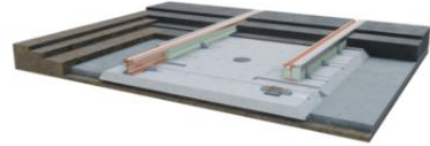




# COVENTRY **VERYLIGHTRAIL**



## Coexistence by Design: Rethinking Utilities and Urban Light Rail

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Consultant to Coventry City Council



HAUC(UK) Convention 2026  
**HAUC(UK) at 40: Enabling Future Foundations**

23<sup>rd</sup> April 2026



## **Economic Regeneration & Investment**

**Permanence Breeds  
Prosperity**



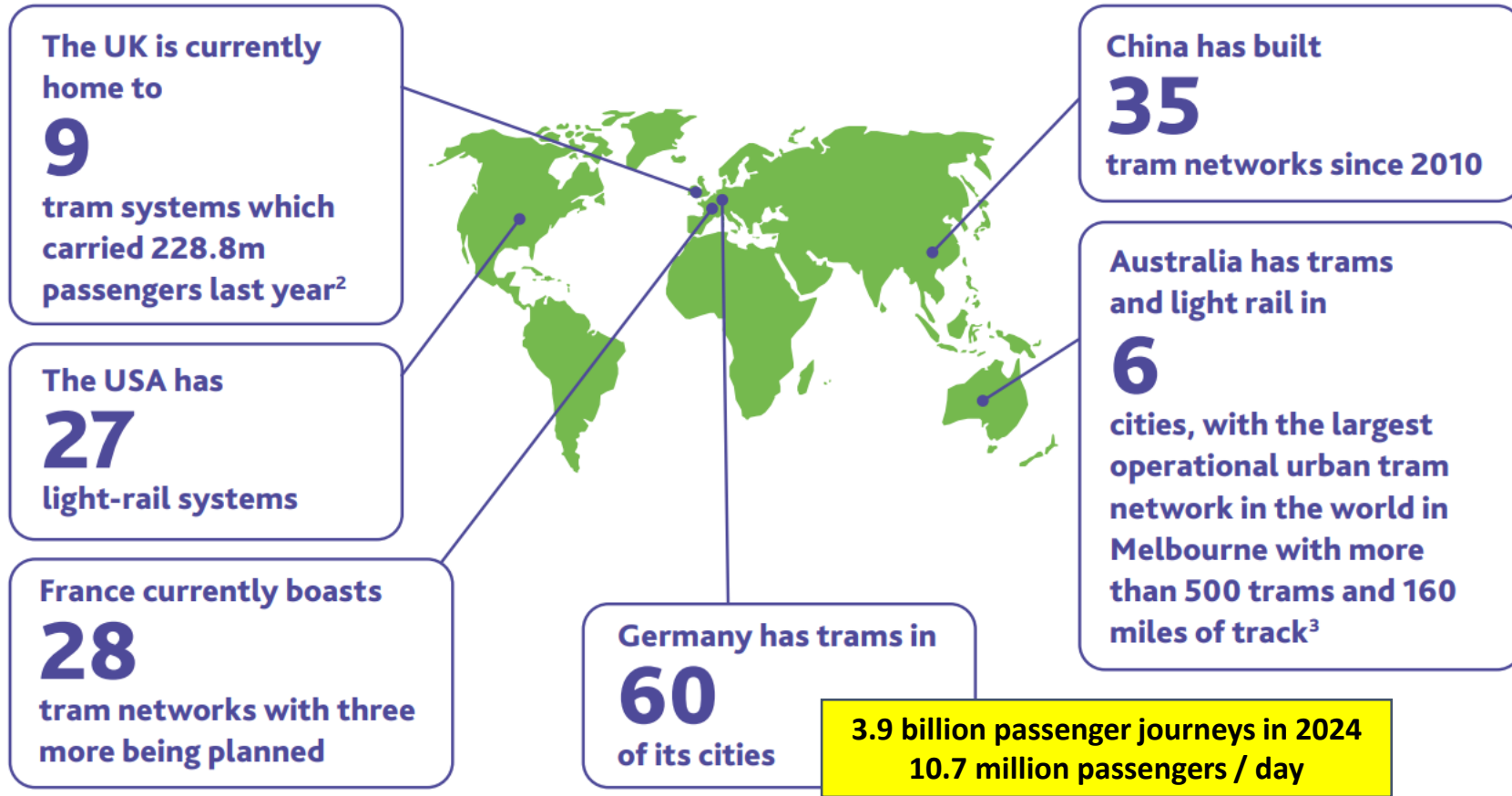
## **Superior Environmental Performance**

**True 'Zero-Emission'  
Transit, Unmatched  
Energy Efficiency and  
Longevity**



## **Urban Transformation & Liveability**

**Moving More People,  
reducing congestion,  
creating vibrant city  
centres**



## Midland Metro extension cost rises by £50M

07 MAR, 2019 | 1 COMMENT



The cost of building the 11km long Midland Metro extension from Wednesbury to Brierley Hill to the north-west of Birmingham has risen by £50M to £449.5M.

**Birmingham**  
£ 41 >> million / km

## Metrolink's Trafford Park £350m tramline opening date revealed

9 March 2020 - 14 Comments



**Manchester**  
£ 63 million / km

Tram extension

**£570m**

Initial budget

- 28 new stations
- 11 miles of new track
- 22 new trams
- 20 million passenger capacity

NET

## True cost of Edinburgh tram line has exceeded £1bn, says report

Public inquiry highlights 'litany of avoidable failures' involving project company Tie, council and ministers



**Edinburgh**  
£ 71 million / km



**Nottingham**  
£ 32.6 million / km

Disclaimer - NOT a scientific comparison of project costs !

**Coventry City Council issues the challenge of £ 10 million / km [dated: 2019]**





## Edinburgh Trams Project (Initial Phase - 2003)

The initial estimate for utility works was around £60-70 million, but the final cost was approximately **£200 million**, representing about **25% of the entire project's final cost**

## Manchester Metrolink Second City Crossing (2012-2017)

The project involved diverting **over 400 separate utility assets** (gas, water, electricity, telecoms) along a relatively short 1.3km route in the city centre.



Average utility diversion costs experienced by the MMA during the delivery of 4 km of tram track in Birmingham city centre (Birmingham East side (BEE) and Westside (CSQ & EDGE) extensions).

**≈ £ 16 million / km**



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## Utility diversion works



Before the tram way is constructed the utilities have to be diverted out of the road – work on the utility diversions for the Centenary Square route have been on going for about 12 months and are substantially completed.

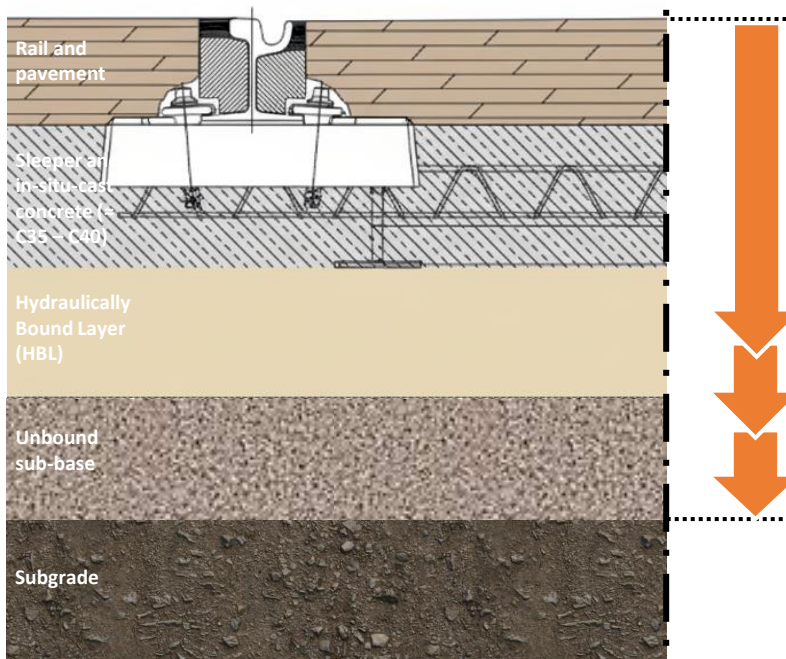
We have two areas of current works these are:

Waterloo Street



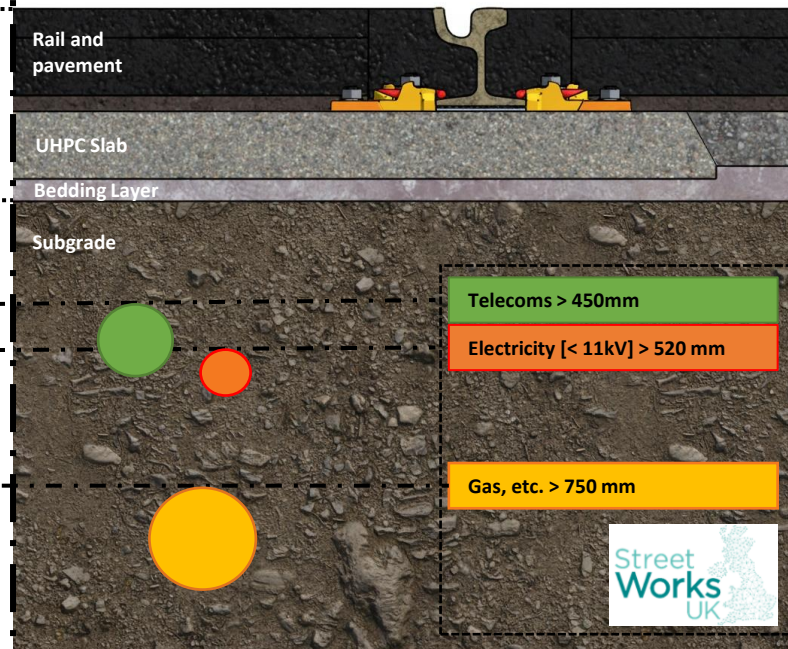
## Traditional Track System DIG DEPTH from Top of Rail

≈ 600 – 900mm



## CVLR Track System DIG DEPTH from Top of Rail

≈ 300mm





1/5

Milling to a controlled surface profile as per design spec; nominal at -300 mm





2/5

Slab positioning and setting-out



3/5

Rail Installation



4/5

Bedding of CVLR slabs



5/5

Rail-to-pavement interface and building up of the pavement system

**City-centre live-environment delivery trial**  
**10 weeks from occupying the highway to tram running on tracks**

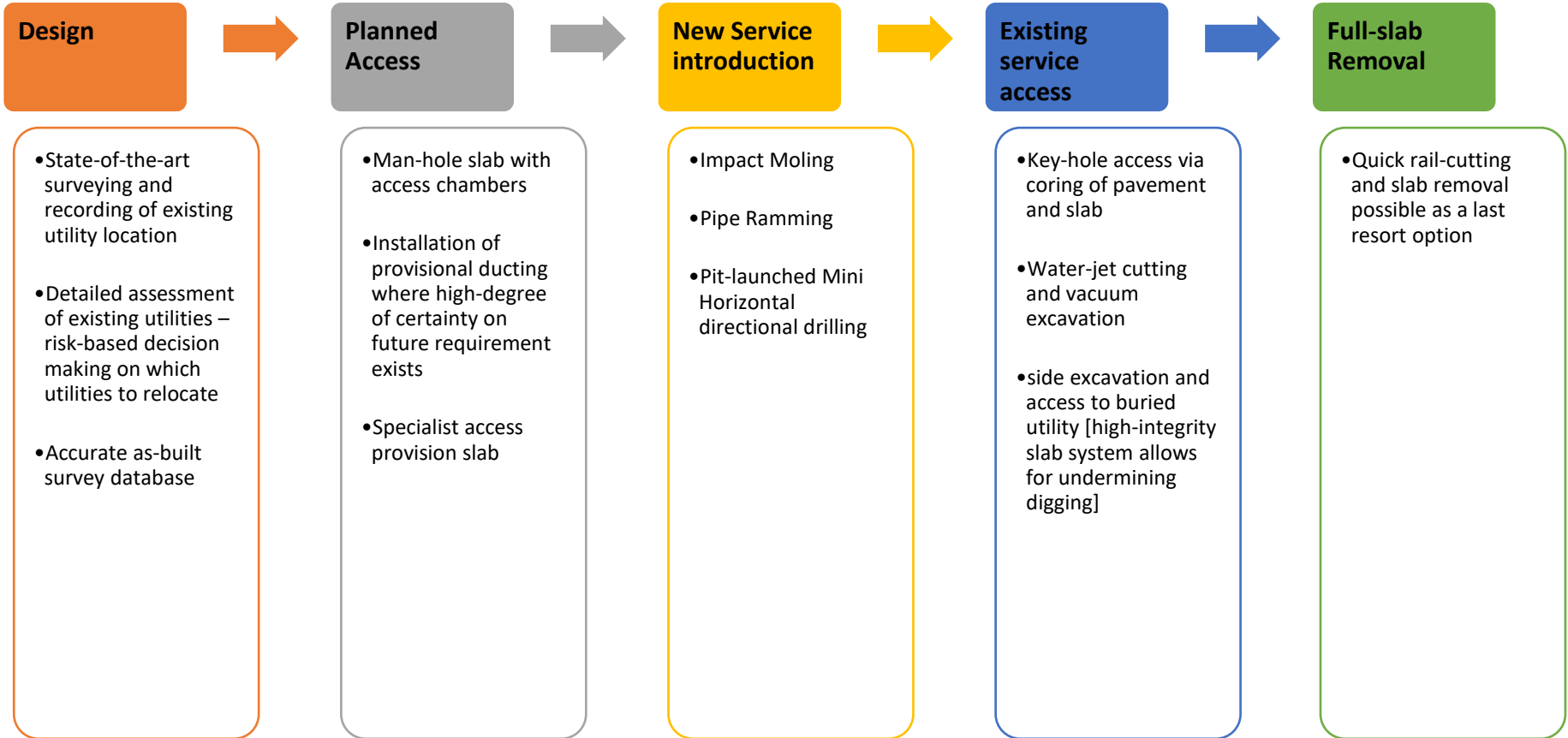


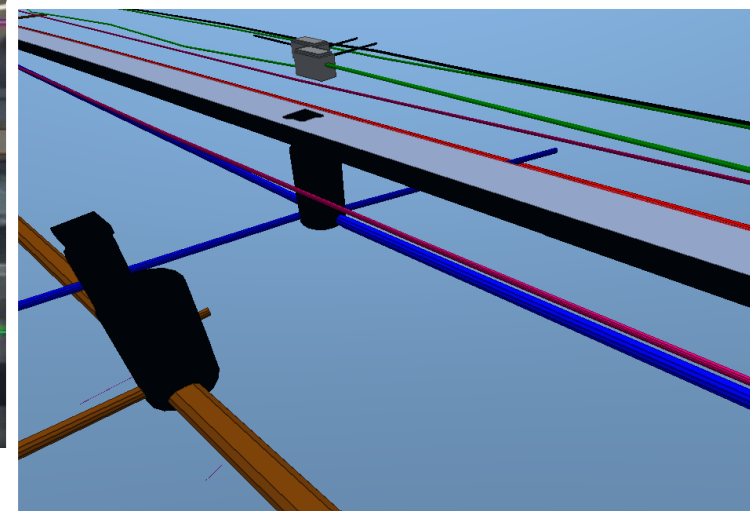
**13<sup>th</sup> March 2025**

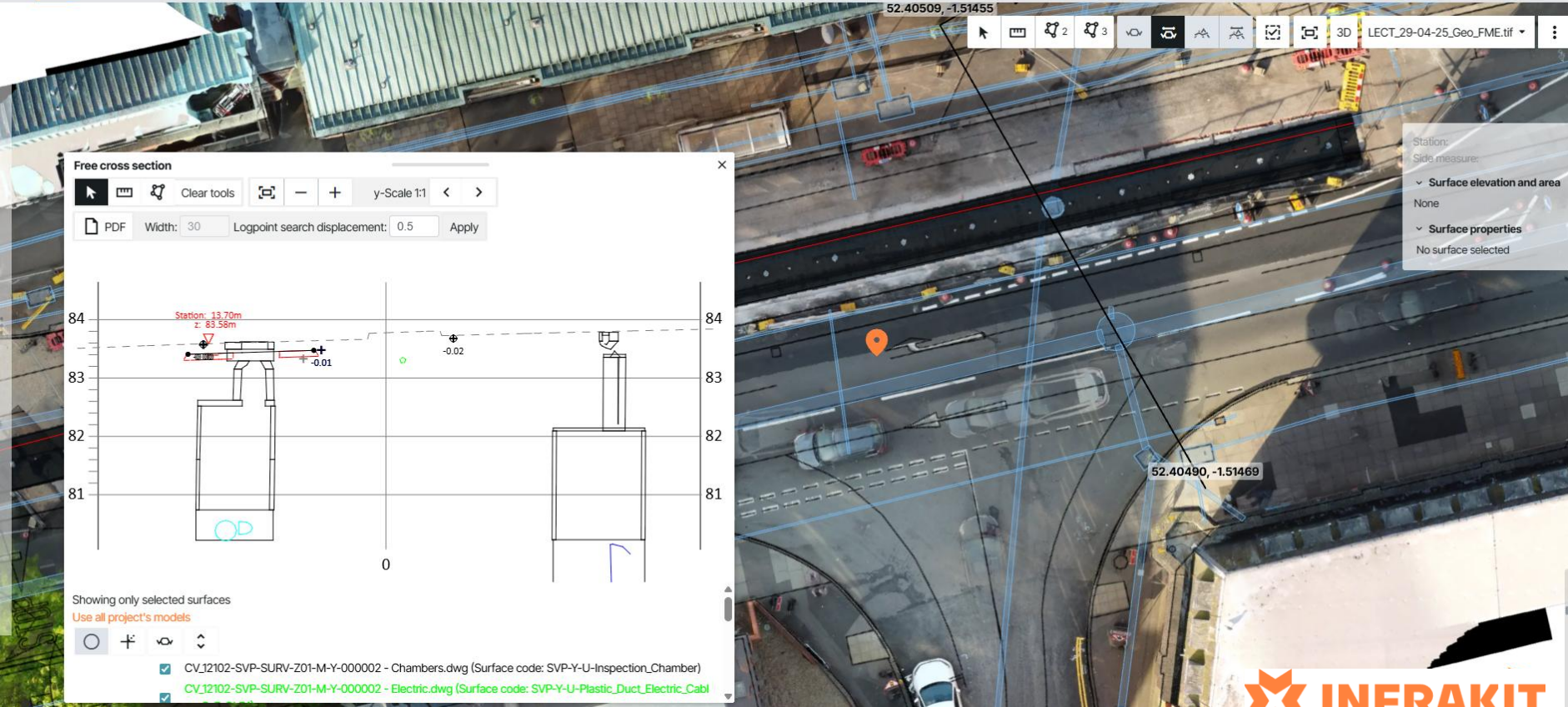


**City-centre live-environment  
delivery trial**

**23<sup>th</sup> May 2025**

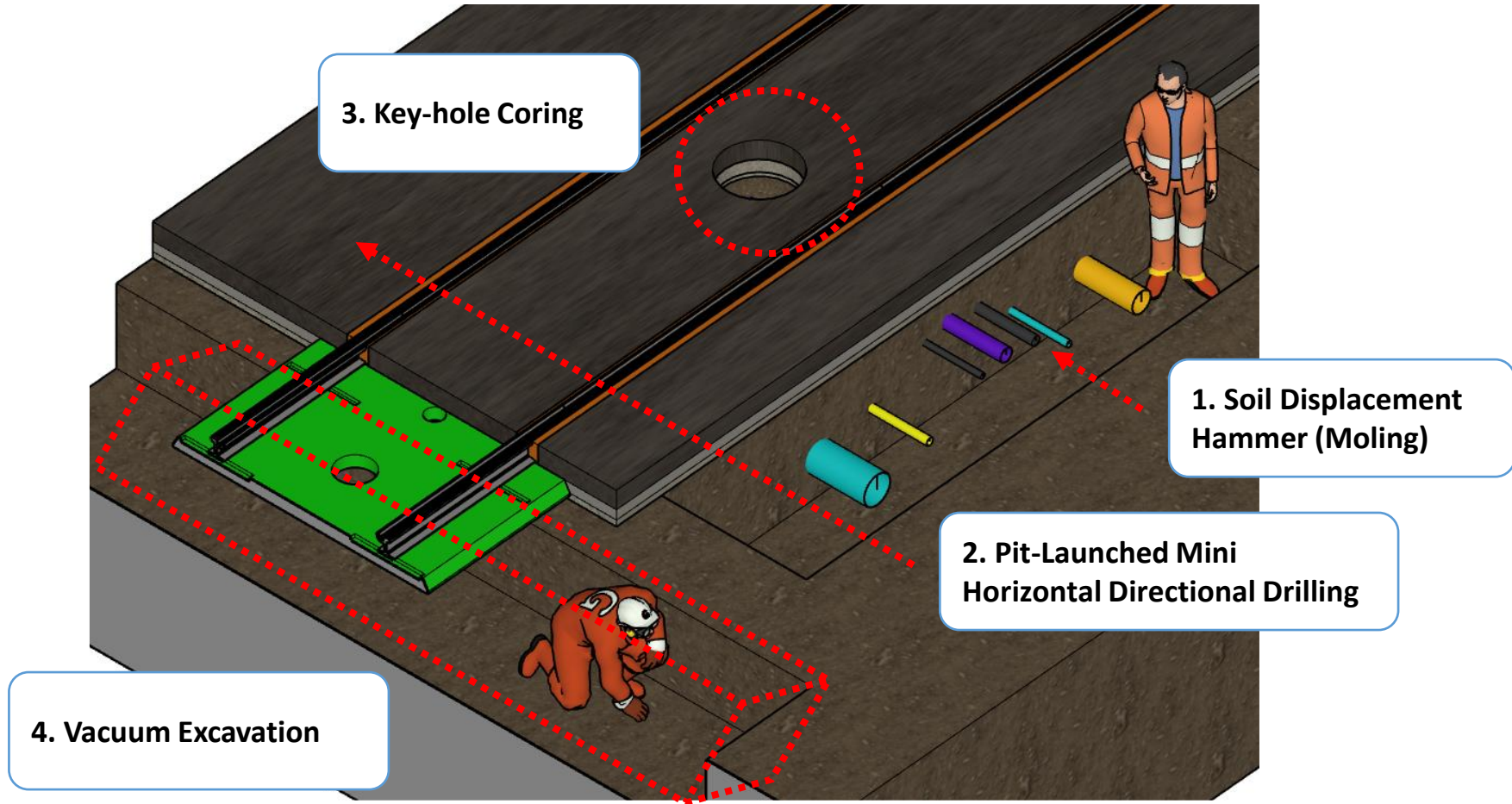


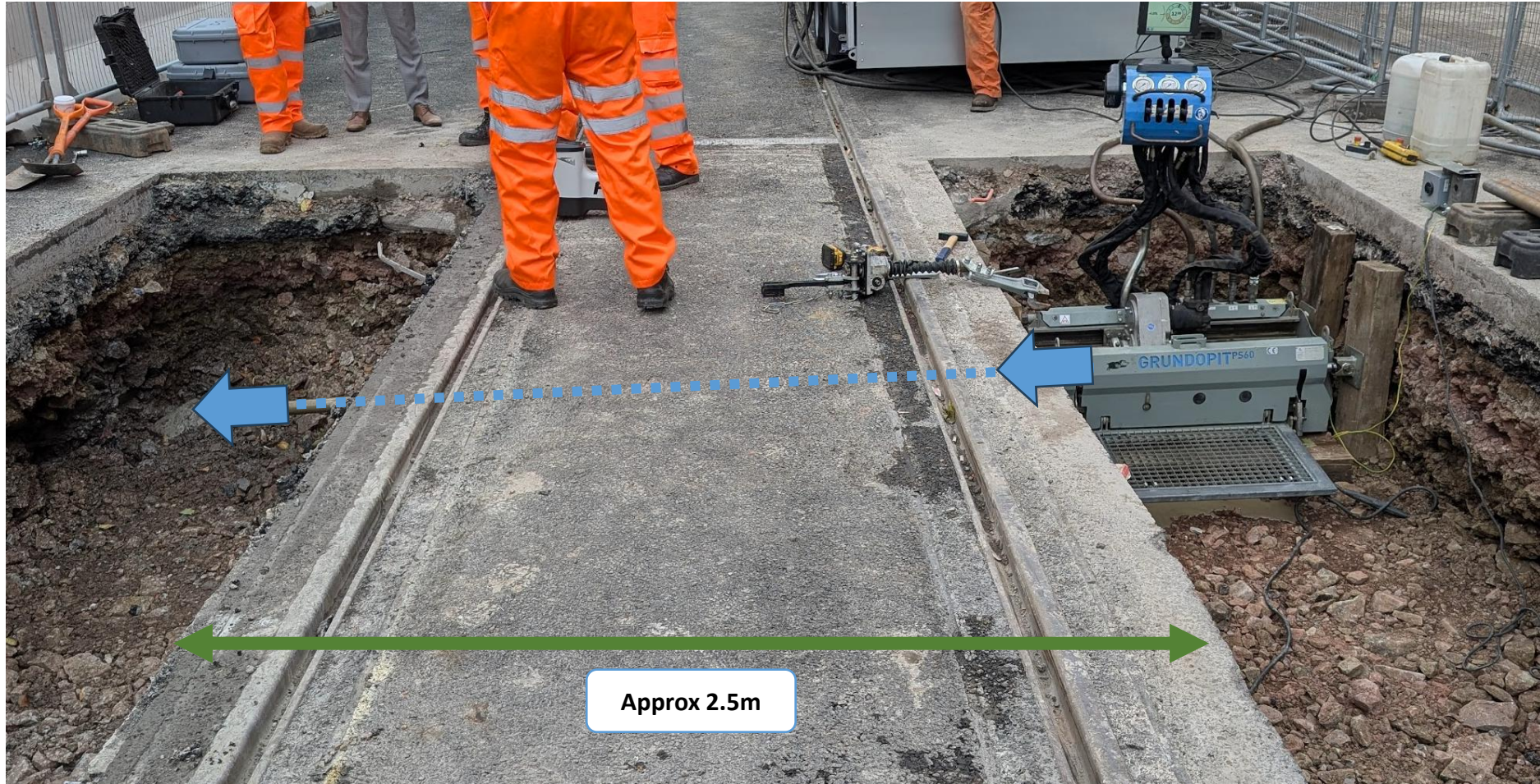






1m diameter circular cut-out  
Allows a 675 x 675mm access hatch



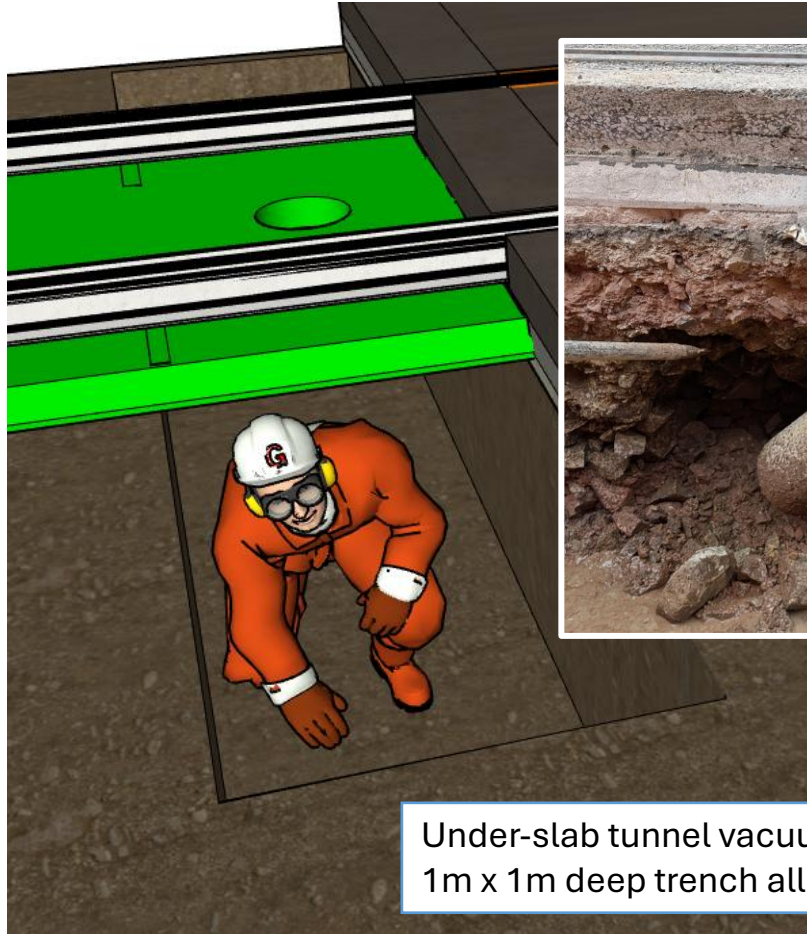


Approx 2.5m

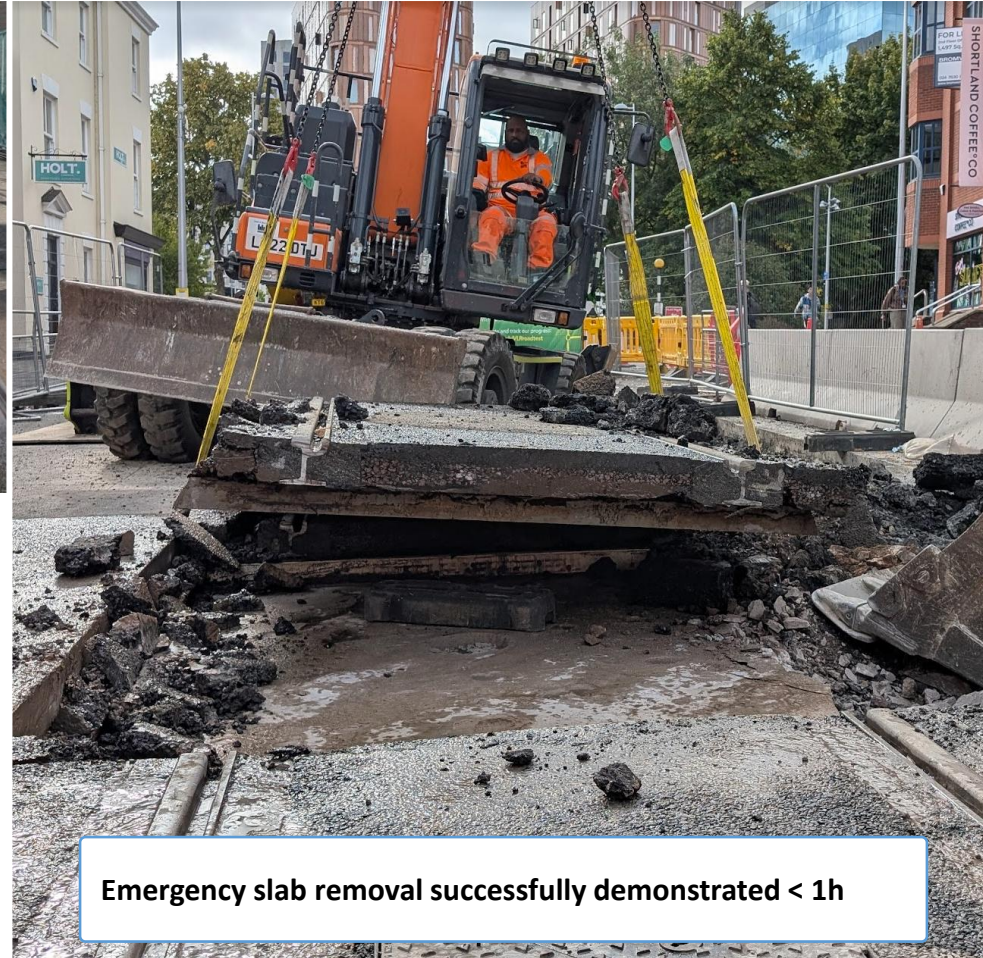
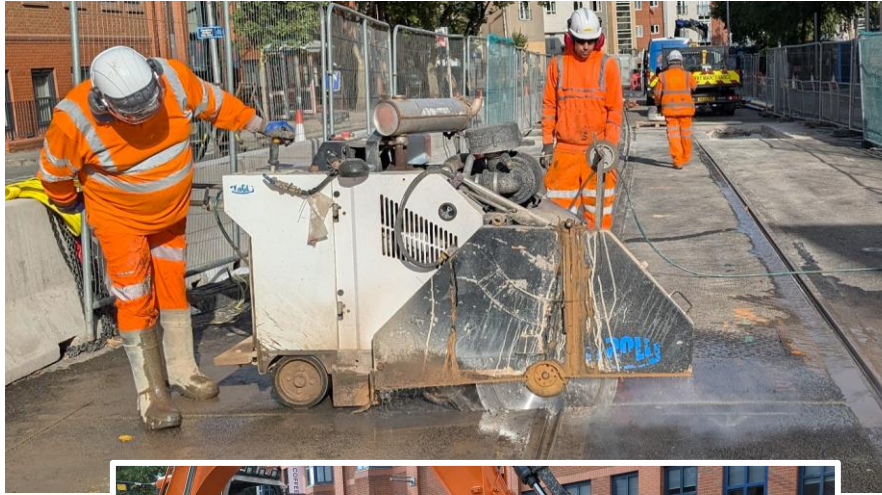








Under-slab tunnel vacuum excavation  
1m x 1m deep trench all the way under the slab.



**Emergency slab removal successfully demonstrated < 1h**

# Coventry 2027



Contact:

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