



Case Study

Canal Walk, Portsmouth Access Point and Car Park

Canal Walk, Portsmouth Access Point

Network Rail identified several issues with the existing authorised access point at Canal Walk in Portsmouth. The issues included that there was no permanent RRAP installed at the existing RRV access point. There was no designated area within the Network Rail boundary to carry out safety briefings, start of shift briefings or toolbox talks.

There was no designated space for loading/unloading or storing materials, the existing cabin was deteriorated beyond repair.

Other issues outlined were there were ETE & ETM cables running through the road rail access point footprint and the ramp leading to the rail level is too steep, causing the lorries to bottom out causing damage to vehicles and to the infrastructure.

A points heating transformer had been situated within a verge which was constricting the haul road access and the original drainage within the site compound appeared to be blocked and non-functional.


Working alongside Balfour Beatty Rail as the principal contractor and Network Rail as the client Seva Rail undertook the groundwork, civils, drainage and cable management works that were required to get the access point brought up to today's standard and ensure the environment on site was as safe and user friendly for the track workers as possible.



Over a 12-week programme Seva Rail successfully carried out clearance works, de-vegetating the area to allow the works to start. First to secure the site we installed 1.8m high palisade fencing with new double gates and set to work on the groundwork including new drainage, sub-base, kerbing and vehicle barriers as per the supplied design.

The haul road sectional slab was poured in stages to minimise the affect to the operational access point, the car park itself was resurfaced with tarmac with areas segregated using fencing as well as rubber demarcation.



- 
- The ramp from the road level to the car park was regraded as per NR standard so that vehicles no longer ground out when accessing.
 - We installed several ducts and pits to facilitate existing rail systems cable runs, new lighting cabling and increased the protection around HV cabling with plated trenches to ensure buried services remained safe. A Strail crossing was also installed to allow maintenance vehicles to safely access track.
 - All of our works were completed to budget, to programme and most of all without incident.