

Project:

Kent Stations Platform Extensions and Berthing & Stabling Facilities.

Client:

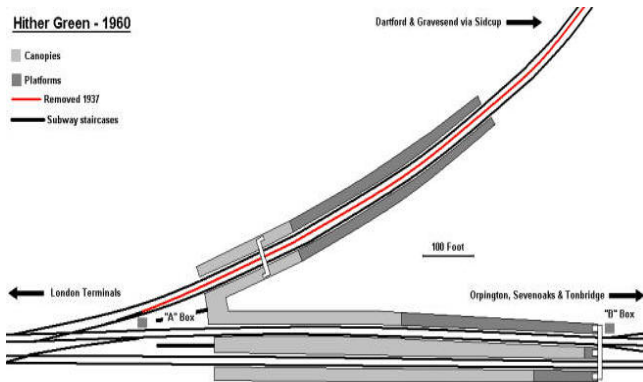
Network Rail Infrastructure Ltd.

Value:

In excess of £100million.

initiate's role:

Appointed as Development Managers to lead a programme of platform extension projects across the south east of England. This programme of work was identified in the Network Rail (NR) the 2007 Route Utilisation Strategy (RUS) as requiring 12 car train operation to help relieve congestion on southern routes, particularly in the South London suburban region, and enable a 20% increase in capacity for an area that suffers from considerable overcrowding.



For all projects, initiate's role initially involved scoping and cost estimating for projects. This was followed by management of the procurement and procurement appraisal processes, and also management of both internal Network Rail engineering and external design consultant teams. The role involved leading design development through feasibility, design development, review and approval. This required team reviews, management of design outputs & specifications, cost monitoring, risk assessments and planning.

The following is a summary of the projects in the programme:

- Infrastructure (platform extension) projects on Sidcup & Bexleyheath lines (Two Phase project, including Dartford)
- Platform extension at Gravesend
- Platform extension Woolwich line: Deptford to Slade Green

- Kent Train Lengthening: Ashford Route of Swanley to Ashford
- Kent Train Lengthening: South London Route.
- Kent Train Lengthening: Hayes and Sevenoaks Routes
- Kent Train Lengthening: Farningham to Rochester
- Kent Train Lengthening: Stone Crossing to Gravesend
- Platform extension at Rochester (project closed out)

In parallel to this programme, enabling longer trains to run on the Kent routes necessitated improvement and expansion of the berthing and stabling facilities within the region. Our role was then expanded to manage production of a study into 'Expansion of Kent Stabling and Berthing' to enable, initially, an additional 124 new cars to be berthed and maintained.

Outcome:

This project, begun in November 2007, is still ongoing but it is bearing its first successful outcome with the initial batch of stations going through the client approval process by meeting the client's stringent specifications and quality standards.

In addition, the berthing and stabling project identified for Network Rail a number of options where expansion could take place, along with the costs and the risks involved in implementing each option.

