

CASE STUDY - Manage Rail Risk Accessing Land for Development

OSBORNE



Opening up land for commercial and residential development can be a risky and costly business, particularly if access to that land is restricted by the strategic rail or road network.

Design and construction go hand in hand, so trying to do one without the expert input of the other, can lead to expensive rework and lost time. Whether it is a rail or road crossing, making the right fundamental decisions at concept can significantly reduce risk. A crossing under the railway costs 30% more than bridging over the railway.

At Slough, our innovative and challenging rail bridge solution addressed method and commercial related risks and fully satisfied Network Rail and Slough Borough Council, saving £265,000 on SEGRO's original concept design.



When developing rail crossings, it is essential to fully understand Network Rail's operational needs and their internal procedures for 3rd party approvals. Together with our strategic design partners and specialist suppliers, we are able to translate Network Rail requirements into efficient and above all low risk design solutions.

With over 1000 designs approved 'right first time' within 3 years on our rail design and construct framework we have the essential wealth of knowledge to de-risk your project.



Disruption to rail operations is extremely high risk in terms of safety, time and cost. Abnormal rail possessions can take up to 2 years to book! Early collaboration with the design and construct team, funders, and adopters can overcome risk and lead to innovative solutions. Solutions that eliminate the traditional interface processes which may hinder project timescales. Thereby allowing your revenues to be accrued so much sooner.

Our technical solution at Slough enabled a 1000 tonne bridge to be pushed over the West Coast Mainline in just 5 hours, during a routine overnight maintenance rail closure.

It's more than a bridge – it's a demonstration of our commitment to continuing to make the Trading Estate the best location with the best infrastructure for current and future customers. It will also play a huge part in attracting the inward investment Slough needs to grow its economy and maintain its status as a world-class place to do business."

**SEGRO's Thames Valley
Business Unit Director, Gareth
Osborn**

Careful consideration of long term maintenance requirements and potential impacts on the transport network are essential for smooth approval by Network Rail and the adopting authority.

At Slough, simple maintenance free solutions were critical to gaining early Network Rail approval and adoption by Slough Borough Council. The use of weathering steel and the placement of abutments outside the operational railway reduced future disruption and the associated cost and safety implications.

Our specialist experts have over 30 years of rail/road bridge experience with SEGRO, Bovis, Bloor Homes, Network Rail, Highways England and Local Authorities. For further information please contact jamie.harrison@osborne.co.uk