



 **KGJ Price**
Specialists in Track & Lineside Civils

Nether Poppleton Area Re-Signalling Project Case Study

The project was to undertake complete civils renewals of Nether Poppleton Level Crossing and associated Lineside civils. Nether Poppleton Level Crossing is the first Level Crossing in the UK to trial the New Mark 2 Obstacle Detection System.

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Nether Poppleton Area
Re-Signalling [2022]

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Project:
Nether Poppleton Area Re-Signalling

Location: Nether Poppleton - York

ELR: HAY1 – 2m 63ch

Client:
Linbrooke Services Ltd

Dates:
Start July 2020
Complete August 2022

Contract Value:
£ 700,000

Key KGJ Price Deliverables:
Permanent Way Design
Permanent Way Installation
Lineside Civils Installation
Level Crossing Upgrade (MCB-MCB-OD2)
CRT & Track Monitoring
Track CRE
Civils Construction CRE

KGJ Price Scope of Works:

KGJ Price Rail Ltd were awarded a package of works to supply all the labour, plant and materials to undertake all the Civils and P-Way works on Nether Poppleton Area Re-Signalling project which including the Upgrade of Nether Poppleton Level Crossing from Automatic Half Barrier (AHB) to Manually Controlled Barriers Supervised by Obstacle Detector (MCB-OD2).



The work comprised of the following:

- Design & Installation of 2 New Insulated Rail Joints (IRJ's)
- Design & Installation of 2 x Steel Hollow Sleepers
- Installation of 4 New Timber Sleepers for Positioning of AWS Magnets
- Installation of 2 New Piled Signal Foundations, Signal Laydown Areas and SPT Drivers Walkways (including Retaining Walls and GRP Handrail)
- Upgrade of 804mtrs of C/1/9 Cable Route to Series 200 TTS Cable Route (including Vegetation Clearance)
- Refurbishment of 1609mtrs of existing C/1/9 Cable Route (including Vegetation Clearance)
- Construction of New REB, MEH and DNO Foundation (including Cable Routes, Turning Chamber, Walkways and Hardstanding Areas, 55mtrs of Palisade Fencing and 15mtrs of Touchsafe Palisade Fencing around the DNO)
- Construction of a New 29mtr Under Road Crossing (URX) including 2 x Turning Chambers
- Construction of 4 New Barrier Pedestal Foundations and Installation of 4 New Buried Road Traffic Light (PRTL/ RTLS) Posts
- Level Crossing Deck (Polysafe) Extension and Installation of all New Rubber Anti-Trespass Guards
- Piled Foundations for and Installation of the New OD Posts for the New OD2 Scanners
- Installation of LCU/ CCU Foundations and Public Telephone Foundations
- Recovery of Old Palisade Fencing & Gates and Installation of New Roll Top Fencing & Gates
- New Footpath Construction including New Kerbs/ Drop Kerbs, Footpath Edgings, Tactiles and Surfacing
- Removal of Existing Line Marking, Installation of New Line Marking including Cycle Markings/ Paths and Yellow Box Hatching and Installation of 25 New Bi-Directional Road Studs (Cats Eyes)
- Installation of New Highways Posts & Signage, Level Crossing Posts & Signage and Lineside Speed Board Posts and Signage
- Recovery of Existing REB and all Existing Level Crossing Equipment
- Recovery of Existing Enforcement Cameras

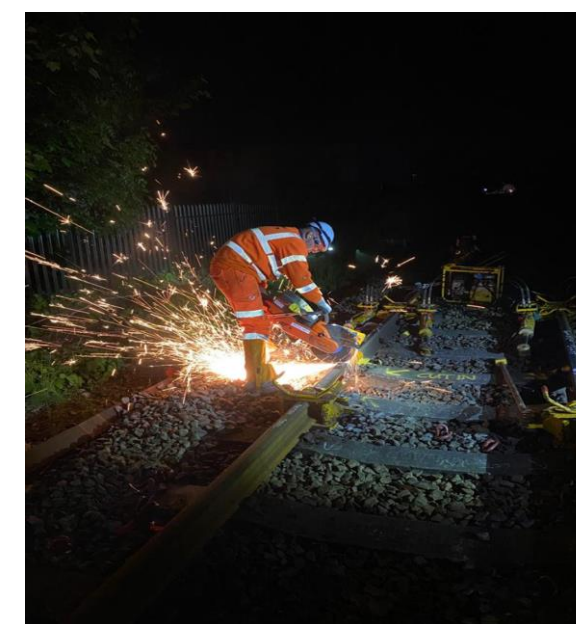
KGJ Price Technical Capability:

KGJP provided P-Way Design, Civils and P-Way Project Management, Civils and P-Way Contractors Responsible Engineers (CRE's) and Engineering specialist support to identify engineering risks including the necessity to arrange and implement an 'agreed' Emergency Speed Restriction (ESR) due to works taking place during the heatwave. ESR was both implemented and removed as planned with little to no disruption to train or freight operating companies.

KGJP also carried out CRT Management and Track Monitoring for all activities.

Challenges

KGJP encountered a number of challenges along the way with numerous Buried Services in and around the Level Crossing & numerous challenges with Construction/ Installation works due the extreme temperatures encountered over the summers months, causing CRT issues and implementation of a "Planned" Emergency Speed Restriction to allow us to complete the Level Crossing Decking in a Low Value CRT Jointed Track area.



Technical Quality:

All Level Crossing and Lineside Construction works were signed off by our client with minimal snagging works picked up. Snagging works were completed and handed over within 1 week of the site inspection.

Programme:

With a very challenging programme due to encountering numerous set-backs, late changes to design due to unknown buried services and having to stand-down/ reduce working hours due to the heatwave, KGJP managed to complete all works in plenty of time for commissioning handing over to our client well in advance of the planned timescales.

Efficiencies:

KGJP identified an efficiency to our client by providing members of staff to carryout numerous roles i.e. KGJP provided a Senior Construction Manager who also carried out the role of Civils Construction CRE and Project Lead. This gave huge efficiencies to our clients prelim costs. Also through Design reviews our Civils Construction CRE managed to change the planned fencing installation to a more robust and less expensive type of approved fence which saved in the region of 7k on material costs alone.

Would just like to say thanks to the team on site who made us feel welcome, helping to make the tasks as smooth and trouble free as possible. In particular, the KGJ Price team who, within a strict no 'working at height' policy, were very inventive in their approach.

I found them to be very helpful and professional in their assistance and a pleasure to work with.

Peter Kay MICE MAPM
Core Management
(RLSE, TAWS, MSV, ANPRnow, SmartANPR, CoreANPR, agilePD)