

**Railway Group Standard**  
**GIRT7020**  
**Issue: Two**  
**Date: June 2022**

# **GB Requirements for Platform Height, Platform Offset and Platform Width**

## **Synopsis**

This document sets out Great Britain (GB) requirements in scope of National Technical Rules for platform height, platform offset and platform width.

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**Issue Record**

Issue	Date	Comments
One	02/06/2018	Original document. Contains GB requirements for platform height, platform offset and platform width.
1.1	01/06/2019	Issue 1.1 amends clause 2.1.3 by removing the word 'vertical'. This is to provide clarity relating to the change of 'Normal' clearance in GIRT7073 from 50mm to 40mm for platforms.
Two	04/06/2022	Issue Two contains an additional requirement for restraint of platform copers, and updates to guidance for consistency with the revision of RIS-7016-INS.

Revisions have been marked by a vertical black line in this issue.

**Superseded Documents**

The following Railway Group Standard is superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GIRT7020 issue 1.1 Requirements for Platform Height, Platform Offset and Platform Width	All	04/06/2022

**Supply**

The authoritative version of this document is available at [www.rssb.co.uk/standards-catalogue](http://www.rssb.co.uk/standards-catalogue). Enquiries on this document can be submitted through the RSSB Customer Self-Service Portal <https://customer-portal.rssb.co.uk/>

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## Part 1 Purpose and Introduction

### 1.1 Purpose

1.1.1 This document sets out Great Britain (GB) requirements in scope of National Technical Rules (NTRs) for platform height, platform offset and platform width.

### 1.2 Introduction

#### Principles

1.2.1 The requirements of this document are based on the following principles.

1.2.2 This document sets out NTRs for the GB mainline railway. Compliance with NTRs is required under the Railways Interoperability Regulations 2011 (as amended).

1.2.3 The NTRs in this document are used for the following purposes:

- a) To fill identified open points in National Technical Specification Notices (NTSNs);  
and
- b) To support UK specific cases in NTSNs.

1.2.4 RIS-7016-INS reproduces the requirements set out in this document together with other applicable GB requirements concerning the interface between station platforms, trains, track and buffer stop.

#### Structure of this document

1.2.5 Where relevant, the national technical rules relating to relevant NTSN parameters have been identified together with the relevant clause from the NTSN.

1.2.6 This document sets out a series of requirements that are sequentially numbered. This document also sets out the rationale for the requirement, explaining why the requirement is needed and its purpose and, where relevant, guidance to support the requirement. The rationale and the guidance are prefixed by the letter 'G'.

1.2.7 Some subjects do not have specific requirements but the subject is addressed through guidance only and, where this is the case, it is distinguished under a heading of 'Guidance' and is prefixed by the letter 'G'.

#### Related requirements in other documents

1.2.8 The following Railway Group Standards contain requirements that are relevant to the scope of this document:

- GIRT7073 sets out the requirements for positioning infrastructure and maintaining the position of track relative to infrastructure to achieve gauge compatibility with rolling stock.
- GMRT2173 sets out the methods of determining the swept envelope of rail vehicles. It sets out specific gauge requirements for the lower sector and specific items of equipment and sets out minimum requirements for the recording of vehicle gauging data.
- GLRT1210 defines the requirements for the AC energy subsystem and the interfaces to rolling stock operating over the AC electrified railway.

- GLRT1212 sets out the requirements for the DC conductor rail energy subsystem and the interfaces to rolling stock operating over the DC electrified railway.

### Supporting documents

1.2.9 The following Rail Industry Standards and other documents support this RGS:

- RIS-7016-INS sets out requirements for the design and maintenance of station platforms for their safe interface with trains, track and buffer stops;
- RIS-8060-CCS sets out the minimum engineering requirements for the facilities used in dispatching trains from platforms;
- RIS-8270-RST sets out requirements and responsibilities for the assessment of technical compatibility at route level for vehicles and infrastructure; and
- RIS-2747-RST sets out GB requirements for exterior doors and selective door operation (SDO) systems.

## 1.3 Approval and Authorisation

1.3.1 The content of this document was approved by Infrastructure Standards Committee on 17 March 2022.

1.3.2 This document was authorised by RSSB on 04 June 2022.

## Part 2 Requirements for Platform Height, Platform Offset and Platform Width

### 2.1 Height of platforms

2.1.1 For new platforms and alterations (as defined) to existing platforms, the design height at the edge of the platform measured perpendicular to the plane of the rails shall be 915 mm (within a tolerance of +0 mm, -15 mm), except for platforms where defined legacy rolling stock is permitted to operate.

2.1.2 For new platforms and alterations (as defined) to existing platforms where defined legacy rolling stock is permitted to operate, the design height at the edge of the platform measured perpendicular to the plane of the rails shall be 915 mm (within a tolerance of +0 mm, -25 mm).

2.1.3 An additional +10 mm tolerance is permitted when a new platform or platform extension is constructed. Where this +10 mm is used, the related values for the lower sector clearance (given in GIRT7073) shall be reduced by 10 mm. GIRT7073 sets out the requirements for clearances at station platforms which take into account the additional +10 mm tolerance. The tolerances are illustrated in Figure 1.

2.1.4 Where a new platform or an alteration (as defined) to an existing platform abuts an existing platform, any discrepancy in height of the platform shall be gradually tapered into the existing platform. The transition gradient shall not exceed 1:40.

#### Rationale

G 2.1.5 The standard position of the platform edge relative to the track provides for boarding and alighting of trains, assuming that the trains are built to the requirements of GMRT2173. It also provides for the passage of passenger and freight trains at speed, in accordance with the requirements for gauge clearance.

G 2.1.6 For the GB railway, which generally provides for network-wide utilisation of passenger and freight vehicles and open access, this standard platform height is the target position.

G 2.1.7 A number of studies have considered alternative platform heights for the mixed traffic railway, but the target platform height has been confirmed as 915 mm. More information on these studies can be found in the Platform Train Interface Strategy, which is on the RSSB website.

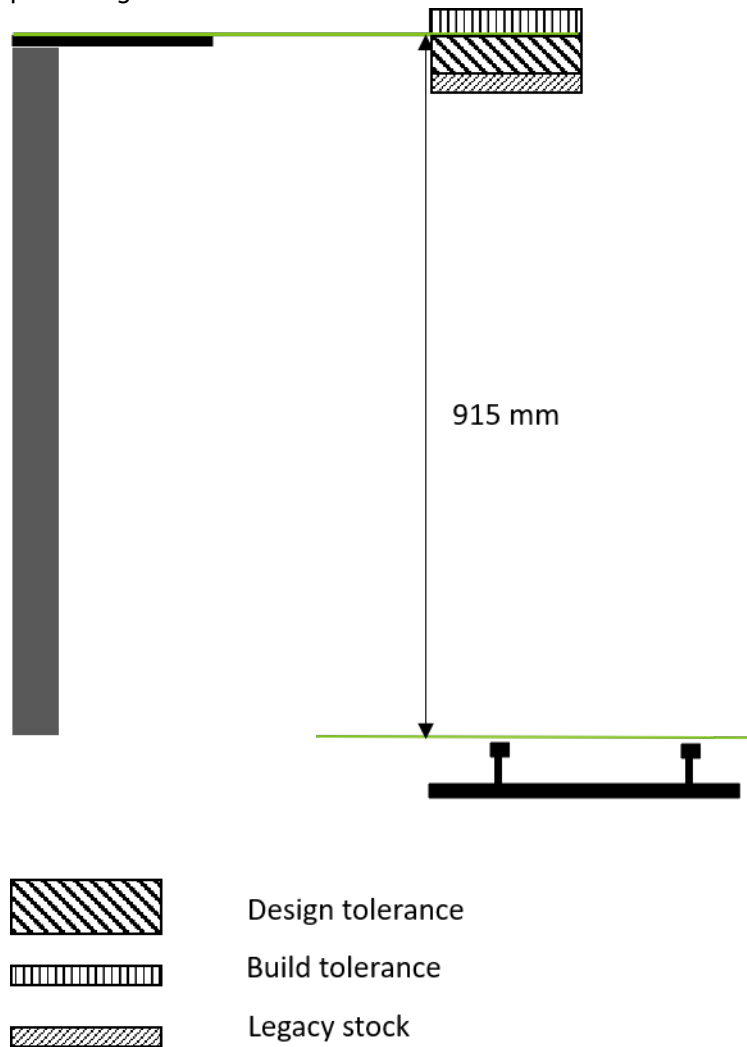
#### Guidance

G 2.1.8 These requirements support the GB specific case for 'Platform Height' permitted by the INF NTSN.

G 2.1.9 When planning or designing a new platform, or alterations (as defined) to an existing platform, the relationship between the position of the platform and the energy subsystem is taken into account. The requirements detailing the clearance requirements of an electrification system are contained within GLRT1210.

G 2.1.10 The datum position for the location of a platform is the reference (design) position of the track adjacent to the platform, including any designed cant. The track may move

from this reference (design) position during its maintenance cycle, and the amount of this variation will depend on the track fixity provided. The maintenance tolerance on the track position is given in Network Rail standards, but the amount that the track moves within the maintenance tolerance may be outside the tolerances on platform position given within this standard.



**Figure 1:** Diagram for tolerance on platform height

G 2.1.11 When building a new platform or extending a platform, the design geometry of the track adjacent to the platform can be used for setting out of both structural and copper position, provided that the track is in its reference (design) position. It is undesirable to adopt this methodology if the track is not in its reference (design) position, as any irregularities in the top and line of the track will be locked in to the platform edge alignment. This problem can be avoided by using alternative setting out datums and checks. Use of a single survey scheme for the complete length of the site will minimise problems of mismatching positions. The vertical curvature of the track is also relevant when considering platform heights.



- G 2.1.12 If there is no design track alignment, then a suitable reference position for the track is normally used for platform positioning. Once built, datum plates fixed to the platform wall can be used to record the design offset, level and cant of the track.
- G 2.1.13 The additional +10 mm tolerance is for build and maintenance of the platform and is not available for design. Stepping distance is calculated from the nominal 915 mm platform position.
- G 2.1.14 Defined legacy rolling stock will not achieve positive clearance to a platform height of 900 mm (which is the nominal height of 915 mm less 15 mm tolerance) and this is why the minimum height of 890 mm (915 mm less 25 mm tolerance) is permitted on routes where this stock operates. These routes are defined in the Sectional Appendix.
- G 2.1.15 There are some areas where rolling stock from different systems, with significantly different floor heights, shares the same platform. This can occur, for example, where platforms are shared between National Rail and London Underground. In these cases, a compromise platform height is sometimes used, with suitable permissions
- G 2.1.16 For the lengthening of existing platforms that are to a substandard height, GIRT7020 requires that the new length of platform is designed to a height of 915 mm (within a tolerance of +0 mm, -15 mm) and with a transition length not steeper than 1:40 between the new and existing platforms. The actual position of this transition length is generally sited to best suit boarding and alighting of the trains that call at the platform; for example, if possible, avoiding aligning with doors, and also to best suit station access and egress arrangements; for example, not opposite stairs or lifts.
- G 2.1.17 When designing and implementing a platform extension it is good practice to consider how, in the future, the full length of the platform will be brought into compliance with the standard position. Achieving compliance for the full platform length may not be appropriate as part of the initial project but consideration of practical options is used to inform the design of the extension. Optimisation of the long-term position may include consideration of a time-limited deviation for the height of the extension. Simply building the extension to the standard position, without consideration of future options for the full platform length is not good practice.
- G 2.1.18 Alteration is defined in this document as: the substantial lengthening or rebuilding of all or part of an existing platform and/or an associated structure, or renewal of station equipment or platform furniture, which provides a reasonable opportunity to bring the items concerned into conformity with the requirements of this document.
- G 2.1.19 Whether a project provides a reasonable opportunity to bring the items concerned into conformity has to be determined on a case-by-case basis, taking into account the:
- a) Size of project;
  - b) Balance of risks and mitigation options;
  - c) Cost of the opportunity to bring existing non-conforming areas into conformity;
  - d) Future plans for the asset and related assets;
  - e) Best long-term interests of the railway system as a whole; and
  - f) Views of stakeholders.

- G 2.1.20 RSSB research project T1166 (2019) investigated the locations of 'high and tight' platforms across the network and the potential benefits of modifications to such platforms, identifying possible performance as well as safety benefits.
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## 2.2 Offset of platforms

- 2.2.1 For new platforms and alterations (as defined) to existing platforms, the platform edge shall be the distance from the adjacent track (within a tolerance of +15 mm, -0 mm) as detailed by the lower sector infrastructure gauge set out in GIRT7073. The offset is measured parallel to the plane of the rails.
- 2.2.2 Where a new platform, or an alteration (as defined) to an existing platform, abuts an existing platform, any discrepancy in the alignment of the platform shall be tapered over a length commensurate with complete platform copper unit lengths, but at a rate not exceeding 1:80.

### Rationale

- G 2.2.3 The standard position of the platform edge relative to the track provides for boarding and alighting of trains, assuming that the trains are built to the requirements of GMRT2173. It also provides for the passage of passenger and freight trains at speed in accordance with the requirements for gauge clearance.
- G 2.2.4 For the GB mainline railway, which generally provides for network-wide utilisation of passenger and freight vehicles and open access, the standard platform offset is the target position.

### Guidance

- G 2.2.5 Requirements for platform offset in connection with a standard NTSN platform height are set out in the INF NTSN. UK (GB) has a specific case for platform height and for platform offset that refers to the NTR as set out in this document.
- G 2.2.6 When planning or designing a new platform, or alterations (as defined) to an existing platform, the relationship between the position of the platform and the energy subsystem is taken into account. The requirements detailing the clearance requirements of an electrification system are contained within GLRT1210.
- G 2.2.7 It is good practice for platform copers to have a restraint to prevent them from moving and potentially infringing clearances or endangering passengers or staff.
- G 2.2.8 For the majority of locations, the required platform edge position will be between 730 mm and 745 mm from the adjacent rail. Designing the position to the middle of this range will facilitate construction by retaining tolerances.
- G 2.2.9 The datum position for the location of a platform is the reference (design) position of the track adjacent to the platform, including any design cant. The track may move from this reference position during its maintenance cycle, and the amount of this variation will depend on the track fixity. This variation in the maintenance position of the track may be outside the tolerance on platform position; the maintenance tolerance on the track position is set out in Network Rail standards.

- G 2.2.10 When building a new platform or extending a platform, the design geometry of the track adjacent to the platform can be used for setting out of both structural and coper position, provided that the track is in its reference (design) position. It is undesirable to adopt this methodology if the track is not in its reference (design) position, as any irregularities in the top and line of the track will be locked in to the platform edge alignment. This problem can be avoided by using alternative setting out datums and checks. Use of a single survey scheme for the complete length of the site will minimise problems of mismatching positions.
- G 2.2.11 Where the platform is adjacent to ballasted track, it is important that the front wall foundations are kept clear of any normal track maintenance or renewal equipment. It is good practice for the face of the front wall foundations to be continued to a minimum depth of 600 mm below the underside of the sleeper before any foundations extend out into the track bed. This will avoid disturbance to the foundations during track renewal and maintenance work. There may be circumstances where this is not practicable, for example at underbridges.
- G 2.2.12 When lengthening existing platforms that have a substandard offset, GIRT7020 only requires that the existing section of platform is rebuilt to the standard platform offset if there is a reasonable opportunity to do so. Where a transition is required between the existing and new platform sections with differing offsets from the track, this is generally sited to minimise the requirement to board and alight within the transition length; for example, by avoiding alignment with doors, and also to minimise any risks for access from stairs, lifts and access routes.
- G 2.2.13 When designing and implementing a platform extension it is good practice to consider how, in the future, the full length of the platform will be brought into compliance with the standard position. Achieving compliance for the full platform length may not be appropriate as part of the initial project but consideration of practical options is used to inform the design of the extension. Optimisation of the long-term position may include consideration of a time-limited deviation for the offset of the extension. Simply building the extension to the standard position, without consideration of future options for the full platform length, is not good practice.
- G 2.2.14 Alteration is defined in this document as: the substantial lengthening or rebuilding of all or part of an existing platform and/or an associated structure, or renewal of station equipment or platform furniture, which provides a reasonable opportunity to bring the items concerned into conformity with the requirements of this document.
- G 2.2.15 Whether a project provides a reasonable opportunity to bring the items concerned into conformity is determined on a case by case basis, taking into account the:
- a) Size of project;
  - b) Balance of risks and mitigation options;
  - c) Cost of the opportunity to bring existing non-conforming areas into conformity;
  - d) Future plans for the asset and related assets;
  - e) Best long-term interests of the railway system as a whole; and
  - f) Views of stakeholders.
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## 2.3 Width of platforms

- 2.3.1 The usable width of a new single face platform, and alterations (as defined) to existing single face platforms, shall not be less than:
- 3000 mm where the permissible or enhanced permissible speed on the line adjacent to the platform exceeds 100 mph (160 km/h); or
  - 2500 mm at other platforms.
- 2.3.2 Where the characteristics of the railway infrastructure do not provide a reasonable opportunity to achieve [2.3.1](#), it is permitted that the minimum usable width of a single face platform extension can be reduced to 2000 mm over the last 20 m of the platform where all of the following apply:
- The permissible or enhanced permissible speed on the line adjacent to the platform does not exceed 100 mph (160 km/h);
  - The last 20 m does not constitute a normal access to, or egress from, the platform;
  - The last 20 m is not a location where passengers congregate, for example commuters positioning themselves to be nearest the exit for their arrival station;
  - Agreement has been reached with all affected parties; and
  - The last 20 m is not an emergency access route or refuge area.
- 2.3.3 The usable width of a new double face platform, and alteration (as defined) to existing double face platforms, shall not be less than:
- 6000 mm where the permissible or enhanced permissible speed on both lines adjacent to the platform exceeds 100 mph (160 km/h);
  - 5500 mm where the permissible or enhanced permissible speed on only one line adjacent to the platform exceeds 100 mph (160 km/h); and
  - 4000 mm at other platforms.
- 2.3.4 Any new buildings, structures, furniture or equipment on platforms and alteration (as defined) to existing buildings, structures, furniture or equipment, shall be located to provide the following minimum distances to the platform edge:
- 3000 mm where the permissible or enhanced permissible speed on the line adjacent to the platform exceeds 100 mph (160 km/h); or
  - 2500 mm at other platforms.
- 2.3.5 Where particular site constraints prevent compliance, isolated columns shall not be located within a distance of 2000 mm from the platform edge.
- 2.3.6 The position of supports for new Driver Only Operation (DOO) CCTV and other DOO equipment; for example, stop markers, on platforms and alterations (as defined) relative to existing DOO CCTV and other DOO equipment on platforms shall take into account both:
- The need to provide a clear area between the support and the platform edge; and
  - The need for the driver of the train to be able to see the DOO CCTV screen or other DOO equipment
- 2.3.7 If the distances to the platform edge of the DOO equipment meet the requirements of [2.3.4](#), no further justification is required.

2.3.8 In all cases, the DOO equipment shall be at least 450 mm clear of the swept envelope (as defined in GIRT7073) of trains using or passing through the station, and shall be positioned so as not to restrict the movement of people, see also RIS-8060-CCS.

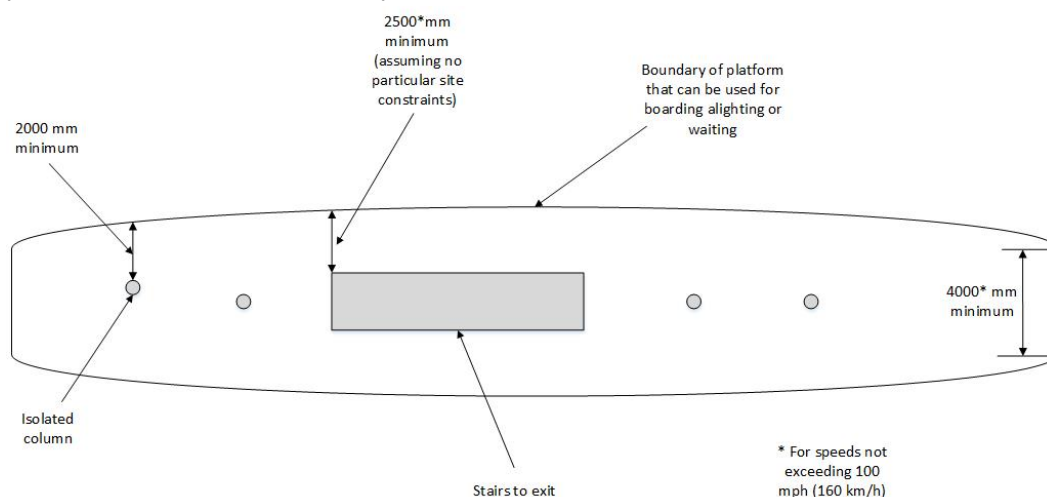
### Rationale

G 2.3.9 These requirements are to ensure that platform width is adequate to manage crowding for the maximum anticipated usage of the platform. The platform width needs to consider passengers in waiting or standing areas, as well as the flow of passengers along the platform from or to entrances and exits. Passengers' belongings, such as luggage, wheelchairs, buggies or bicycles, also need to be clear of areas where they may be in danger of being struck by trains or falling onto the track.

### Guidance

G 2.3.10 The PRM NTSN does not give fixed dimensions for required platform widths but provides these in relation to the 'danger area'. The 'danger area' is not dimensioned in the PRM NTSN and the ERA Guide for the Application of the PRM TSI states that '*The limits of the danger area are defined in National Rules*'. GIRT7020 is the relevant National Rule for the GB mainline network and requirements for platform widths are given directly, rather than by reference to a danger area, except where the aerodynamic risk from passing trains is specifically considered.

G 2.3.11 Figure 2 illustrates an example in applying the minimum usable platform width dimensions for a double face platform where speeds on both lines adjacent to the platform do not exceed 100 mph (160 km/h).



**Figure 2:** Example of the determination of the minimum usable platform width for a double face platform (not to scale)

G 2.3.12 The usable widths specified are not default design criteria, they are minimum values and additional space may be advantageous. Each individual platform is sized by taking into account a range of factors, including the maximum number of passengers anticipated to be on the platform at any given time, the usage of the platform, forecast passenger growth, overcrowding associated with special events or train service perturbation.

- G 2.3.13 The platform width dimensions specified within this standard are applicable from the platform surface up to the minimum headroom requirements as specified in section [Minimum headroom to station roof from platform](#).
- G 2.3.14 When designing platforms it is important to consider the locations of any furniture or equipment as well as station signage and columns to support lighting. The specified platform dimensions are the areas clear of such items. Additional width may be required at some locations for the deployment of access ramps for passengers and services.
- G 2.3.15 Signal sighting is also an important consideration.
- G 2.3.16 Platform widths include consideration for unscheduled detraining of passengers onto an already busy platform. In establishing the number of people to allow for in the unscheduled detraining of passengers, the maximum number of people can be based on the most appropriate of the following methods, with consideration of particular circumstances prevailing at the platform:
- Planned and foreseeable train and platform occupancy;
  - Measurements of train and platform occupancy at peak times; and
  - The result of any practical tests conducted to confirm the maximum train and platform occupancy.
- G 2.3.17 The PRM NTSN permits the platform width to taper at the platform end, but no dimension is specified for the length of the taper. GB guidance is that a taper would not normally be more than one vehicle length.
- G 2.3.18 The usable width of the platform could vary over its length. It is typically the case that the platform needs to be wider near access facilities and can be narrower at the platform ends, but nowhere less than these requirements. When determining the usable width of a new platform, the immediate platform edge area is excluded from the capacity analysis as this area is not an area where people are expected to stand. The dimensions of this area will be site specific.
- G 2.3.19 Where new stairs, lifts or other facilities will greatly improve accessibility to and from the platform, a reduction in distance to the platform edge might be justified. Justification will show how the improvements gained from the modification outweigh the reduction of the clear area to the platform edge. Factors to consider could include:
- The change in risk associated with the reduction of the clear area to the platform edge, alterations in the passenger flow and standing room for passengers on the platform;
  - The impact of changes to sight lines for train dispatch; and
  - Additional measures to mitigate the reduction of the clear area to the platform edge. These mitigation measures could include:
    - Signage and platform markings warning not to stand at a particular location;
    - Moving the stopping position for trains calling at the station so that the doors are positioned at locations on the platform that reduce risk;
    - Arranging the new stairs, lifts or other facility so that the flow of passengers is improved;

- iv) Station supervision and monitoring in peak periods to manage passenger flow and potential crowding; and
- v) Positioning other platform features such as canopies to encourage passengers to adopt preferred walking routes and standing positions.

G 2.3.20 It is good practice to ensure that the positioning of buildings and structures, including supports to station roofs or platform canopies and any associated barriers that protect structures from impact, platform furniture and isolated columns, do not restrict the movement of passengers on the platform.

G 2.3.21 The PRM NTSN sets out that '*If the distance between any two small obstacles is less than 2400 mm they shall be deemed to form one large obstacle.*' This dimension can therefore be used as a guide to determine if columns could be considered as isolated. The closer the spacing of columns the more likely it is that they present a large obstruction. In designing a column to fulfil its purpose, consideration is given to its effect on the flow of people and sight lines for train dispatch. A round section column is likely to present less of a hazard to people than an angular section, particularly if people or baggage come into contact with it.

G 2.3.22 The PRM NTSN states that '*Equipment required for the signalling system and safety equipment shall not be considered as obstacles in this point*'. GB practice is to consider any item, regardless of its use, as an obstacle, although this standard does recognise that the position of some DOO equipment is constrained by the need to be visible to the driver.

G 2.3.23 Additional requirements for platforms for the protection of people from aerodynamic effects of passing trains can be found in [section 10.1](#) and [section 10.2](#) of RIS-7016-INS.

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## **Part 3 Application of this Document**

### **3.1 Scope**

- 3.1.1 New, renewed and upgraded platforms as defined in the Railways (Interoperability) Regulations 2011 (as amended) are required to comply with the NTSNs and all relevant NTRs.
- 3.1.2 The requirements of this document apply to all new and modified infrastructure (this excludes like-for-like replacement) affecting platforms.
- 3.1.3 Action to bring existing infrastructure into compliance with the requirements of this document is not required.

### **3.2 Exclusions from scope**

- 3.2.1 There are no exclusions from the scope specified in [3.1](#) of this document.

### **3.3 General compliance date**

- 3.3.1 The requirements in this document are to be complied with from 03 December 2022 [proposed], except as specified in exceptions to the general compliance date. Where the dates specified in exceptions to the general compliance date are later than the above date, this is to allow sufficient time to achieve compliance with the specified exceptions.

### **3.4 Exceptions to general compliance date**

- 3.4.1 There are no exceptions to the general compliance date specified in [3.3](#).
- 3.4.2 The Office of Rail and Road can be contacted for clarification on the applicable requirements where a project seeking authorisation for placing into service is already underway when this document enters into force.

### **3.5 Deviations**

- 3.5.1 Where it is considered not reasonably practicable to comply with the requirements of this document, permission to comply with a specified alternative should be sought in accordance with the deviation process set out in the Railway Group Standard Code.
- 3.5.2 In the case where NTSN compliance is required for a new, renewed or upgraded vehicle or structural subsystem, the exemption process to be followed is set out in the Railways (Interoperability) Regulations 2011 (as amended).

### **3.6 Health and safety responsibilities**

- 3.6.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.



## Definitions

alteration [of a platform or other requirement]	The substantial lengthening or rebuilding of all or part of an existing platform and/or an associated structure, or renewal of station equipment or platform furniture, which provides a reasonable opportunity to bring the items concerned into conformity with the requirements of this document.
coper	That part of the platform surface adjacent to the track, when formed of a separate concrete or masonry slab. Also known as 'platform coper', 'platform coping' or 'coping stone'.
double face platform (island platform)	A platform with operational track adjacent to both sides of the platform.
legacy rolling stock	Class 155 and 153 rolling stock including all sub-classes.
new platform	A platform other than a platform that already exists. The term excludes a disused platform that is brought back into use without alteration.
platform	The structure forming the part of a station that provides access for passengers to or from a train. Walkways used for staff only are not considered to be platforms.
platform extension	Increasing the usable length of an existing platform.
platform height	The height of the edge of the platform relative to the track, measured at right angles to the plane of the rails of the track adjacent to the platform.
platform offset	The distance between the upper surface of the platform edge and the running edge of the nearest rail on the track adjacent to the platform, measured parallel to the plane of the rails.
single face platform	A platform with operational track adjacent to one side of the platform only.
specific case	A special provision in relation to the technical specifications for a subsystem or an interoperability constituent to allow for its compatibility with the rail system, which is set out in an NTSN or an NTR and described in that NTSN or that NTR as a 'UK specific case'.
usable platform width	The width of the platform that can be used by passengers for egress from and access to trains, or for waiting, taking into account the width of any items on the platform (for example, furniture, access or egress, or structures) and inclusive of edge effects to the platform edge, back wall, fence or obstruction.

## References

The Standards Catalogue gives the current issue number and status of documents published by RSSB. This information is available from <http://www.rssb.co.uk/railway-group-standards.co.uk>.

RGSC 01	Railway Group Standards Code
RGSC 02	Standards Manual

## Documents referenced in the text

### Railway Group Standards

GIRT7073	Requirements for the Position of Infrastructure and for Defining and Maintaining Clearances
GLRT1210	AC Energy Subsystem and Interfaces to Rolling Stock Subsystem
GLRT1212	DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem
GMRT2173	Requirements for the Size of Vehicles and Position of Equipment

### RSSB Documents

RIS-2747-RST	Functioning and Control of Exterior Doors on Passenger Vehicles
RIS-7016-INS	Interface between Station Platforms, Track, Trains and Buffer Stops
RIS-8060-CCS	Engineering Requirements for Dispatch of Trains from Platforms
RIS-8270-RST	Assessment of Route Compatibility of Vehicles and Infrastructure
T1166	Minimising the impact of 'High and Tight' platforms

### Other References

ERA/GUI/02-2013/INT	ERA Application Guide to the PRM TSI
INF NTSN	Infrastructure National Technical Specification Notice
PRM NTSN	Persons with Reduced Mobility National Technical Specification Notice
PTI Strategy	Platform-train interface strategy