



TRANSPENNINE ROUTE UPGRADE FENCING

› **Location:**
West Yorkshire

› **Client:**
BAM Nuttall

SERVICES



Fencing

OVERVIEW

The contract, which is valued at £2billion, will take 9 years to deliver and will see contractors carry out route upgrades and electrification of the lines between Leeds and Manchester via Huddersfield.

ATM have been commissioned to deliver 20 separate compound areas and 15km of temporary, permanent and semi-permanent fencing. We have also installed a range of manual and automated access gates and a range of managed access solutions.

ATM have begun work on the fencing package for the Dewsbury to Huddersfield Electrification Envelope on the Transpennine Route Upgrade Scheme. Throughout the works, we have liaised extensively with multiple site agents to agree access needs and book possessions when working adjacent to the existing rail network.

The works commenced in July 2023.



CHALLENGE

Various heights, colour options and gate / access solutions has been supplied and installed as per temporary work design approvals. We have collaborated with the temporary work design team to overcome site and condition challenges.

OUR SOLUTION

The V-Mesh fencing installation involved mechanically augering post holes at 3m intervals, following the depths specified in the temporary work design. In cases where mechanical augering wasn't possible, the post holes were manually dug. The posts were then positioned in the holes and filled with concrete. After the concrete has cured, the panels were secured in place using the suitable fixings and top caps. The installation team employed a battery-powered impact gun to bolt the appropriate fixings into position, ensuring a secure and stable V-Mesh Fencing system.

The installation of V-Mesh Gates involved the mechanical augering of post holes, unless it was not feasible to do so at the specified location. If mechanical augering was not possible, the post holes were manually dug. Once the concrete had cured, the gates were lifted onto the hinges, and the hinges were secured using the manufacturer's fixings.

In instances where the gates proved too heavy for manual lifting, an appropriate machine was employed. The use of such a machine required an approved lift plan/appointed person to ensure the safe and efficient installation of the gates.

The Palisade fencing installation commenced with the mechanical augering of post holes at required intervals, following the depths specified in the temporary work design. The posts were positioned in the holes and filled with concrete, ensuring alignment using a spirit level and spacing bar.

After the concrete had cured, rails were attached using approved security fixings and an impact gun. Once the rails were securely in place, pales were also attached using approved security fixings and an impact gun. This comprehensive process ensured the sturdy and precise installation of Palisade fencing.