



Trans-Pennine Initiative Fibre Interface Point (FIP) Dewsbury

Client

Network Rail

Project & Location

NRT Data Centre Fibre Links – TPI Variation Works

Duration

Start: October 2019

Completion: March 2020

Infrastructure Requirement

Network Upgrade

Scope of Works

- Supply engineering & design services, to support & deliver all requirements of GRIP 4-8
- De-vegetation, Renovation of existing routes, Installation, Termination, Splicing & Testing.

PROJECT OVERVIEW

The TPI project has been funded to date by the Department for Digital, Culture, Media and Sport (DCMS) to provide a high-capacity future proofed digital telecoms transmission backbone along the Trans-Pennine corridor. DCMS announced a major initiative to promote investment in extending local full fibre across the UK to deliver faster and more reliable broadband. One of the aspirations for the TPI project is to provide network capacity to improve rural broadband. A 432 OF trunk cable has been installed between Manchester Piccadilly and York ROC, with spurs into Leeds Station core node, Leeds and Manchester Data Centres.

The purpose of the FIP is to provide interconnection points for third party operators, which can be linked to either Manchester or Leeds Data Centres, or any other preferred FIP. The Dewsbury FIP consists of a spur cable from the 432 OF trunk cable, to a patch panel housed within a street cabinet close to the railway boundary. A Customer Access Point (CAP) has been sited at the railway boundary, which consists of a Stakka-Box chamber.

De-vegetation - Renovation of existing routes (C1/43 / Raised GRP / Cable tray) - Installation of new cable route (Anderlite) - Installation of Stakka chambers - Installation of highway chambers - Installation of 'Rainsford Telecom' cabinet pre cast base - installation of 110mm buried duct - installation of 28/32 sub-duct - Installation of highway chambers – Installation of Fibre cable - Termination, splicing and testing of fibre cable - Provision of H&S handback file.

DELIVERY & INNOVATION

- Works were delivered using in-house teams based in and around Manchester.
- Instalcom rail and highway teams interfaced seamlessly.
- During the survey Instalcom identified and proved an existing UTX thereby reducing the amount of cable required to complete the works.
- Instalcom appointed as principal contractor.
- Instalcom was responsible for civil and telecom designs.
- All works completed on time and within budget.
- Value engineering of the ODF cabinets resulted in a 60% cost saving

KEY CHALLENGES

- Design management to develop a standard suite of designs for the highway element of the works within a reduced time period
- Stakeholder communication and co-ordination holding regular meetings resulted in stakeholders being kept informed and engaged throughout the process
- Variations and change managed via the Integrated Project Schedule (IPS)



PROJECT KPIs

- Aspirational key dates were detailed within the Contract documentation and phased delivery approach was employed to ensure Network Rail expectations were managed effectively. During GRIP 5 Network Rail aligned Key Performance Indicators with other projects, (Trans- Pennine Initiative) and confirmed these during GRIP 5. KPI dates were delivered to plan.
- Works delivered within no accidents or incidents.
- Health and safety files approved by client.
- Successful brand promotion of Network Rail.
- Positive management and communications strategy with both internal and external stakeholders.



CONTACT US

Want to know more about the Instalcom infrastructure service offering in the following sectors:-

- Power
- Water
- Telecoms
- Rail
- Multi-Utilities
- Natural Resources
- Horizontal Directional Drilling

Contact us at:-

Instalcom Ltd
Borehamwood Industrial Park
Rowley Lane
Hertfordshire WD6 5PZ
T: 020 8731 4600
info@instalcom.co.uk
www.instalcom.co.uk



OCU Group Ltd

Delivering Today for Tomorrow

