



## Trans-Pennine Initiative Fibre Interface Point (FIP) Stalybridge

<b>Client</b>	Network Rail
<b>Project &amp; Location</b>	NRT Data Centre Fibre Links – TPI Variation works
<b>Duration</b>	Start: October 2019 Completion: March 2020
<b>Infrastructure Requirement</b>	Network Upgrade
<b>Scope of Works</b>	<ul style="list-style-type: none"> <li>Supply engineering &amp; design services, to support &amp; deliver all requirements of GRIP 4-8</li> <li>Providing interconnection.</li> <li>De-vegetation, Renovation, Installation, Termination, Splicing &amp; Testing.</li> </ul>

## 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. 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.
- During Grip 5 we proposed alternative cabinet from the CR-T resulting in significant costs savings to the Client.
- Instalcom was appointed as Principal Contractor.
- Instalcom was responsible for civil and telecom designs.
- Instalcom adopted a collaborative approach working with Network Rail and Local Highway Authorities.
- All works completed on time and within budget.
- Value engineering of the ODF cabinets resulted in a 60% cost saving.

## KEY CHALLENGES

- Design management- developed a 'standard' suite of designs for the highway element of the works reduced Client review time & resulting.
- Communication and coordination was key. Holding and attending regular meetings resulted in stakeholders being kept informed and engaged throughout the process.



## 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 with no accidents or incidents.
- Works delivered ahead of programme.
- 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

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