



# The Transport System Isn't as Segmented as Our Industry Seems to Be: Working at the interface of Road and Rail

Sometimes, specialisation is a good thing. Where complex project execution is called for, specialisation should guarantee that the right levels of expertise and knowledge are deployed. That's possibly why infrastructure contractors tend to segment their business into road, rail and structures teams.

The problem is that our transport infrastructure isn't segmented quite as neatly as most of the industry.

For one thing, there are many transport hubs, such as the integrated road and rail facility at [The Hard](#) in Portsmouth. Additionally, roads often cross rail lines and rail lines often span roads.

And when they don't cross, road and rail routes often run alongside each other. And even a station - that most would see as a rail asset - relies on the road network to get passengers and freight to and from the location.



## Integrated Teams Deliver Better Outcomes

Because our highways and rail networks are interdependent and interconnected, Osborne manages its infrastructure business in a similar way.

An integrated organisation means that there are no operational or communication barriers when it comes to projects where road and rail meet or cross. Combined expertise makes it easier to plan and deliver complex multimodal projects. Cross-sector expertise can also help when possessions and closures need to be agreed at short notice, ensuring that the authorising body has all the information they need in the right format.

### Awareness and Efficiency

Shared expertise means that each project element can be designed with a full understanding of the operations that precede and succeed it. This mutual awareness allows the entirety of the project to be configured to achieve maximum efficiency and the best possible outcomes in terms of value, reduced disruption, timing, resilience and sustainability.

How often do delays result from simple miscommunication or misunderstandings? Combined infrastructure teams are less prone to this and can also cross-fertilise ideas and innovations in ways that segmented or siloed teams can't.

Whatever the demands of each project, experience of road, rail, bridge and working in live environments can be brought together as required.

Uniting the optimum blend of resources within one organisational team with common goals has many advantages. It improves communications, accelerates project delivery and delivers better outcomes for all transport users.



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