



Transpennine Route Upgrade

Mossley Town Council Presentation

21.02.24



ON TRACK TO BETTER

Agenda

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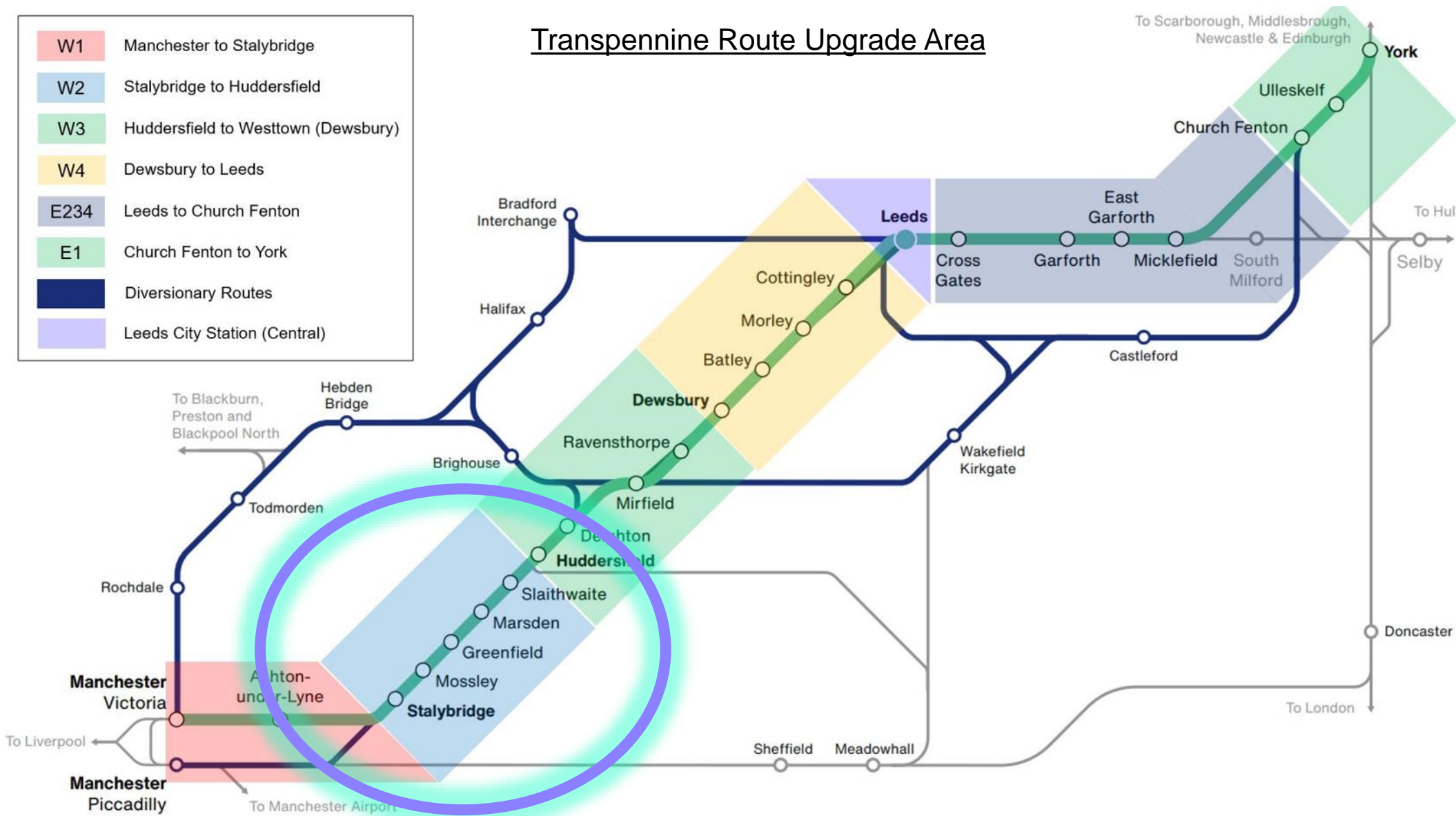
Planning

05

Sustainable & Social Value

Transpennine Route Upgrade Area

- W1 Manchester to Stalybridge
- W2 Stalybridge to Huddersfield
- W3 Huddersfield to Westtown (Dewsbury)
- W4 Dewsbury to Leeds
- E234 Leeds to Church Fenton
- E1 Church Fenton to York
- Diversionary Routes
- Leeds City Station (Central)



29
Level crossings

70
Miles of track

3
Miles of viaducts

23
Stations

6
Miles of tunnels

TRU improvements (what are we doing)

The expected completion in the mid 2030s for full realisation of benefits. However, the majority of benefits will be realised by the early 2030s.

Electrifying the whole route between Manchester and York via Huddersfield and Leeds

Installing a new digital signalling system

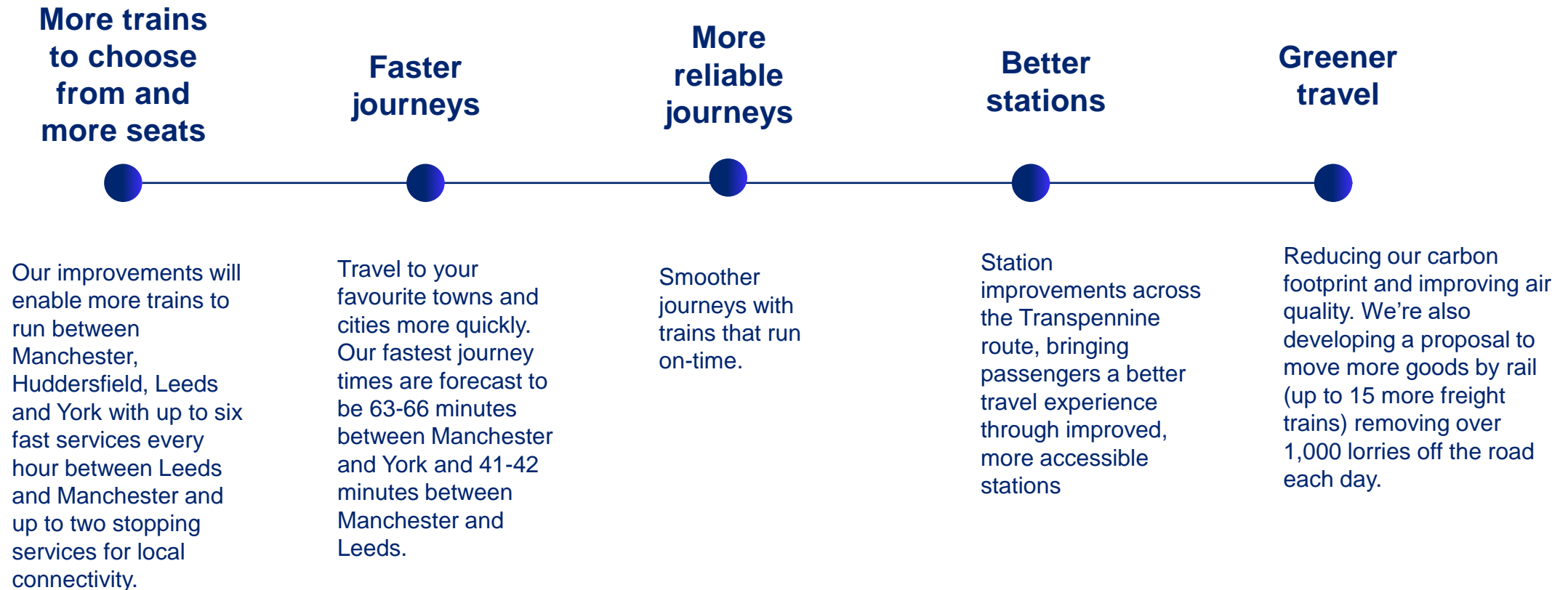
Doubling the number of tracks from two to four between Huddersfield and Westtown (Dewsbury).

A new third track between Marsden and Huddersfield.

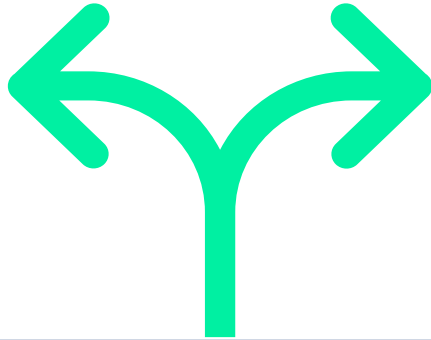
Improving stations (including better accessibility)

Improving the railway on diversionary routes

TRU benefits (why are we doing it)

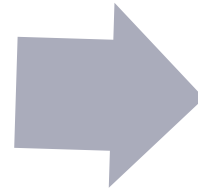


Early benefits for passengers



2023/4

- Complete our programme of upgrades on diversionary routes to run more trains while we upgrade the line. Once we're finished, the improved capacity and reliability of the diversionary routes will provide longer term legacy benefits to passengers.



Middle of the decade

- Electric trains from Manchester to Stalybridge meaning better, greener and more reliable trains for passengers.

Stalybridge to Huddersfield (W2BC)

Scope overview

W2BC Key project Interventions

- Stalybridge/Scout Tunnel. (Clearance for larger freight & Electrification)
- Mossley Station
- Mossley Cottages
- LX Closures/diversions (Stockport Rd/Moorgate Halt)
- Greenfield Station remodelling
- Saddleworth Viaduct
- Standedge Tunnel (Electrification)
- Marsden – Huddersfield 3 tracking
- Marsden Station remodelling
- Slaithwaite Station remodelling
- Digital ready signalling
- Circa 12 UB/OB reconstructions
- Temporary and permanent land requirements

Area of
inclement
weather

Topography –
Embankment
and cuttings
Viaducts

Infrequent
site access
points

13 Grade II
listed
structures

3 Councils
and Historic
England

Mossley Station

- Stamford Road Overbridge passes over the low mileage end of the platforms.
- Platform 1 (Up Main) is adjacent to the station building and car park. Access is step free.
- Platform 2 (Down Main) is directly adjacent to an existing steep rockface/retaining wall which restricts its width. Access is via footbridge/steps.
- Stamford Road runs parallel to Platform 2



Mossley Station – Platform 1



Mossley Station – Platform 1



Mossley Station – platform 2



Typical Station footbridge with lifts design



Significant engineering challenges in the current station location





Mossley Station relocation (circa 300m to the east)

- Step free access to be provided with the provision of lifts and new footbridge.
- Platforms will be 150m to accommodate longer trains.
- Platforms will be wider (3.3m) to allow ramp deployment on/off trains.
- The current station car park is to be retained (extent tbc) with opportunity for a new car park at the relocated station.
- The project will seek opportunities to re-purpose the existing station building.
- Station design to commence in 2024.
- Station works at Mossley to be completed by the end of the decade, subject to full funding and legal consents in place.

OFFICIAL



Location

Mossley Cottages

Between the station and MVL3/12 Abney Footbridge the properties are largely residential and sit above track level. This means there is an elevated walkway adjacent to the track.



Mossley Cottages



Elevated walkway



Mossley Station relocation circa 300m to the east

Link to Mossley Cottages

Work is ongoing to assess the impact and how we provide electrification for trains adjacent to the properties.

One of the options could be to relocate the station platforms to give the project greater scope in enabling electrification in this area.

For example, the ability to reposition the track will provide a bigger gap between the properties and the overhead wires.



Planning

Transport and Works Act (TWA) Order

Network Rail will be applying to the Secretary of State for Transport (SoS) for a Transport and Works Act Order requesting planning powers to support the construction, maintenance and operation of certain elements of the Scheme.

Powers can include, but are not limited to:

- construct, alter, maintain and operate the railway;
- compulsory purchase powers to acquire land or acquire rights in land;
- the right to use land temporarily, for example, for access or for a work site;
- Highway powers to alter, construct.

The TWAO does not in itself grant planning permission.

A request will be made to the SoS to grant planning permission for any development described in the Order.

Planning permission and listed building consent

Planning permission

Planning conditions – discharged by the local authority if the Order is made.

Listed building consent (LBC)

LBC not included in the Order but will also be applied for at the same time as the Order.

Process for local authority to follow.

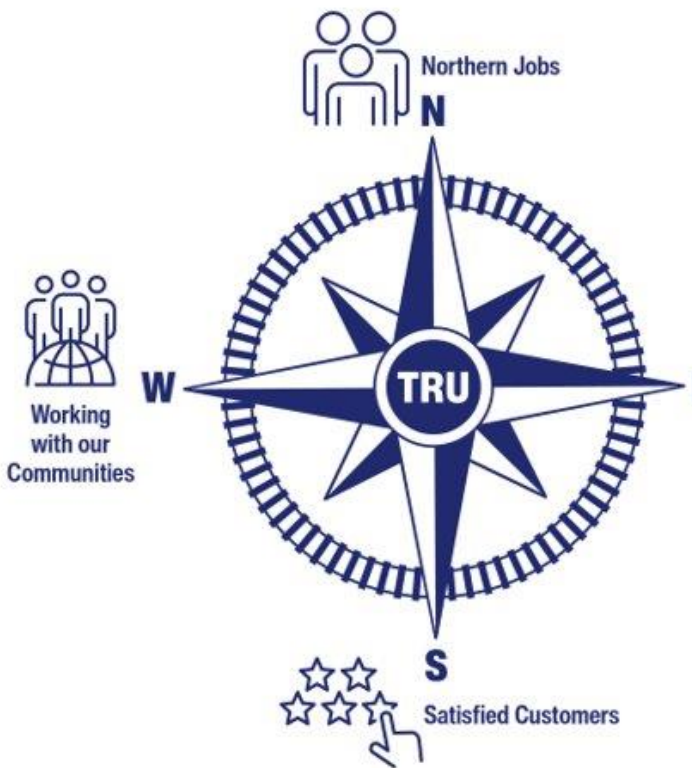
Planning permission and listed building consent only granted if the Order is made

Engagement approach to support the TWAO submission.



Sustainability and Social Value

Our Guiding Compass: Our Sustainable & Social Responsibility



ARUP NetworkRail SIEMENS
Ingenuity for Life

amey JACOBS SYSTRA

ATKINS ARCADIS MURPHY
Member of the SNC-Lavalin Group
World-Class Infrastructure

bam Digital Railway VolkerRail
nuttall

TRANSPENNINE EXPRESS NORTHERN

BY 2035 WE AIM TO:



Overarching objectives in Our Guiding Compass

Deliver a minimum 50p value to society for every £1 spent on construction on the TRU programme, generating £4.28 billion of social value

Achieve BREEAM Infrastructure V6 Whole Project Award 'Excellent' rating



Northern jobs

Create tens of thousands of jobs both directly and indirectly, including 8,000 new and safeguarded roles as well as 590 apprentices created during construction

Spend a minimum 25% with local businesses to drive further growth in the North



Enhanced environment

Reduce the carbon used to operate the railway by 230,000 tonnes CO_{2e}, leading to a total saving of 6 million tonnes CO_{2e} over the 60-year programme design life

Preserve and enhance the natural landscape to increase biodiversity and deliver a minimum 10% net gain



Satisfied customers

Provide step free access to a minimum 99% of the customers using the route from intermediate stations

Improve our customer satisfaction experience



Working with our communities

Engage with over 100,000 young people through our inclusive education programme

Deliver 25,000 hours volunteering in the community to develop job skills and shape public spaces alongside the communities that use them

57
Apprentices recruited

Target 45

Construction Solutions
Construction & the Built Environment
Corporate Social Responsibility
Railway Engineer
Chartered Surveyor
Environmental Management
Project Management
Senior Leadership
Civil Engineering
Engineering
Electrical Engineering
Building Services
Mechanical Electrical
Railway
Data Analytics

5,564
STEAM Students engaged

Target 5,533

2,565
Volunteering hours

Target 1,383

2,058
Young person work experience days

Target 692

+300%
over target

280
Adult work experience days

Target 277



**MAKING A DIFFERENCE
TO THE COMMUNITIES
WE SERVE**

Charities

Mustard Tree

The Mustard Tree in Manchester is a charity committed to addressing poverty and homelessness by providing practical support, including emergency food provisions, housing assistance, and skills training to empower individuals to rebuild their lives.

Willow Wood

Willow Woods Hospice in Manchester provides compassionate end-of-life care and support to individuals facing terminal illnesses, offering a peaceful and comforting environment for both patients and their families.

- **Emmaus (Mossley)**

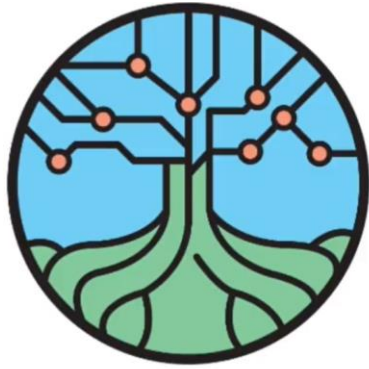
Provides a home and meaningful work for as long as someone needs it.

- **Canal & River Trust**

The Canal & Rivers Trust works to protect and maintain the waterways across the United Kingdom, ensuring they remain accessible, enjoyable, and rich in biodiversity. The charity's efforts contribute to the conservation of these natural assets and the well-being of local communities.

Greenfield Station – First and Last Mile

- Transpennine Route Upgrade has through its First and Last Mile workstream been engaging with local communities, in particular schools in the areas surrounding the 23 stations on the route. This work is guided by the programme's community commitments as outlined in the TRU Sustainability Strategy.
- The First and Last Mile team has identified opportunities to complete community activities, which connect young people with the railway.
- We have engaged Year 10 pupils at Saddleworth High School in a community project focused on civic pride.
- This work has been led by local artist Chris Cyprus, who already has art displayed at Mossley station.
- The work has been created by you the pupils through a 'pitching' process, allowing them the experience of not only creating art, but also of the way in which projects are commissioned working alongside a client. In this case, the client being Chris working on behalf of TRU.
- The artwork is now permanently displayed at Greenfield rail station.



ROUTES TO ROOTS

a platform for art

An exciting new community art project is underway, in partnership with the Transpennine Route Upgrade Team



My artwork is called 'Letting Go Of Love'.



to invite students - Year 10 students

