



Leeds Capacity Upgrade Scheme – Stages 1 and 2

Sector: Rail

Client: Central Rail Systems Alliance

The project as a whole, delivered by a number of Principal contractors, involves the addition of a new “Platform 0”, lengthening of existing platforms, upgraded signalling and improved track alignment for more efficient journeys. The Principle Contractor is Buckingham Group, with other contractors involved including, Amey and Alstom.

The project is expected to cost £161million and be completed by 2021. The Network Rail website states; “The £161m investment in the rail infrastructure – officially called Leeds Station Capacity Enhancements – will take place in three phases, starting with the transfer of signal control to York’s Rail Operating Centre, followed by the upgrading of the signalling system in and around the station and concluding with the construction of platform zero and realignment of the tracks into platforms 1-6, which will also be lengthened. All three phases will be completed by 2021.



The scope of works included:

- ▶ 8 number 610mm CHS piles for OLE gantries;
- ▶ 1 number cast-in-situ concrete gravity pad for an OLE gantry;
- ▶ All works required to facilitate installation of the above.

Construction Phase

Piling

The BSP hammer, complete with sound muffling sheets, was utilised to drive CHS piles to completion at night within Leeds Station car park. The Movax attachment was utilised to install piles.

Cast-in-situ OLE Gravity base

A buried cast-in-situ base was required in the cess of the Platform 1 Line on the approach into Leeds Station. The base was designed to support OLE structures for additional OLE wires. Due to the length of the span of the structure, and the limited area to construct, construction tolerances were reduced.

All handover was completed safely and on time, with all foundations installed within tolerances. Structures were landed in key weekends during the critical Christmas period of 2019.