



## WEST COAST MAINLINE | MILTON KEYNES TO BLETCHLEY



One of the first major Network Rail Projects to utilise the benefits of Leca® LWA under track was in 2007 on the West Coast Mainline between Milton Keynes and Bletchley, where in excess of 2000m<sup>3</sup> was used to lighten the load on the rail embankment expansion.

Over recent years Network Rail's multi million pound modernisation programme for the West Coast Mainline required substantial embankment improvements. On the Milton Keynes to Bletchley section, plans called for the existing four track lines through Milton Keynes station to be expanded to six in order to provide additional fast reversible and fast down lines. The existing embankment was widened to carry these two new lines but two major pipelines, a 2.4m surface water pipe and a 900mm foul water sewer crossed the area, both of which could not afford additional loads being exerted above them. Leca® LWA provided the project with an effective embankment fill without the weight burden of traditional fill materials.

The scheme called for the widening of 800 metres of embankment and cutting to accommodate the new lines pathway with a 30m section to be retained with a new wall some 5 metres in height. The contract was carried out by Buckingham Group Contracting Limited and the design provided by Amey PLC Group.

## FACTS

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**Amount of material:** 2000m<sup>3</sup> of [LECA ®LWA \(10-20mm\)](#)

**Interesting Fact:** The new rail embankment was filled with Leca® LWA to 1 metre below the top of the retaining wall and capped with 350mm of 6F5 stone aggregate and recycled rail ballast.

**Main Contractor:** Buckingham Group Contracting Limited

**Design:** Amey PLC Group