

# Pro Rail Services

## CLIENT NAME

Network Rail Tier 1

Contractor

## PROJECT NAME

Kettering – Platform

Realignment

## SECTOR

Platform Renewals

## DURATION

Six Day Blockade

## LOCATION

East Midlands Route

## CONTACT US

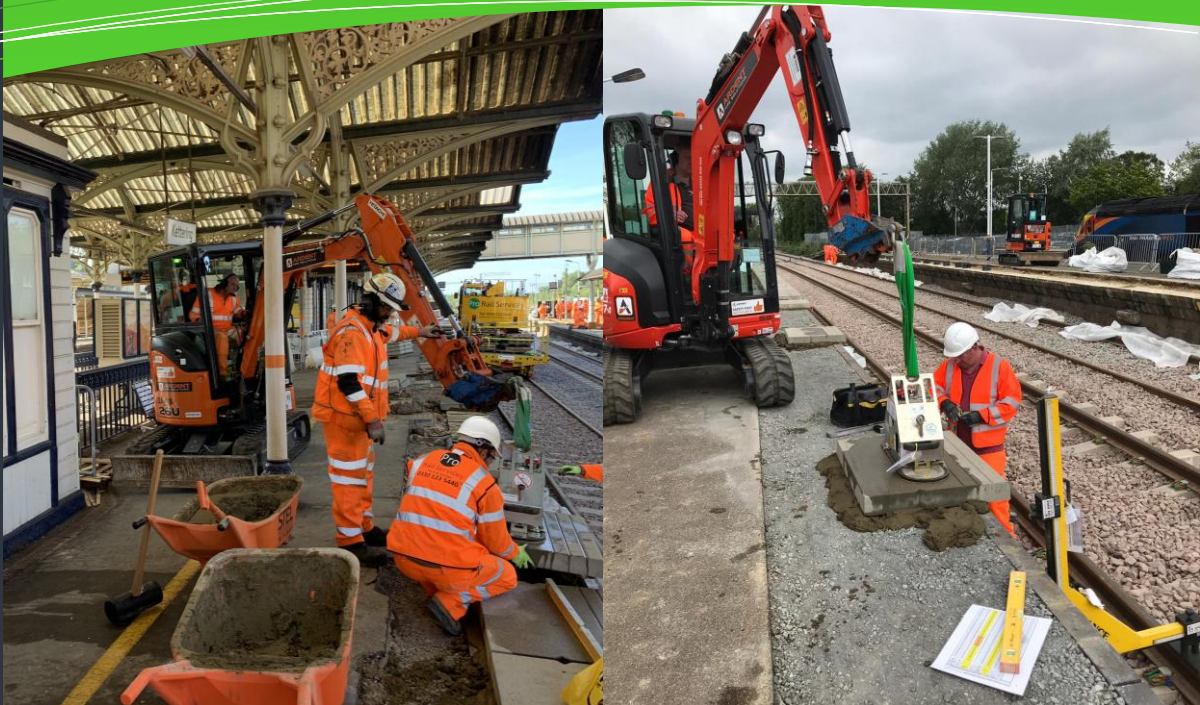
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## KETTERING STATION - PLATFORM REALIGNMENT

### INTRODUCTION

Pro Rail Services Ltd. is a Railway civil engineering contractor who execute Railway Civil Engineering contracts on Network Rail infrastructure. Pro Rail Services was commissioned to realign a platform and undertake ancillary works at Kettering Station. Challenges included the need to co-ordinate multiple inter-related tasks, a confined worksite, and tight time frames.

### THE PROJECT

Over a six day blockade at Kettering Station we executed platform realignment activities with associated works to the platform extension.

The works included:-

- Demolition of existing ramp end including clearance of spoil and ground preparation for new platform to tie in.
- Removal of existing platform copers 183m to each platform.
- Adjusting manhole frames, covers and platform furniture to suit the new raised platform levels.
- Installation of 183m of new copers and tactiles to platforms 3 & 4.
- Resurfacing of full length of existing platform approximately 732 m2.

### THE SOLUTION

The blockade occurred between 10:00 Tuesday 28<sup>th</sup> May with a planned handback of 22:00 on Sunday 2<sup>nd</sup> June 2019.

Over the six day blockade a team of 12 multi skilled operatives on each platform worked to deliver all aspects of work involved.

Design issues arose throughout the project which our Management Team assisted with Network Rail in overcoming the various problems and with a change of design all milestones were achieved and all work delivered on time.

Access was derived by using our RRV's to transport: Mini Excavators, Coper Suction Units and Materials such as Copers, Tactiles, Sand and Cement.

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## KETTERING STATION – PLATFORM REALIGNMENT

### DELIVERING THE SOLUTION

We decided to place our workforce in local hotels for the blockade to manage concerns with fatigue as the shifts were 12 hours in duration over the course of the blockade.

One of the main challenges was the tight working space on Platform 3. We had to be very careful not to impact on the canopy or columns and mitigated this concern with our 360 Operator and Banksman working very closely together.

We had contributed to the programme in advance of the scheme and therefore it was straight forward for us to deliver to the planned programme milestones.

Task briefings and tool box talks were issued at each shift commencement, by our site supervisor. We utilised local material suppliers plus contributed to local stakeholder engagement.

On conclusion of each shift, we issued a shift report detailing achievements, problems encountered and how we rectified said problems to maintain progress to programme.

We were heavily audited on site by both Network Rail, AMEY and Pro Rail HSQE and achieved commendations on our approach to safety.

### THE RESULTS

The works were delivered with zero accidents and incidents and is a testament to the hard work and collaboration between our site team, AMEY and Network Rail I. P.

We delivered:-

- 22 m2 of Platform end ramp demolition devegetation to the platform extension area
- Raised 14 No. manholes to new platform levels
- 140 LnM of new oversail blocks
- 366 LnM of new copers
- 366 LnM of new tactiles
- 732 m2 of new tarmac resurfacing to existing platform

We completed our works to programme at 22:00 hours on Sunday 2<sup>nd</sup> June 2019.