

Country's first zero-possession platform extension system unveiled at Rail Live

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The country's first, fully integrated and compliant zero track possession system that can be used on both new build and extension projects has been revealed this week at [Rail Live](#).

Visitors arriving at the Long Marston Rail Innovation Centre on the new direct service from Birmingham will be alighting at [PlatformZERO](#), a unique permanent platform built within the showground.

It has been designed and installed by [Plura Innovations](#) in collaboration with its development partners consulting engineers, ECSL, and rail contractor, CSM Projects.

Andrew Wright, managing director at [Plura Innovations](#), said: "This is a game changer in platform extensions and new platforms.

"The unique full FRP (fibreglass-reinforced polymer) platform designed, fabricated and manufactured in the UK offers numerous benefits including zero wet trades, the lowest possession of any other platform, and a design life of 100 years.

“With a class leading slip resistance on the deck and positive carbon reduction over traditional build, it would be worth visiting our stand B31 at Rail Live to discuss your requirements.”

Designed around a 2.7m wide repeating modular section, PlatformZERO uses an innovative piling and sliding GRP sub-structure that allows all first-phase construction work to be completed away from a live track environment – behind a Vortok Rail Safety Barrier – ensuring complete safety and eliminating any disruption to train operations.



“This approach significantly reduces costs, forward planning and construction,” added Andrew.

“The use of pultruded composite profiles, produced by us in the UK, in the construction of the sub-base makes the finished structure fire-resistant, extremely lightweight and strong.

“Onsite handling and assembly are straightforward compared with conventional approaches and, given the durability of the materials, the system has an operational life of more than 60 years.”

With the sub-structure in place, adjustable head caps on the piles allow precise alignment of the finished platform to gauge with the Passenger Train Interface.

High-strength pultruded surface deck panels complete the platform, each surfaced with class leading GRIPfast™ embedded grit which provides a ‘near-diamond hard’ non-slip finish.

When complete, the platform fully complies with the Network Rail standard for load bearing structures (5kN/m²) with L/300 minimum deflection and passes the minimum 25-minute minimum fire retardancy requirement. The fire integrity of the finished structure is further enhanced by perimeter barrier panels that surround the sub-base.

Andrew said: “The simplicity of its modular design allows quick completion of the platform once the deck is in place.

“Installation of fence posts during first-phase construction allows quick completion of rear and end of platform fence and end of platform gates and stairs which are incorporated seamlessly into the design using Plura’s POLYsade™ – the UK rail industry’s preferred Touchsafe GRP fencing system.

“In addition, an integral drainage channel is installed at the rear of the platform during the deck lay, and all electrical & cable conduits are pre-installed.”

You can find out more by visiting the team at stand B31 at [Rail Live](#). Visit www.plurainnovations.com



Photo credit: Plura Innovations