

Urban Light Transit

Integrated design development support for Transport and Works Act (TWA) submissions

Atkins is uniquely placed to support clients developing schemes for submission through Transport and Works Act procedures.

With a full range of technical skills drawn from across Europe's largest multidisciplinary consultancy, Atkins is able to meet the widely varying needs of projects with the expertise and experience that is appropriate for support at Public Inquiries.

Projects intended for submission at public inquiry typically have the following characteristics:

- multiple disciplines
- complex interfaces
- high project value
- lengthy
- politically sensitive
- preliminary level of design definition
- multiple stakeholders
- numerous affected 3rd parties
- require robust defence at Inquiry

TWA submissions

At TWA stage it is important that the level of design development is commensurate with the objectives of the TWA process and likely implementation strategy.

It is essential that there is confidence that the TWA Order can be secured; in knowing that a detailed design solution exists; and that the effects and impacts of implementation can be assessed and evaluated.

Atkins has both the capability and experience to support clients through the process, in conjunction with legal and other teams, to a successful conclusion.

Capability

Often, negotiations with stakeholders or the process of design development results in the need to draw upon the advice of a specialist – either for just a few hours, or for several months. Atkins is uniquely placed to access experts from across the Atkins Group to support these requirements. With skills in all areas of railways and highways transportation, these form a core from which other specialists may add support as necessary, such as:

- transport planning
- environment (including noise and vibration)
- utilities management
- civils and infrastructure design
- public realm and architecture
- risk and value management
- 2D / 3D / 4D visualisations

Experience and clients

Atkins has supported the Docklands Light Railway (DLR) through several successful TWA processes from feasibility study through outline design development and TWA Inquiry to assistance in contract procurement.

Recent examples include:

- **Silvertown and City Airport Extension:** 4.3 km, including four stations
- **Woolwich Arsenal Extension:** 2.5km including a twin bore tunnel under the River Thames
- **Stratford International Extension:** Network Rail works including all heavy railway systems

We are also supporting DLR for TWAs on their **Three Car Upgrade** and Guided **Dagenham Dock Extension** projects. We are also supporting Cambridgeshire County Council for the **Cambridgeshire Busway scheme**.

Adding Value

Atkins adds value by identifying benefits and reducing costs. For example, in the City Airport project, key additional TWA Order clauses and flexibility in the DLR / Third Party agreements allowed the winning contractor to use his own optimum segmental viaduct technology to reduce groundworks risk and cost.

Similarly, for the Woolwich Arsenal Extension, Atkins identified an alternative alignment from that proposed, which avoided a major telephone exchange, and devised a sequence of construction works that allowed it to continue operating throughout construction.

This enabled DLR to present a scheme to the Public Inquiry which was acceptable to the telecommunications company and its statutory obligations. This would not have been possible with the original scheme and would have resulted in the TWA failing.

Through proactive negotiations with Network Rail on the Stratford International Extension project, Atkins significantly reduced the potential cost of the project by avoiding the demolition of a Telephone Exchange at Stratford station and the redesign of Channelsea South Junction.

