

# Beeston

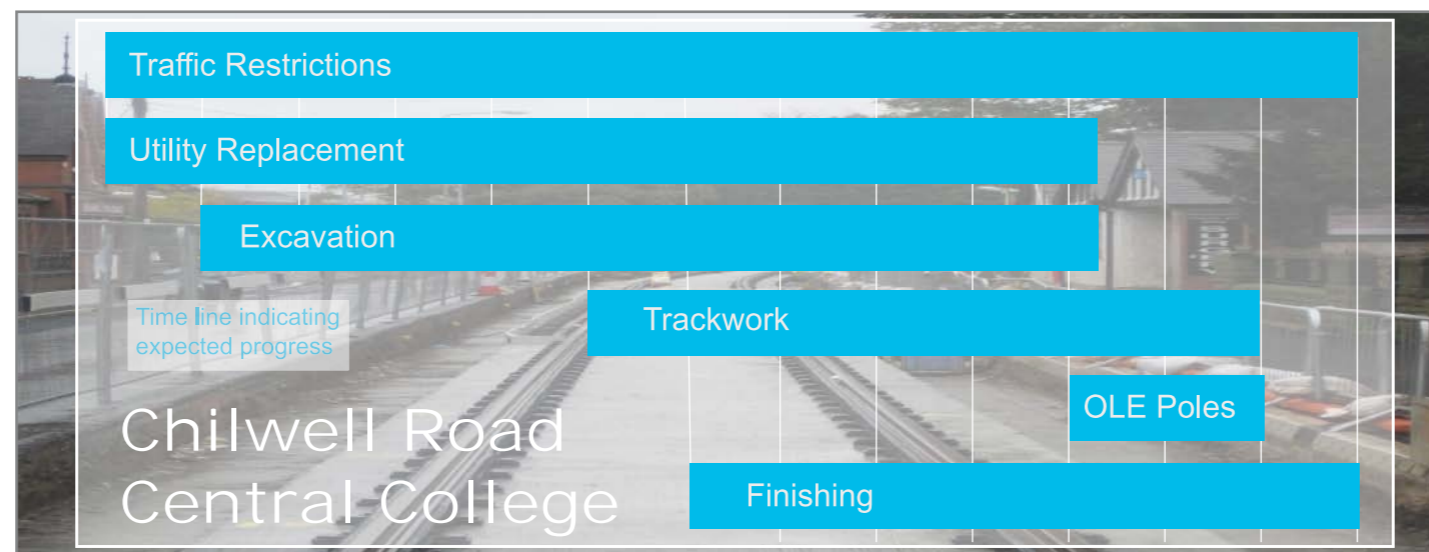
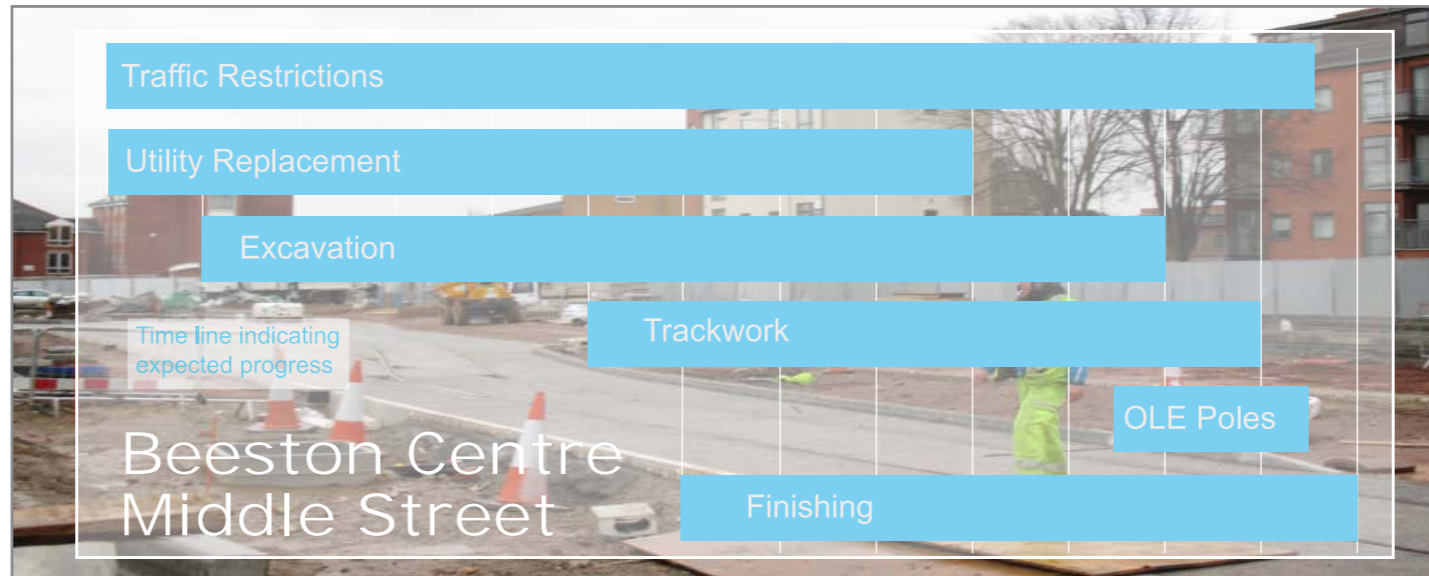
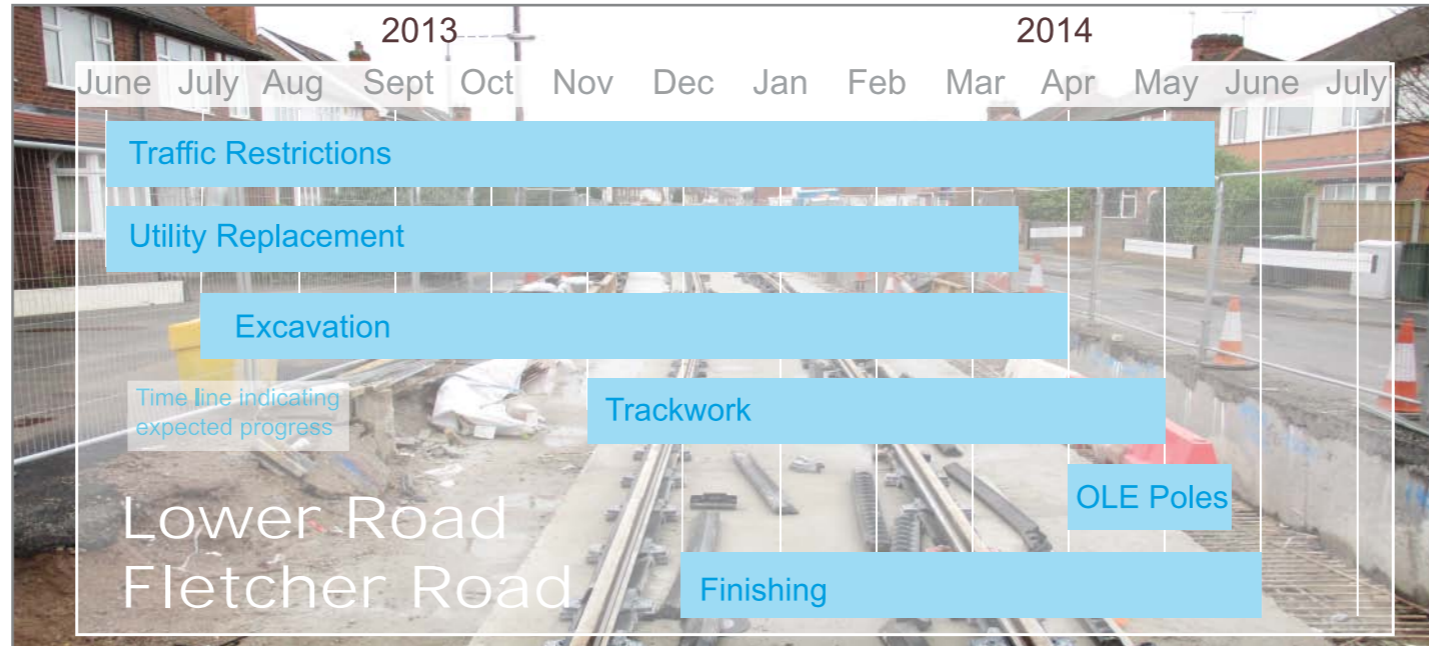
## Beeston NET Phase Two Tram Construction Update 27th February 2014

The striking bowstring arch bridge over the A52 - which will soon provide Beeston residents with a direct transport link to the QMC - and the bridge over Nottingham Railway Station, are impressive, but the most challenging work in the construction of Nottingham's tram extension is in Beeston. Anyone who has seen the tangle of wires and cables along Chilwell Road and on Middle Street, will appreciate the scale of the work involved in moving and replacing utility services such as sewers, drains and gas mains. Along Lower Road and Fletcher Road, slender piles of reinforced concrete have been installed because the underlying rock on which the track foundation must rest, lies deep underground. And the difficulties of working in a confined area have been a challenge for everyone along Chilwell Road.

Most of the intensive utility upgrade work is nearing completion. Track laying, road resurfacing and footpath reinstatements are fully underway. The completed tram line through Beeston is beginning to emerge.

It may well be the final part of the new tram route to be finished, but by August all the significant tram work in Beeston should be complete.

We will keep you informed of progress with a regular construction update for Beeston.



## Tram Construction Step-by-Step

Although **traffic restrictions** are in place along the route of the tram construction, access to shops and residential properties are maintained. Businesses remain open as usual.

Underground **utility services** – such as water pipes, live electricity cables, drains, gas mains and communications cabling – have to be moved, or replaced before work on the tram can begin. Unfortunately these essential works can sometimes mean that the construction takes longer than planned. But the replacement of an ageing and outdated infrastructure - part of £45m of utility investment - will bring significant long term benefits to Beeston.

Once utilities are moved, **excavation** of the road can follow and the reinforced concrete base constructed. This provides a stable foundation on which the tram will run. Narrow concrete supports provide a foundation for **Overhead Line Equipment poles** (OLE) to carry overhead cables. Track is then laid.

When track is laid manually, the rails are usually put down first on temporary supports, with a concrete bed then laid beneath. The Appitrack machine speeds up the **track laying** process by laying the concrete platform first, inserting baseplates for the rails as it goes along. The rails are welded together to form a continuous line of track.

The road is resurfaced with a concrete infill and tarmac - with special drainage kerbs that help to displace surface water. Pavements are laid with tarmac, or paving stones in key places.

Following installation of the **Overhead Power Line**, intense safety testing of the track - and the distinctive new Citadis trams - begins.

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[www.thetram.net/phasetwo](http://www.thetram.net/phasetwo)

## Excavation

Once service utilities have been moved out of the way, excavation of the road can begin and this allows the reinforced concrete foundations to be laid. Most excavation work should be completed by the end of May.

## Track Laying

Track laying is now well advanced along most areas of Beeston. Apart from a section of specially designed 'floating' track on Chilwell Road - designed to reduce noise and vibration - most of the remaining track laying is relatively straight forward and should progress quickly once utilities have been moved and concrete foundations constructed.

## Utilities

A large drainage pipe is about to be removed at the junction of Humber Road and Fletcher Road and some difficulties remain with communications cabling along parts of Chilwell Road. Work to replace sewer and drainage pipes on Station Road is almost complete.

## Chilwell Road

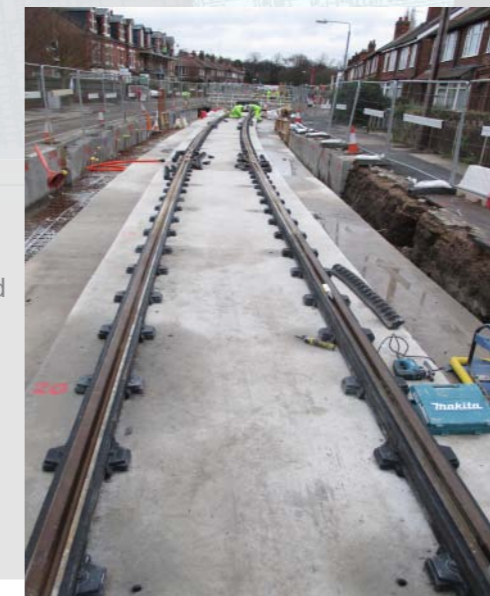
Outbound track work is complete between the Police Station and Ellis Grove and reinstatement of the carriageway along this part of Chilwell Road is almost finished. Excavation on the opposite side of the road is underway so that track laying on the inbound line can continue. Footpath reinstatement and pile installation - forming the foundations for the installation of poles for the overhead lines - will follow. Most utility replacement is already well advanced towards Central College and with more available space along this stretch, work can continue on both inbound and outbound lines at the same time. Cator Lane is expected to open in May and Chilwell Road is set to reopen fully to through traffic by August. Businesses are open as usual and parking is available.



## Beeston Centre/Middle Street

Work on building the Beeston Town Centre tram stop is already underway and track laying on both inbound and outbound lines is complete. The installation of kerbing means that the road along part of Styring Street can be reinstated. Track has also been laid on both inbound and outbound lines where the Middle Street tram stop will be constructed. The concrete foundations are in place along the stretch of Middle Street between City Road and Tesco which

is now ready for track laying. This will mean that most of the outbound line from University Boulevard through to Station Road will soon be complete. Moving utilities away from the tram line is still ongoing along Middle Street next to Tesco, and around the junction of Station Road. This needs to be completed before work on the inbound side of the road can begin.



## Lower Rd/Fletcher Rd

Outbound track work is complete along most of Lower Road and Fletcher Road and reinstatement of the carriageway on the first part of Lower Road is underway.

Excavation on the opposite side of the road - the inbound line - has already started where space has allowed, and full excavation and construction of the concrete foundations will begin once traffic has been moved onto the outbound side of the road. Track laying will then follow. Work has already started to link the University Boulevard tram stop with Lower Road across the Queens Road junction. And at the other end of Lower Road and Fletcher Road, it is only because of problems with moving and replacing the remaining utilities at the Humber Road junction, that work has not yet continued through to Middle Street. Track laying and road reinstatement is expected to be completed in May.

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**NET Hotline** - 0115 924 2454 for more information on NET Phase Two or if you would like to speak to someone about the tram construction.