme, funded by the DfT, provides an accessible route from the entrance to, and between, platforms at those stations selected for inclusion in the programme, and includes the installation of tactile surfaces.

8 Fire Safety

Fire Safety Legislation applies to platforms and therefore any proposal to extend the platform shall require an assessment of the impact on emergency evacuation from the train and station.

The platform egress assessments shall be carried out by the Network Rail Fire Engineers with support and information from the scheme project delivery managers and the station facilities operators.

9 Operational Considerations

9.1 Introduction

This section provides technical requirements, and guidance covering operational allowances applied to the design of the layout of platform extensions.