

Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

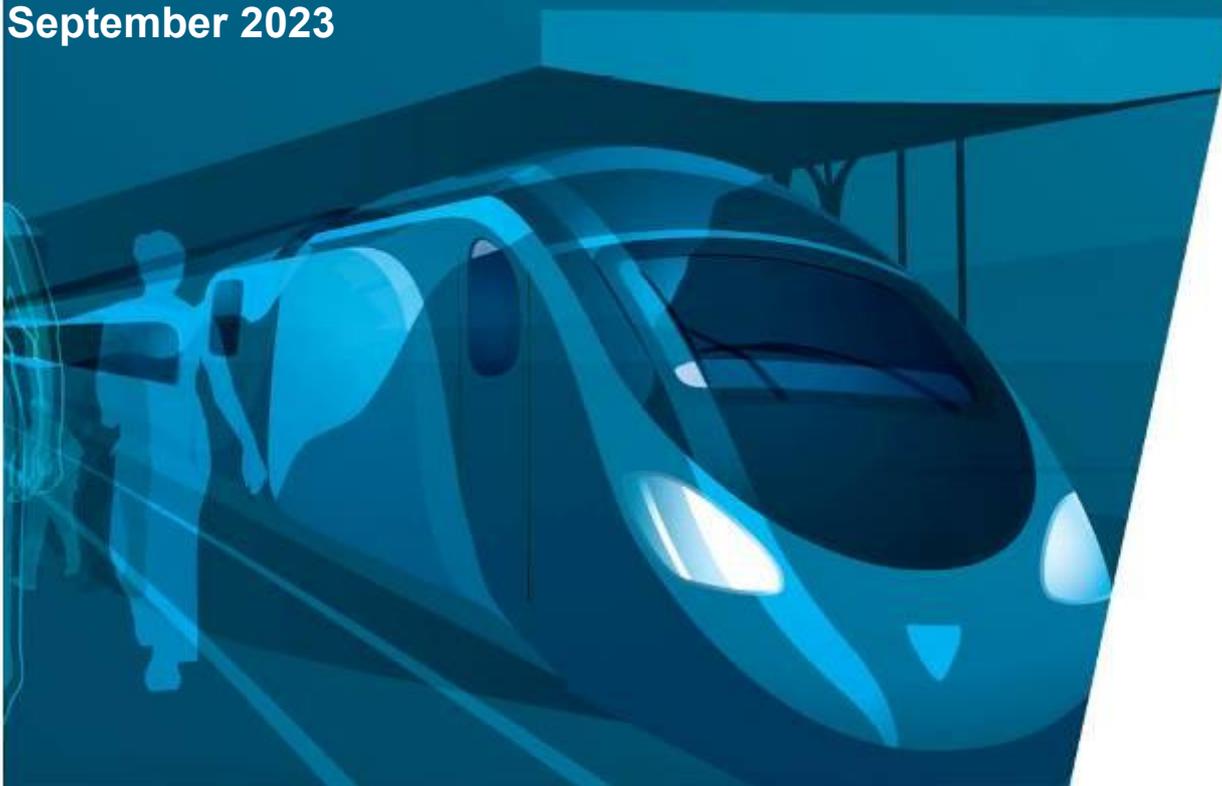
Condition 6: Construction Traffic Management and Travel Plan – Stage 3

Document reference: 151667-TSA-00-TRU-REP-W-EN-001236

Version 2

Network Rail

September 2023



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1. INTRODUCTION

1.1 Background

- 1.1.1 The Scheme is part of a wider programme of works under the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.
- 1.1.2 Planning Direction for the Huddersfield to Westtown (Dewsbury) section of the TRU was received from the Department for Transport referenced TWA/21/APP/03, dated 13 October 2022.
- 1.1.3 This Construction Traffic Management and Travel Plan (CTMP) sets out details in relation to Condition 6 of the Deemed Planning Permission for the Stage 3 works.

2. STAGED APPROACH TO DISCHARGE

- 2.1.1 As set out in document ref 151667-TSA-00-TRU-REP-W-EN-001189 version 3 (submitted in relation to Condition 3 of the Deemed Planning) a staged approach is proposed in relation to discharge of the deemed planning conditions.
- 2.1.2 This document sets out details in relation to the Stage 3 works for the Huddersfield to Westtown (Dewsbury) Scheme.
- 2.1.3 Stage 3 comprises of the mining remediation works required in advance of construction of the Scheme. The mining remediation works required are set out in Table 2-1 and remediation methodologies described in paragraph 2.1.4, with location details set out in drawing 151667-TSA-00-TRU-REP-W-EN-001288 P04 in Appendix A.

Table 2-1 Proposed mining remediation mitigation measures

Area ID	Location of works	Mitigation measures
W3.1	Huddersfield South Tunnel	<ul style="list-style-type: none"> Grouting of 2 mine shafts and 2 wells. All from tunnel level and below.
W3.1-3	Huddersfield Station	<ul style="list-style-type: none"> Grid probing and grouting of voids for new structures: canopies, footbridge and subway extension. Probe hole at proposed locations of Overhead Line Equipment (OLE) foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.2-1, W3.2-2	Hillhouse Mainline	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.2-3	Hillhouse Mainline	<ul style="list-style-type: none"> Geosynthetic reinforcement for mining for track
W3.3	West of Deighton Station (Area of Peels Pit underbridge)	<ul style="list-style-type: none"> Capping and if necessary grouting of 2 mine shafts.
W3.3-1	Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	<ul style="list-style-type: none"> Grid probing and grouting of voids for track, OLE and adit.
W3.3-3	East of Bradley Junction - Earthworks E9	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.4-1 W3.4-3	Heaton Lodge curve (MVL3 and MVN4)	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered.
W3.5-1	Mirfield Station	<ul style="list-style-type: none"> Geosynthetic reinforcement for mining for track
W3.5-2	West of Sands Lane	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track

- 2.1.4 The following measures will be employed:
- Probe and grout – this will typically comprise of rotary open holes on a 6m grid, closing to 3m and finer if required. The area of the grid will be enclosed on the down dip side by perimeter holes at 3m closing to 1.5m spacing to confine grouting in the area of the grid,

and prevent grout escaping beyond the area of works. Where voids are encountered around the perimeter, these will be filled with pea gravel and a viscous grout, to form an underground cutoff. In the area of the main grid of open holes, these will be filled with grout, with grout takes monitored, and paused at certain grout takes. Works will generally target new foundations and new structures, where considered necessary. Water will be needed during the drilling and grouting process. The wastewater will be treated on site (Siltbuster) and this water will be fed back into our water tank for reuse within the process. Any waste material will be removed from site by a licenced carrier.

- Track – where shallow workings are anticipated underneath the track alignment, a high strength geosynthetic reinforcement will be employed below the track bed.
- Where required at locations of OLE foundations, a targeted probe hole will be drilled and any voids will be grouted (process above)
- Adits – where assessed as requiring treatment, these will be sealed/excavated out depending on depth and relationship to the main works. Where necessary probing and grouting may be used on shallow adits.
- Shafts – where assessed as requiring treatment, shafts will typically either be capped (reinforced concrete slab, typically 2x shaft diameter) or infilled with grout / bulk fill and grout.

2.1.5 Mining remediation works covering the Ravensthorpe area are considered within the Stage 1 documentation (previously submitted planning application ref 2022/44/93858/W).

2.1.6 It is anticipated that works within Stage 3 will commence in July 2023 and are anticipated to be completed by September 2024.

3. INFORMATION INCLUDED IN THIS SUBMISSION

3.1.1 The wording of Condition 6 is reproduced in Table 3-1. Based on the scope of works detailed in Section 2, Table 3-1 sets out how this document details the information required in conjunction with Condition 6.

Table 3-1 Details of Condition 6

Condition reference	Details of condition	Section reference
Condition 6a (Sub-section i)	<p>The package of interventions and mitigation outlined in Volume 2i, Chapter 23, Page 5, section 23.2.14 of the Environmental Statement including an implementation timetable for each stage.</p> <ul style="list-style-type: none"> • Traffic signage; • Signing and guarding of compound access and egress; • Co-ordination of road closures; • The need for diversions as well as any route timing or volume restrictions; and • Rail replacement strategy. 	<p>Implementation timetable is detailed in Section 4</p> <p>Traffic signage is dealt with in Section 5.1.</p> <p>Signing and guarding is contained within Section 5.2.</p> <p>No road closures are required so not included in this document.</p> <p>No diversions are therefore required.</p> <p>Route timing is detailed within Section 5.3.</p> <p>Works may require the temporary closure of the railway. Overnight working will be used to minimise impacts. Details are set out in Section 5.5.</p>
Condition 6a (Sub-section ii)	<p>Specific details on arrangements for temporary car parking provision for train users as appropriate at each station including temporary parking at Huddersfield and Mirfield stations and mobility impaired set down/pick up points at Ravensthorpe and Deighton stations.</p>	<p>Works do not impact on formal parking at the stations at Huddersfield, Mirfield, Deighton or Ravensthorpe and so no details are included in this document.</p>
Condition 6a (Sub-section iii)	<p>A travel plan for construction staff, outlining the methods by which they shall be transported to the relevant sites and including the provision of non-motorised facilities to encourage walking and cycling.</p>	<p>Details are provided in relation to the construction staff required to deliver Stage 3 – information is set out in Section 6 of this document.</p>
Condition 6a (Sub-section iv)	<p>Details on temporary diversions of both highways and rights of way required as part of the Scheme.</p>	<p>No highways or PRow diversions are required to facilitate the works in Stage 3.</p>

4. IMPLEMENTATION TIMETABLE

4.1.1 The following table sets out the works implementation programme for Stage 3. This highlights key activities and the duration of use of compounds for these works. The table presents information on peak periods of activity, however works may take place along the route at other times as required.

Table 4-1 Programme for key activities

Area ID	Location of works	Programme Dates
W3.1	Huddersfield South Tunnel	3 Aug 2024 – 1 Sept 2024 24 Dec 2024 – 26 Dec 2024
W3.1-3	Huddersfield Station	5 Aug 2023 – 22 Dec 2023 17 Feb 2024 – 16 June 2024
W3.2-1, W3.2-2	Hillhouse Mainline	20 Nov 2023 – 8 Dec 2023
W3.2-3	Hillhouse Mainline	20 Nov 2023 – 8 Dec 2023
W3.3	West of Deighton Station (Area of Peels Pit underbridge)	11 Dec 2023 – 15 Jan 2024
W3.3-1	Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	26 Mar 2024 – 16 May 2024
W3.3-3	East of Bradley Junction - Earthworks E9	26 Mar 2024 – 16 May 2024
W3.4-1 W3.4-3	Heaton Lodge curve (MVL3 and MVN4)	2 Jan 2024 – 12 Feb 24
W3.5-1	Mirfield Station	26 Mar 2024 – 16 May 2024
W3.5-2	West of Sands Lane	26 Mar 2024 – 16 May 2024

5. TRAFFIC MANAGEMENT MEASURES

5.1 Proposed compounds

5.1.1 Works during Stage 3 will utilise the following site compounds:

- Compound 4 – Fitzwilliam Street;
- Compound 15 – Deighton Station and Greenway;
- Compound 22 – Heaton Lodge;
- Compound 27 – Mirfield Station; and
- Compound 30 – Sands Lane (welfare only).

5.1.2 Details in relation to these sites were submitted under the Stage 2 compound submission and in general the measures set out for compound set up will also apply for the Stage 3 works.

5.2 Signage

5.2.1 Any deliveries/vehicles accessing the Site will be made aware of the agreed construction access routes. Appropriate signage is to be utilised to limit disruption of ongoing construction work.

5.2.2 Temporary road signing will be implemented at the main highway junctions signposting construction traffic to the preferred access routes (identified through the Transport Assessment¹ submitted to support the TWAO). Signage will also be installed along the major access routes in proximity to the works sites to warn other road users of the potential for wagons turning. The signs will be in place throughout the duration of the works to direct construction traffic to and from the Site and to inform background traffic of the ongoing works at the Site.

5.2.3 Additional road signage will be placed on the local road network to slow the traffic down and to provide advance warning of the site access and egress points. In addition, a site safety sign will be provided at the entrance of the Site with contact details for the site manager should anyone have any queries in regard to the Site.

5.2.4 Traffic signage will be consistent with that provided elsewhere on the public highway.

5.2.5 All road signs are to be used with approved stands or erected on posts set into the ground, where permitted by the local highways authority.

5.2.6 All signs are to be placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed, to provide the maximum visual impact for approaching drivers.

5.2.7 All signs will be installed in accordance with the relevant chapters of the Traffic Signs Manual Chapter 8, Parts 1 and 2².

5.2.8 Appropriate signage is to be utilised to limit disruption of ongoing construction work.

5.2.9 It will be ensured that all signs used are in good condition and are removed at the completion of the work.

¹ [Ch14 Traffic Transport App 14-1 Transport Assessment.pdf \(windows.net\)](#)

² [Traffic Signs Manual - Chapter 1 Introduction \(publishing.service.gov.uk\)](#)

- 5.2.10 Safety signals are required where, despite putting in place all other relevant measures, a significant risk to the health and safety of employees and others remains. All Site related works shall not commence until all signage is in place, to ensure safety all staff, road and footpath users.
- 5.2.11 Signs will be clear and legible, and used to identify actions that are prohibited (e.g. no access), safeguards that must be followed (e.g. ear protection must be worn), warning of a hazard (e.g. corrosive material) and to direct towards fire exits/equipment or first-aid equipment.
- 5.2.12 Signs will be placed within the driver's line of sight and at the same time not obscuring other traffic devices from the driver's line of sight.
- 5.2.13 The use of a-frame signage will be minimised wherever possible and where feasible/practicable fixed signage will be installed in line with relevant best practice/guidance. Locations will be discussed with the local highways authority prior to installation. Signposts and bases will meet Kirklees Council standard details requirements.
- 5.2.14 All traffic management to comply with Safety at Road Works and Street Works A Code of Practice (October 2013)
- 5.2.15 All signs to comply with The Traffic Signs Regulations and General Directions (2016) and will be installed in accordance with the relevant chapters of the Traffic Signs Manual Chapter 8, Parts 1 and 2I³.
- 5.2.16 Items not covered by the above we will follow the guidance in the Traffic Signs Manual Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design (2009) & Part 2: Operations (2009) & Part 3: Update (2020)
- 5.2.17 Signs and devices will be regularly checked for effectiveness and maintained in a satisfactory condition.
- 5.2.18 Signs and devices will be removed from the site when practical and once the hazard ceases to exist, restoring the road/footway to previous condition.
- 5.2.19 Details of the construction compound locations are provided in Appendix A.
- 5.2.20 Details of the proposed signage locations and type for each compound area is provided in Appendix B, see Table 5-1 for details of the sites for which information is supplied.

Table 5-1 Signage details per compound location

Location	Work site	Appendix number
Huddersfield Station	Compound 4 – Fitzwilliam Street	B1
Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	Compound 15 – Deighton Station and Greenway	B2
East of Bradley Junction - Earthworks E9		
Heaton Lodge curve (MVL3 and MVN4)	Compound 22 – Heaton Lodge	B3

³ [Traffic Signs Manual - Chapter 1 Introduction \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424222/TSM-Chapter-1-Introduction.pdf)

Mirfield Station	Compound 27 - Mirfield Station	B4
West of Sands Lane	Compound 30 – Sands Lane. Site welfare facilities to be provided at Compound 30 and therefore no signage is required	N/A

5.2.21 Access to compounds will be from the existing highways network.

5.2.22 However, to provide assurance to the Council as Planning & Highways Authority, Table 5-2 details the access/egress arrangements to the compound sites and identifies whether any improvement is required. Location details are also provided in the drawings in Appendix B.

Table 5-2 Details of drawings showing access/egress points

Location	Compound site	Details of access/egress	Appendix number
Huddersfield Station	Compound 4 – Fitzwilliam Street	Existing access to be utilised for works	B1
Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	Compound 15 – Deighton Station and Greenway	Details of modifications (if required) will be in line with provisions of Article 15 of the Transport and Works Act Order (as appropriate).	B2
East of Bradley Junction - Earthworks E9			
Heaton Lodge curve (MVL3 and MVN4)	Compound 22 – Heaton Lodge	Details of modifications will be in line with provisions of Article 15 and/or 17 of the Transport and Works Act Order (as appropriate).	B3
Mirfield Station	Compound 27 – Mirfield Station	Existing access to be utilised for works	B4
West of Sands Lane	Compound 30 – Sands Lane	Existing access to be utilised	N/A

5.3 Route timing

5.3.1 Deliveries for construction works will generally be made by road and will be during standard working hours.

5.3.2 Deliveries and collections will be limited to normal site working hours:

- 08:00 to 18:00 Monday to Friday, with 30 minutes either side for setting up and organising/cleaning the site; and
- 08:00 to 13:00 on Saturdays, with 30 minutes either side for setting up and organising/cleaning the site.

5.3.3 Where possible deliveries will be staggered and delivered to the works sites as required. Heavy Good Vehicles (HGV) will not be permitted to wait outside of the sites. The use of a just in time delivery system will ensure that deliveries are programmed in, and vehicles are directed to the loading and unloading areas as required. Should vehicles be required to wait, this will occur within the site confines. Measures to manage any noise impacts from traffic

and deliveries are detailed in the Noise and Vibration Management Plan (document ref: 151667-TSA-00-TRU-REP-W-EN-000096) for Stage 3.

- 5.3.4 It is not anticipated that abnormal load movements will be required for the Stage 3 works but should they be necessary, a 5 week notice period of such events will be provided to the Local Highways Authority. Requirements will also be presented to the established Highways Network Management Group.

5.4 Traffic Generation

- 5.4.1 Traffic generation and its potential effects on junctions etc was considered through the Transport Assessment submitted under the Transport and Works act Order – Appendix 14.1 to the ES (Volume 3)⁴.

- 5.4.2 During Stage 3 the following types of traffic will be used;

- Drilling rigs
- Light Goods Vehicles - LGVs are any vehicle up to 7.5 tonnes excluding cars. They will be used to move small plant and materials around Site, as well as minibuses to move Site operatives
- Heavy Goods vehicles –
 - 6-8 wheeler rigid tippers;
 - 6-8 wheeler rigid flatbeds; and
 - 8 wheel concrete mixers.

- 5.4.3 The above vehicles all routinely use the local highway network. Delivery of plant and equipment to facilitate construction of the main Scheme will be detailed in the Stage 5 and 6 submissions.

5.5 Railway closures

- 5.5.1 During works within the operational railway boundary, there will be a need to temporarily close the railway to passenger services overnight. During this time services may be diverted to keep passengers moving by train where possible and where necessary rail replacement bus services will be provided. These alternatives are led by the Train Operating Companies and information will be advertised via the TRU website [Upcoming Closures - Transpennine Route Upgrade \(thetrupgrade.co.uk\)](http://www.thetrupgrade.co.uk) as well as through articles in the local press and via messaging on trains and at railway stations affected.

⁴ [https://sacuksprodnrdigital0001.blob.core.windows.net/twao-huddersfield-westtown/Huddersfield to Westtown \(Dewsbury\)/03 Environmental Statement/Volume 3 - Technical Appendices/Ch14 Traffic Transport App 14-1 Transport Assessment.pdf](https://sacuksprodnrdigital0001.blob.core.windows.net/twao-huddersfield-westtown/Huddersfield to Westtown (Dewsbury)/03 Environmental Statement/Volume 3 - Technical Appendices/Ch14 Traffic Transport App 14-1 Transport Assessment.pdf)

6. TRAVEL PLAN FOR CONSTRUCTION STAFF

6.1 Staff levels

6.1.1 In total, 20-50 staff per site will be required to complete Stage 3 works. The workforce required for the main track works and civil works and the associated travel plan measures for these staff will be dealt with in the Stage 5 and 6 submissions.

6.2 Sustainable modes of travel

6.2.1 The Scheme will seek to reduce dependence on the private car as far as is practicably possible. The primary objective is to minimise the number of single occupancy car journeys by employees, especially during the peak hours, through actively encouraging the use of more sustainable modes of travel such as walking, cycling, public transport and car sharing to reflect current policy at both a national and local level.

6.2.2 The benefits of using sustainable modes of travel include:

- Delivery of a long-term commitment to changing travel habits, thus delivering environmental health and road safety improvements;
- Reduction in unnecessary travel to and from the site and ensure that those that do have to travel do so in a sustainable manner; and
- Minimising the traffic impact of the development on the wider highway network within the Kirklees area.

6.2.3 Where works are located close to existing railway stations, staff will be encouraged to travel via rail to these where possible.

6.2.4 Every encouragement, including incentives, will be offered to those travelling to and from the site to use sustainable modes of transport; to be able to walk, cycle or use public transport in a safe and secure manner. Incentivisation will be provided for car sharing, use of public transport and walking.

6.2.5 Staff will be required to sign in using the digital system at their designated start based. These will be one of the following main construction hubs; Huddersfield Station, Heaton Lodge, Mirfield Station Ravensthorpe West, Forge Lane Quarry or Lees Hall Farm. From there transport will be provided from the parking locations to the work sites in the form of a 52-seat coach or minibus. Minibuses will also be available 24 hours a day, 7 days a week, where required. All site transport will be provided free of charge to staff and visitors.

6.2.6 Details of modes of transport will be collected at sign in and this will be collated and reviewed on a 3 month basis by the site logistics manager/travel plan champion. Where opportunities for improvements in the use of sustainable travel are identified as necessary a refresher of the options available will be communicated to all staff.

6.2.7 Covered cycle racks will be provided at the following compound locations to encourage cycling to work;

- Compound 4 - Huddersfield Station
- Compound 22 - Heaton Lodge
- Compound 27 - Mirfield Station
- Compound 32 – Ravensthorpe West
- Compound 33 - Lees Hall Farm

6.2.8 Walking from the parking location will also be encouraged to minimise vehicles on the

highway network.

- 6.2.9 Site vehicles will be electric where practicable and Electric Vehicle Charging Points for staff vehicles will be installed where possible.

6.3 Communication

- 6.3.1 Relevant information will be made available in a 'Travel Information Pack' which will be provided to each employee. Relevant information will be also placed on centrally-located notice boards/screens for the benefit of staff and visitors.

- 6.3.2 The information will include:

- Pedestrian access routes to the compound sites;
- Details of bus services (timetable information and updates) and bus stop locations;
- Details of train services (timetables and updates);
- Public transport fare information;
- Bicycle route maps;
- Information on local footpaths; and
- Information on car-share schemes (including incentives provided by the TRU West Alliance).

- 6.3.3 The site manager will be responsible for production of a Travel Questionnaire which will be issued to all employees within three months of start on site, ensuring sufficient time is allowed for employees to become accustomed to their new location and to adapt their travel habits accordingly. The questionnaire will aim to gather information regarding employees' existing travel habits and any measures that they would like to see introduced to further facilitate sustainable travel from the site. The results of the Travel Questionnaire will be recorded in a database which will allow for the identification (and updating) of suitable targets as well as new measures to be introduced in future stages of the development.

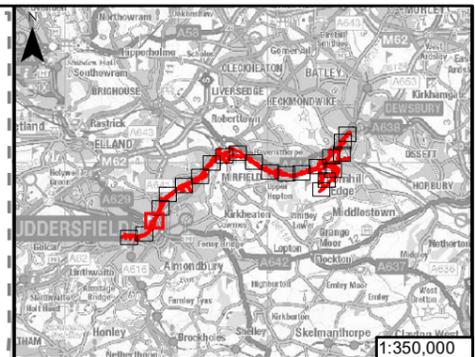
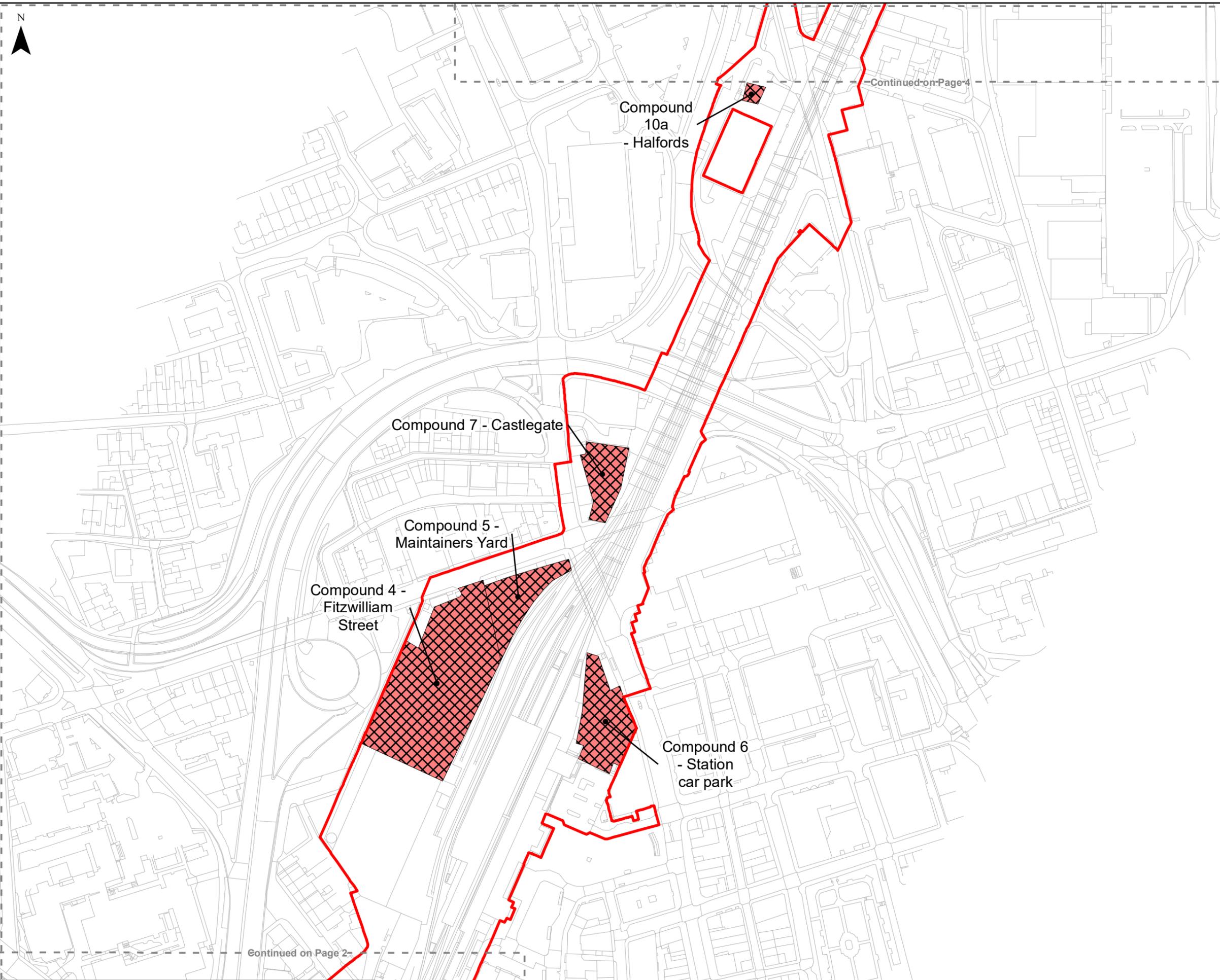
6.4 Parking

- 6.4.1 The logistics surrounding parking have been designed to encourage staff to utilise public transport and car sharing.
- 6.4.2 Where car journeys on the local road network are made, staff will be encouraged to arrive on site before 07:30.
- 6.4.3 Parking locations are to be kept away from busy urban environments where possible. During blockades, alternative transport and parking will be provided away from the busy urban areas at peak times.
- 6.4.4 At a minimum all personnel parking will be contained within construction compounds designed for the purpose.
- 6.4.5 All staff will be briefed on the parking location for their chosen work prior to starting on site. Parking spaces will be allocated to staff and no staff parking will be allowed without a permit.
- 6.4.6 Localised signage will be installed to discourage on-street parking by staff.
- 6.4.7 The procedure to manage parking for the Scheme comprises:
- Establish system and procedure;
 - Inform staff of process at induction;

- Monitor compliance; and
- Discipline action taken if required for non-compliance.

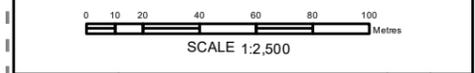
Appendices

APPENDIX A – LOCATIONS OF MINING REMEDIATION WORKS COMPOUNDS



Legend

- Scheme Boundary
- Construction Compounds



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Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

Scheme Title
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

Drawing Title
Figure 1 -Location of construction compounds (Stage 2)

Designed	K.Stenson	Signed Electronically	Date	06/12/2022
Drawn	Samsath S. Gowda	Signed Electronically	Date	06/12/2022
Checked	Farah Meraj	Signed Electronically	Date	06/12/2022
Approved	P.Butler	Signed Electronically	Date	

Scale(s)
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ELR & Project Chainage

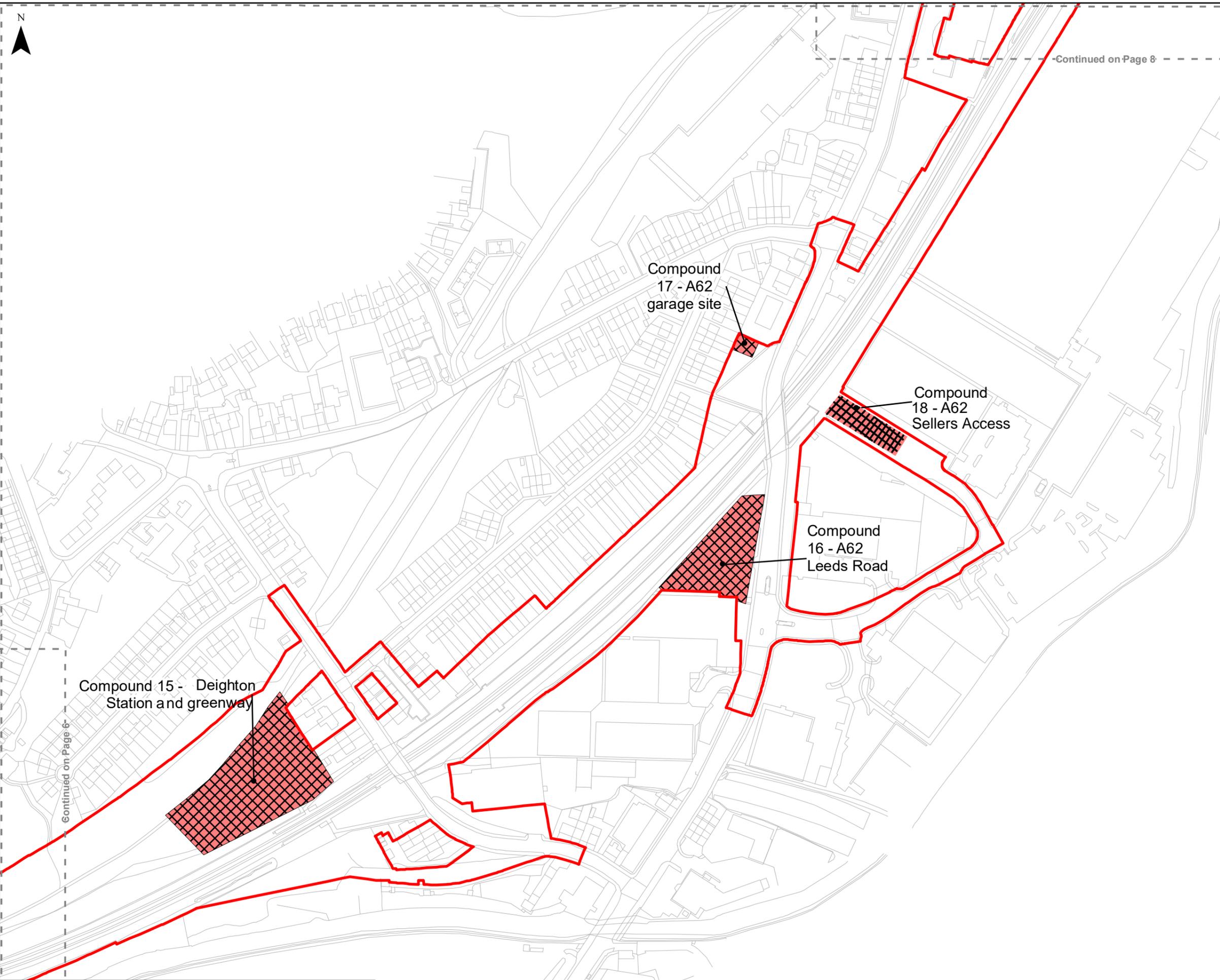
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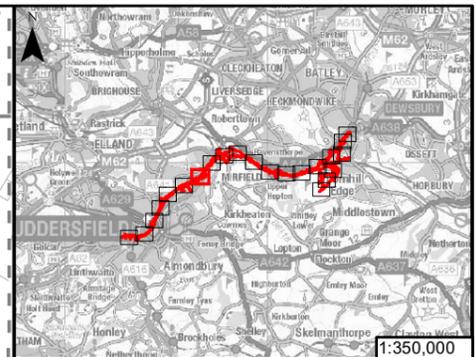
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Revision
 P01

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Legend

- Scheme Boundary
- Construction Compounds



P01	18/03/21	FIRST ISSUE	KS	RA	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

Scheme Title
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

Drawing Title
Figure 1 - Location of construction compounds (Stage 2)

Designed	K.Stenson	Signed Electronically	Date	06/12/2022
Drawn	Samsath S. Gowda	Signed Electronically	Date	06/12/2022
Checked	Farah Meraj	Signed Electronically	Date	06/12/2022
Approved	P.Butler	Signed Electronically	Date	

Scale(s)
1:2,500

ELR & Project Chainage

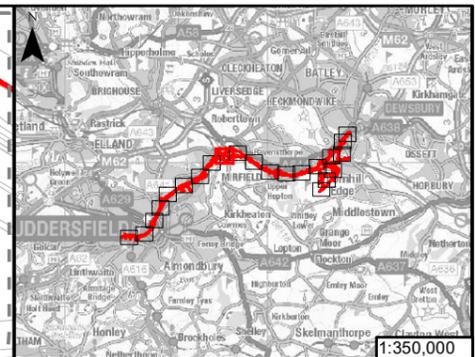
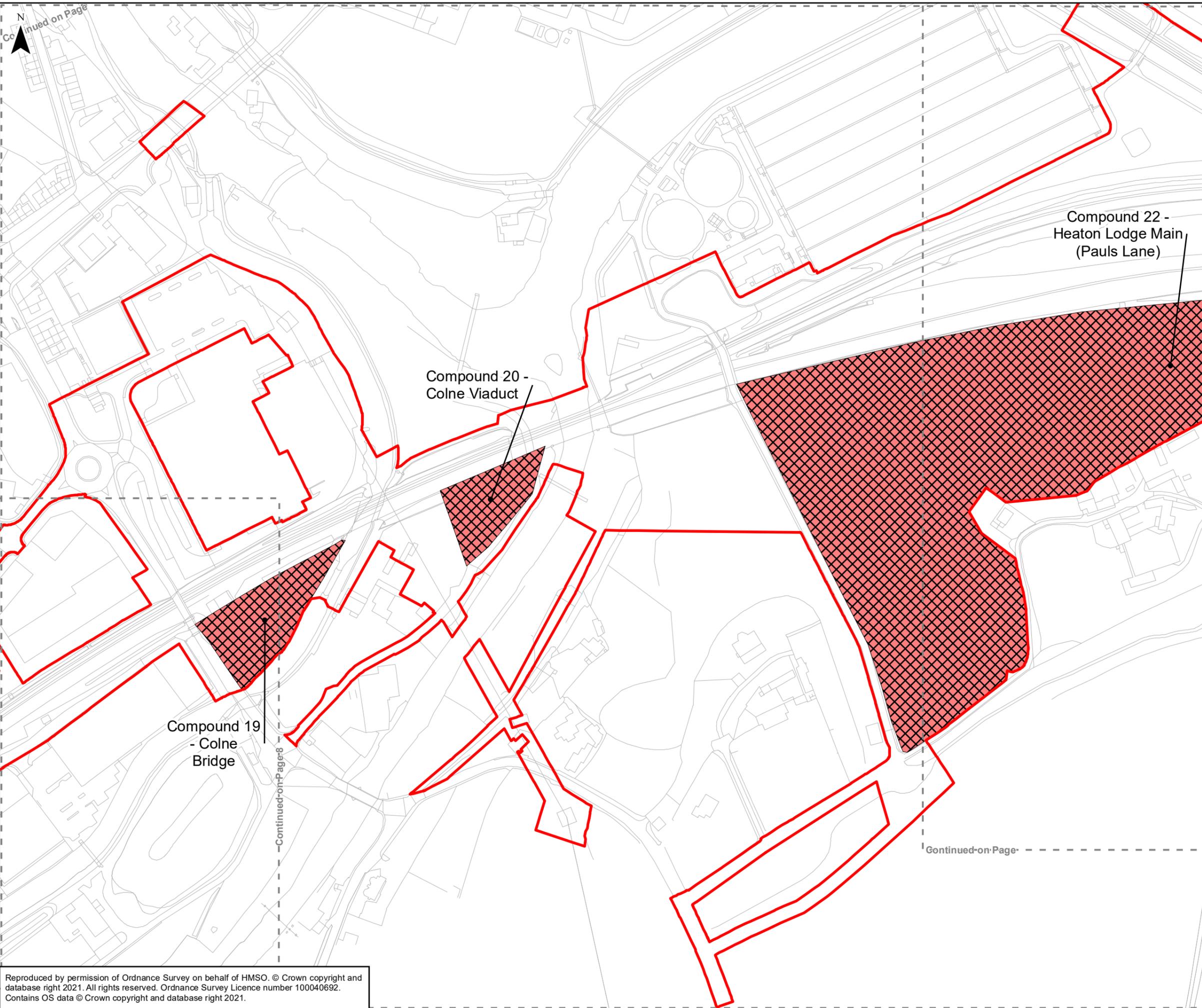
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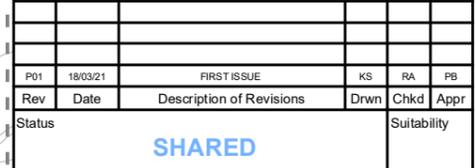
Legend

- Scheme Boundary
- Construction Compounds

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SCALE 1:2,500

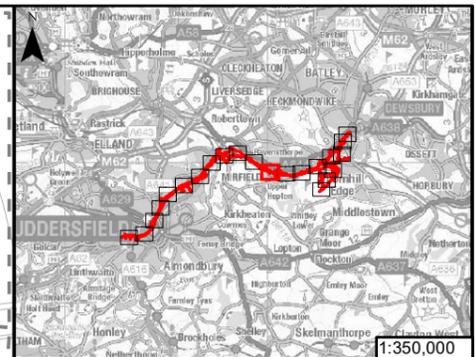
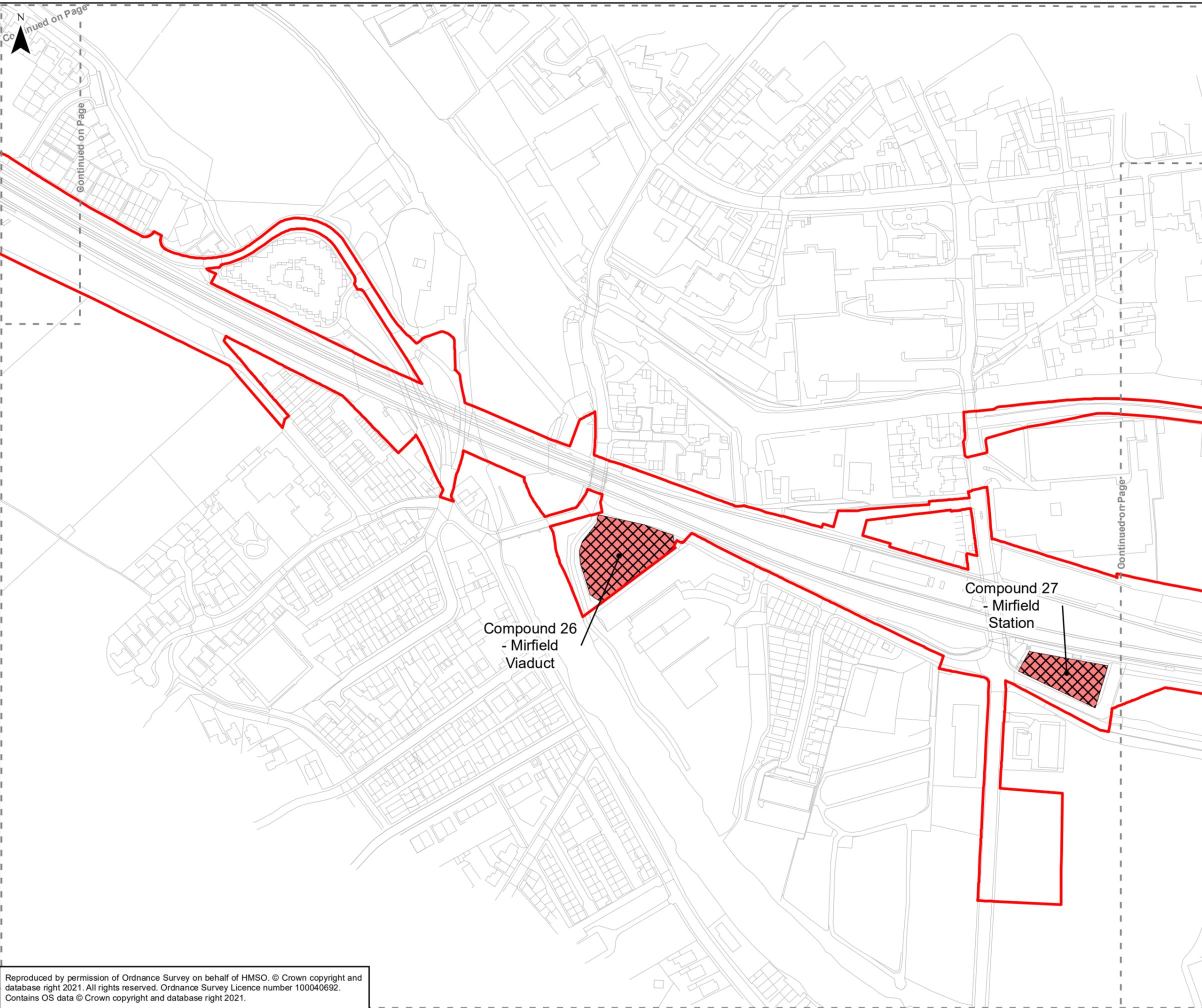
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Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status	SHARED				Suitability



Project	TRANSPENNINE ROUTE UPGRADE
Contract No.	151667
Scheme Title	THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER
Drawing Title	Figure 1 - Location of construction compounds (Stage 2)

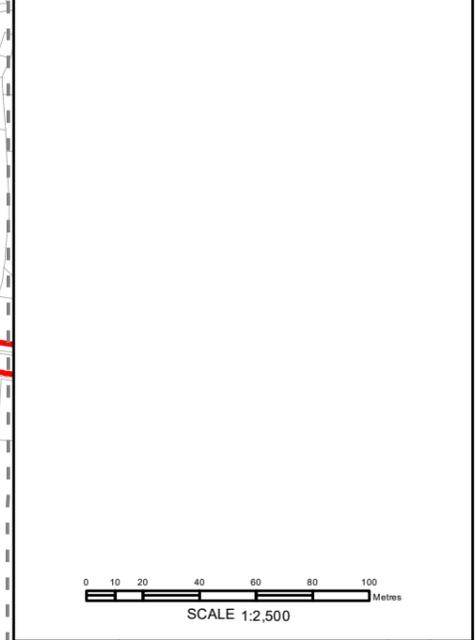
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Drawn	Samsath S. Gowda	Signed Electronically	Date	06/12/2022	
Checked	Farah Meraj	Signed Electronically	Date	06/12/2022	
Approved	P.Butler	Signed Electronically	Date		
Scale(s)	1:2,500				
Alternative Reference	---				
Drawing Number	151667-TSA-00-TRU-REP-W-EN-001288			Revision	P01

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Legend

- Scheme Boundary
- Construction Compounds



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Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
TRANSPENNINE ROUTE UPGRADE

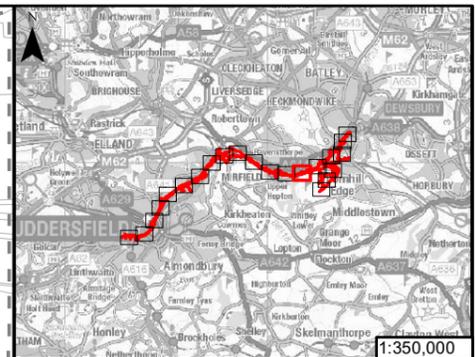
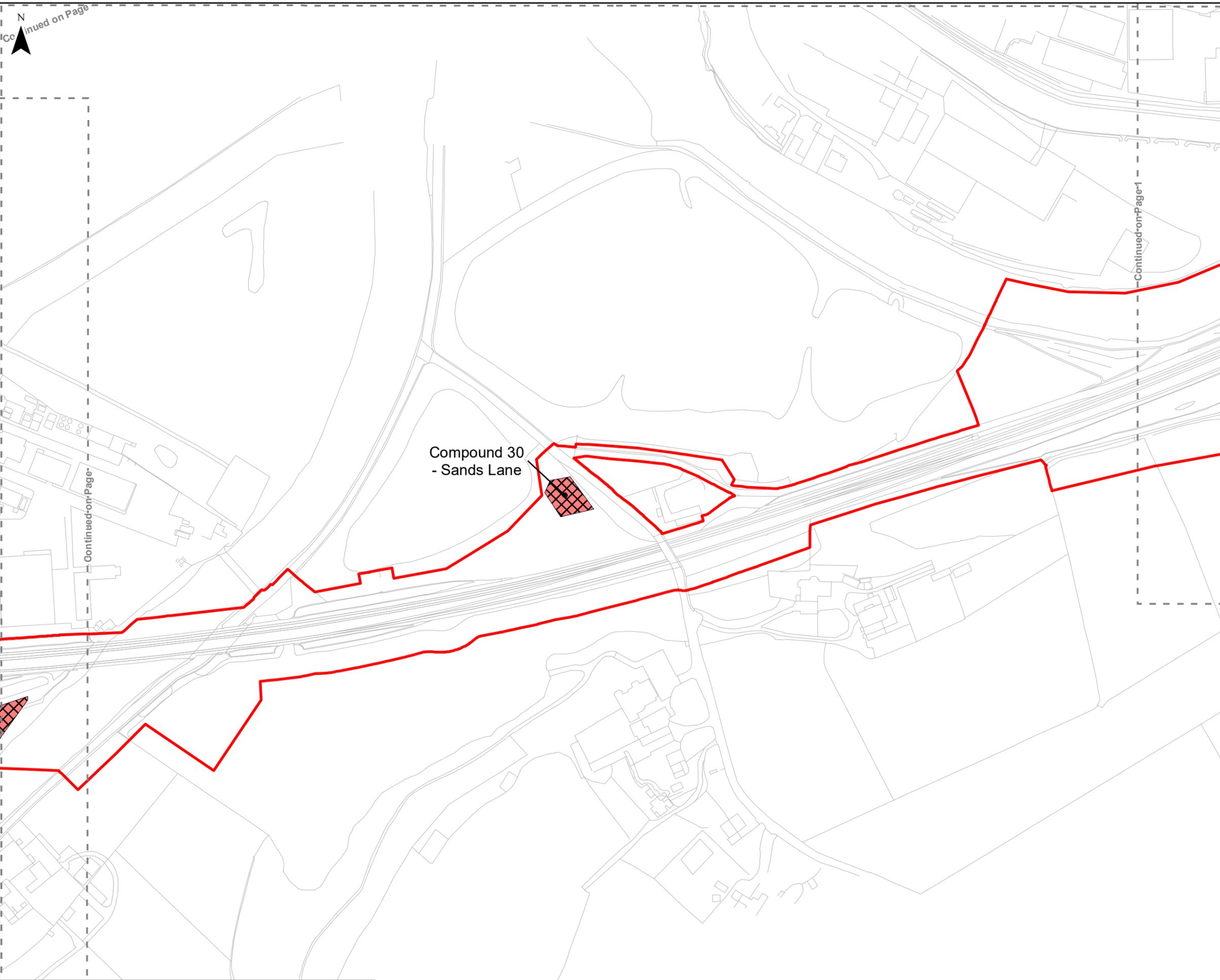
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151667

Scheme Title
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

Drawing Title
Figure 1 - Location of construction compounds (Stage 2)

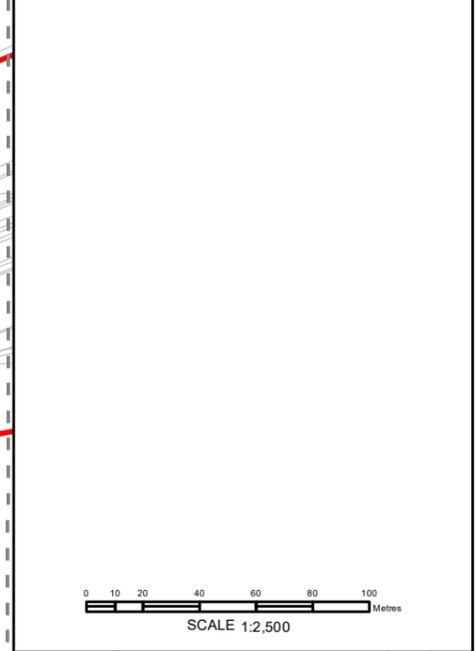
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Drawn	Samsath S. Gowda	Signed Electronically	Date	06/12/2022
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Approved	P.Butler	Signed Electronically	Date	
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Alternative Reference	---			Sheet Page 13 of 24
Drawing Number	151667-TSA-00-TRU-REP-W-EN-001288			Revision P01

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Legend

- Scheme Boundary
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Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

Scheme Title
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

Drawing Title
Figure 1 - Location of construction compounds (Stage 2)

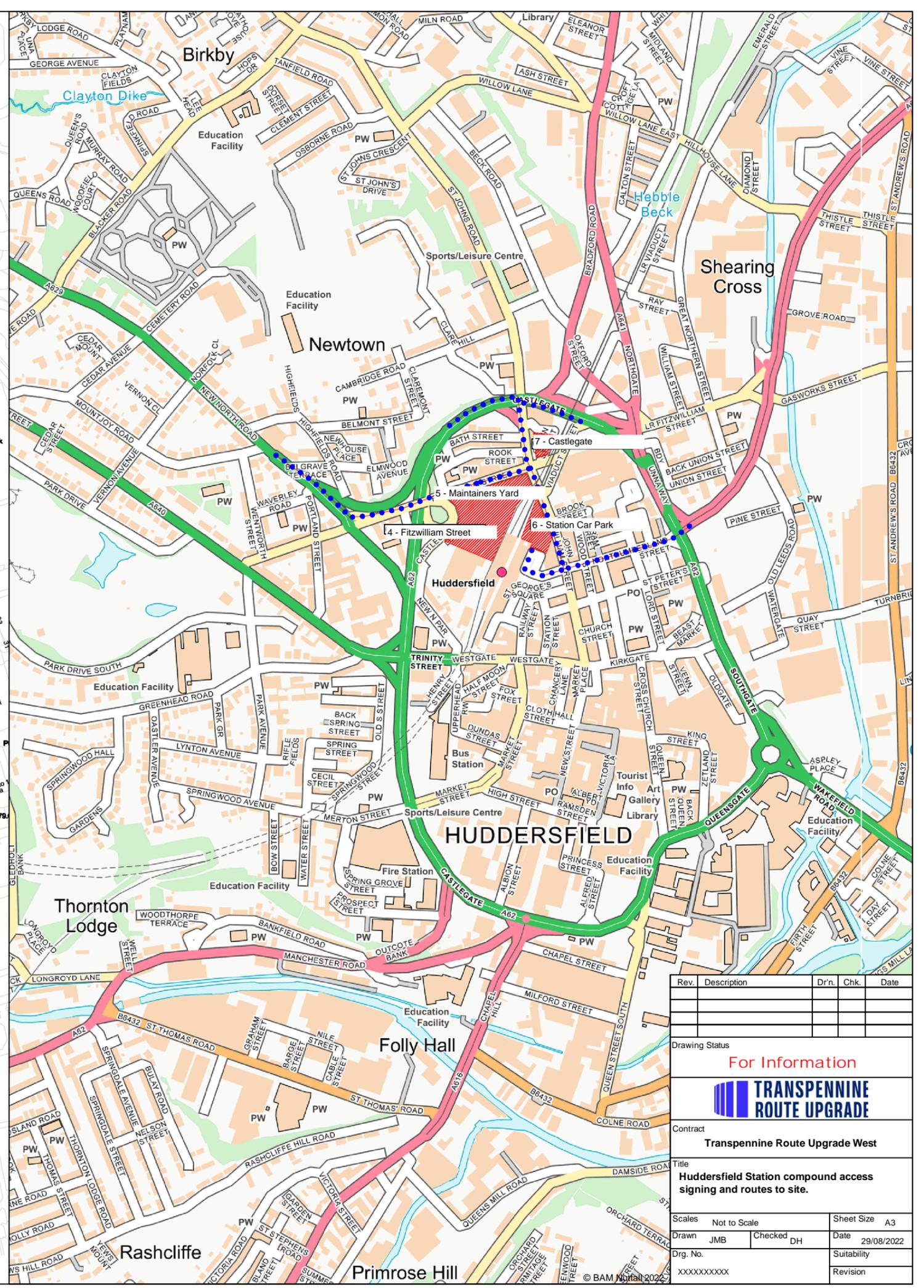
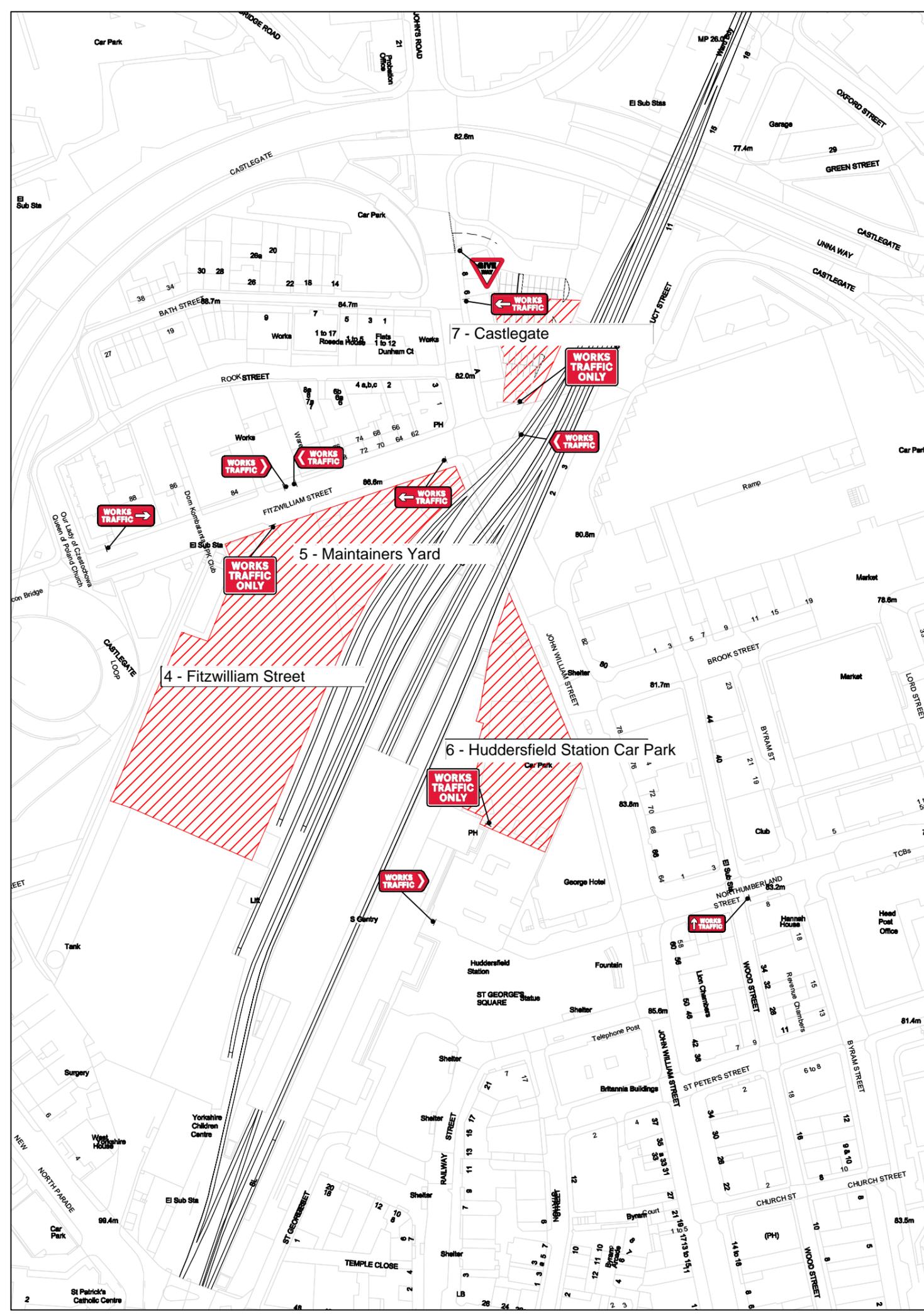
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Approved	P.Butler	Signed Electronically	Date	

Scale(s)	1:2,500	ELR & Project Chainage	---
Alternative Reference	---	Sheet	Page 15 of 24
Drawing Number	151667-TSA-00-TRU-REP-W-EN-001288	Revision	P01

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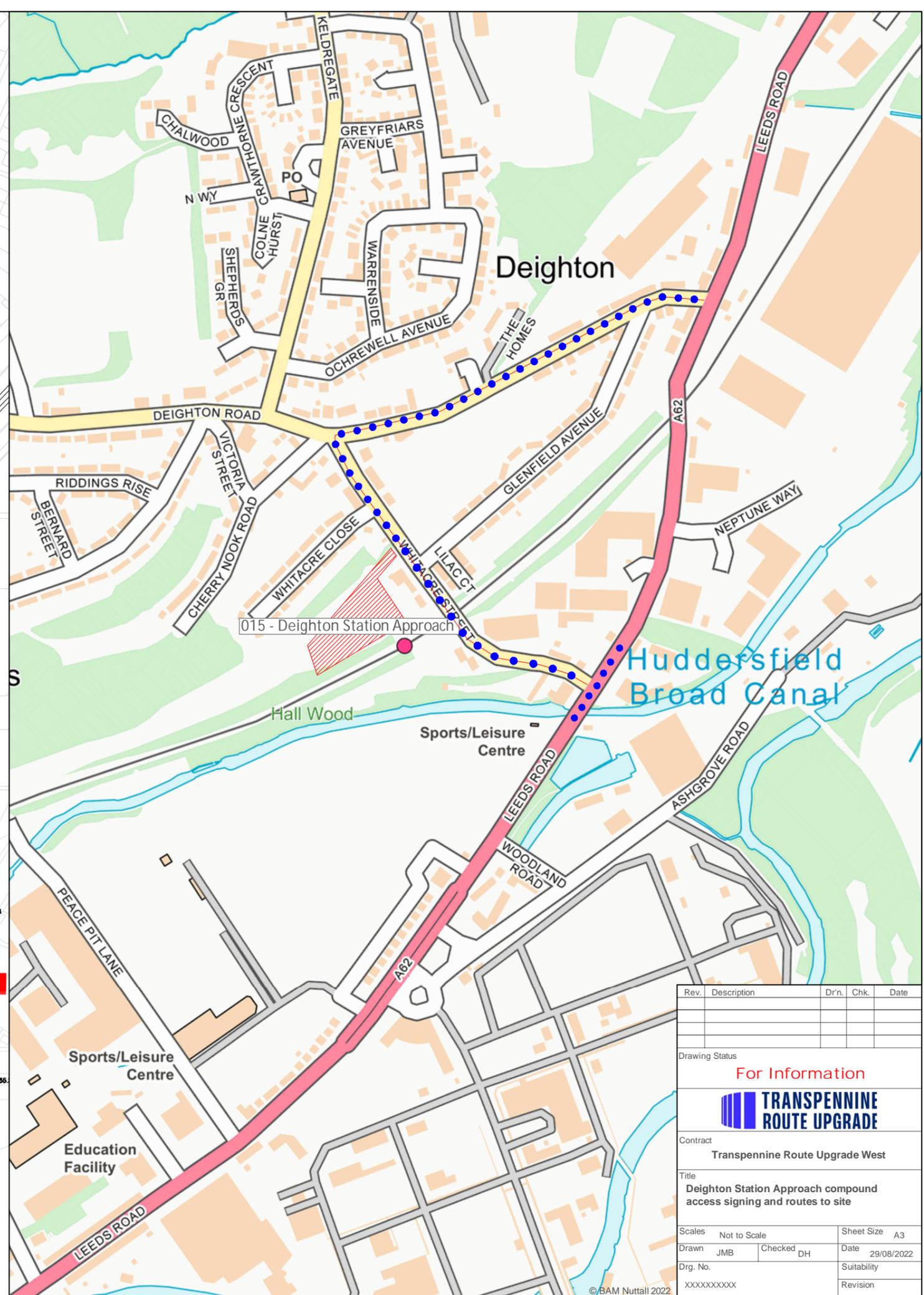
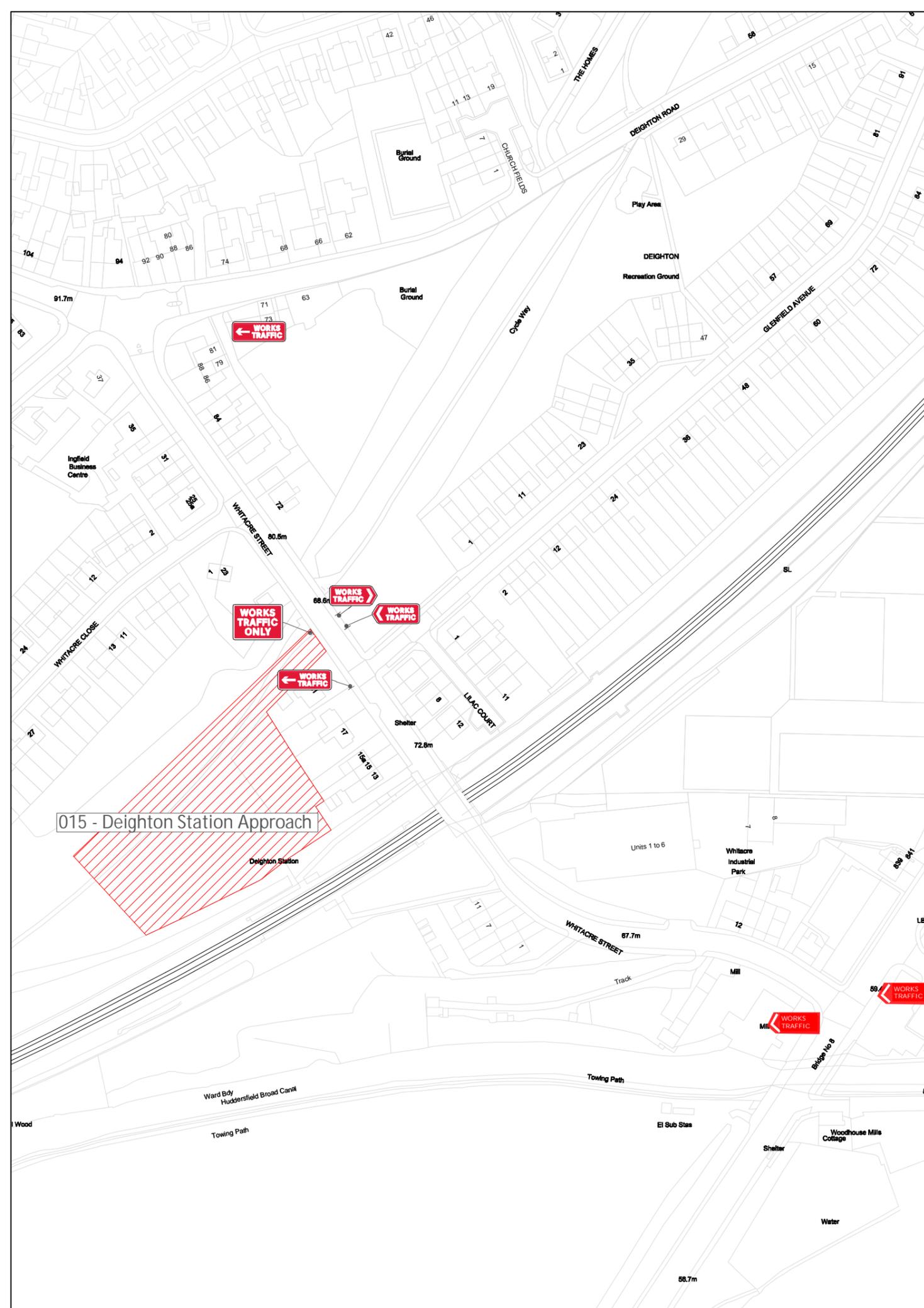
APPENDIX B – DETAILS OF SIGNAGE AND ACCESS/EGRESS POINTS

APPENDIX B1 – COMPOUND 4 FITZWILLIAM STREET



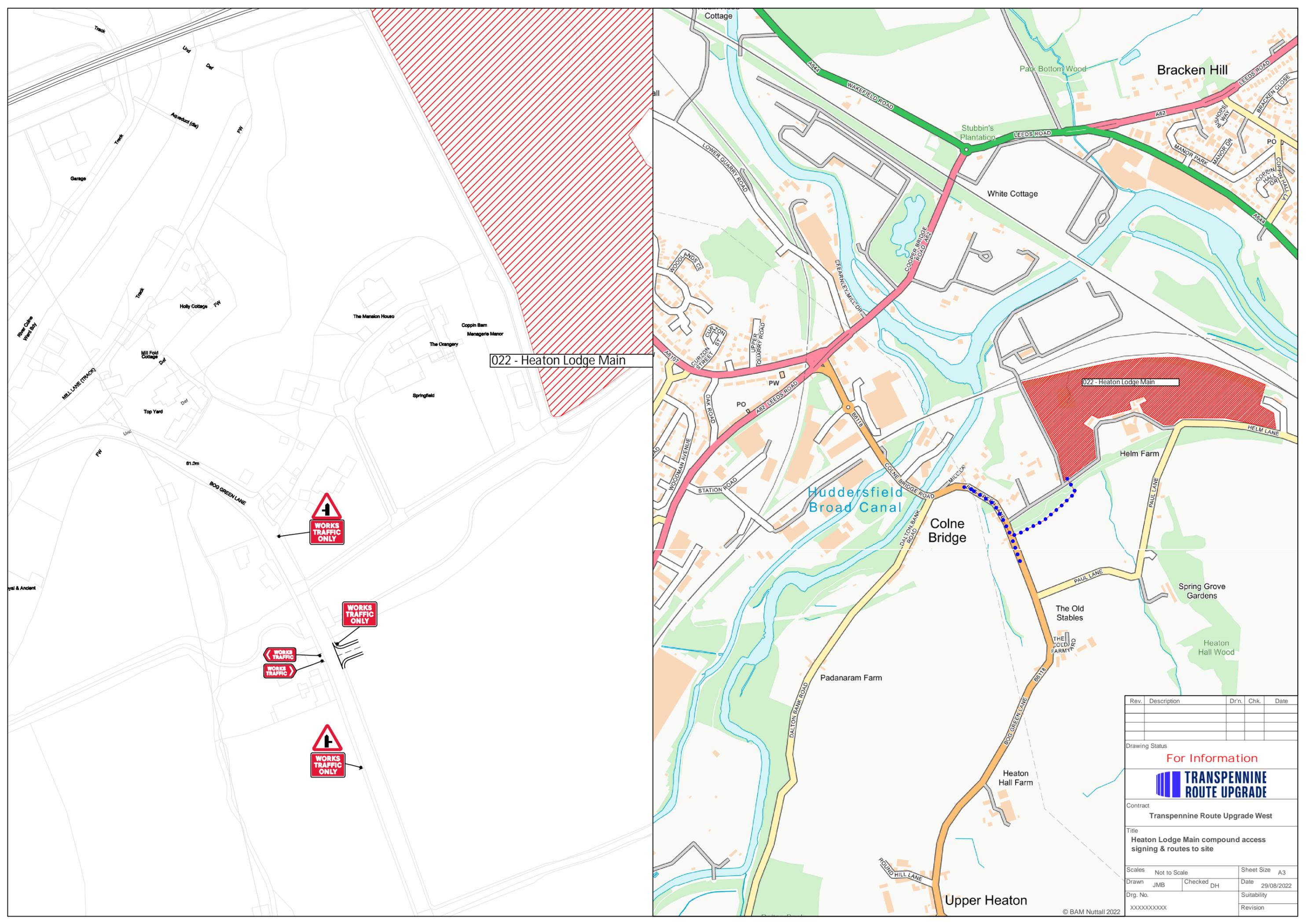
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For Information				
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Scales Not to Scale		Sheet Size A3		
Drawn JMB	Checked DH	Date 29/08/2022		
Drg. No. XXXXXXXXXX		Suitability 		Revision

APPENDIX B2 – COMPOUND 15 DEIGHTON STATION AND GREENWAY



Rev.	Description	Dr'n.	Chk.	Date
Drawing Status				
For Information				
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Contract Transpennine Route Upgrade West				
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Drawn	JMB	Checked	DH	Date 29/08/2022
Drg. No.	XXXXXXXXXX			Suitability
				Revision

APPENDIX B3 – COMPOUND 22 HEATON LODGE



022 - Heaton Lodge Main

022 - Heaton Lodge Main



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WORKS TRAFFIC



WORKS TRAFFIC



WORKS TRAFFIC ONLY

Rev.	Description	Dr'n.	Chk.	Date
Drawing Status				
For Information				
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Contract Transpennine Route Upgrade West				
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Scales Not to Scale				Sheet Size A3
Drawn JMB	Checked DH	Date 29/08/2022	Suitability	
Drg. No. XXXXXXXXXX				Revision

APPENDIX B4 – COMPOUND 27 MIRFIELD STATION

Network Rail
Kings Place
90 York Way
London
N1 9AG

www.networkrail.co.uk