Transport for the North
Board
Agenda

Date of Meeting	**Thursday 22 June 2023**
Time of Meeting	**10.30 am**
Venue	**The Hacienda Suite, Hoilday Inn, Manchester City Centre, 25 Aytoun Street, Manchester, M1 3AE**

Filming and broadcast of the meeting

Meetings of the Transport for the North Board are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Item No.	Agenda Item	Page
5.0	**TransPennine Route Upgrade Programme (15 minutes)** To receive an update on progress with implementation of the Programme. **Lead:** Network Rail	141 - 150

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TRANSPENNINE ROUTE UPGRADE

Transpennine Route Upgrade
TfN Board update

Neil Holm, TRU Managing Director

22 June 2023

Department for Transport · NORTHERN · TRANSPENNINE EXPRESS · NetworkRail

ON TRACK TO BETTER

Transpennine Route Upgrade

More trains to choose from and more seats

Our improvements will enable more trains to run between Manchester, Leeds and York

Up to six fast/semi-fast services every hour between Leeds and Manchester and up to two stopping services for local connectivity.

Faster journeys

Travel to your favourite towns and cities more quickly.

Our fastest journey times are forecast to be 63-66 minutes between Manchester and York and 41-42 minutes between Manchester and Leeds.

More reliable journeys

Smoother journeys with trains that run on-time.

Better stations

Station improvements across the Transpennine route, bringing passengers a better travel experience through improved, more accessible stations

Greener travel

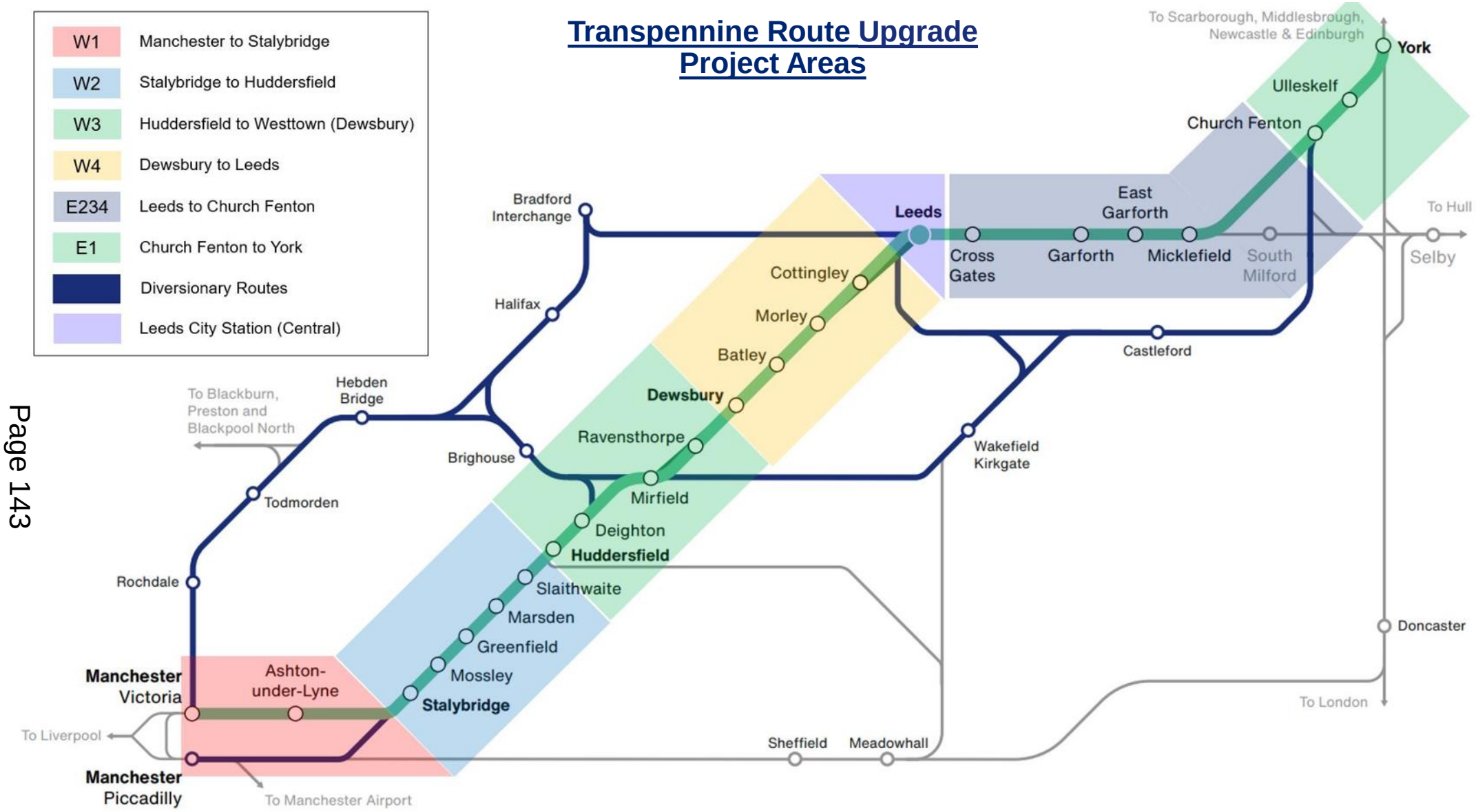
Reducing our carbon footprint and improving air quality.

We're also developing a proposal to move more goods by rail (up to 15 more freight trains) removing over 1,000 lorries off the road each day.

Programme AFC = £9.0 - £11.5bn = Social Value Impact £4.3bn *

**** socio-economic analysis aligns to strategy of 50p to society for £1 spend***

Transpennine Route Upgrade Project Areas



29
Level crossings

70
Miles of track

3
Miles of viaducts

23
Stations

6
Miles of tunnels

Three major blockades taking us one step closer to delivering benefits to passengers



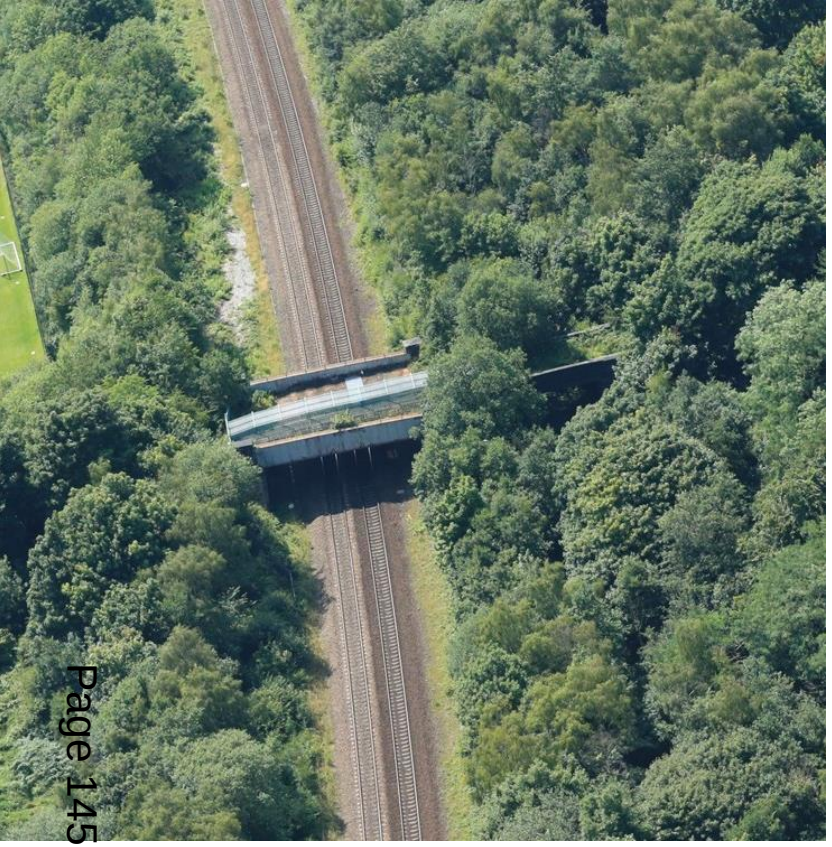
Morley

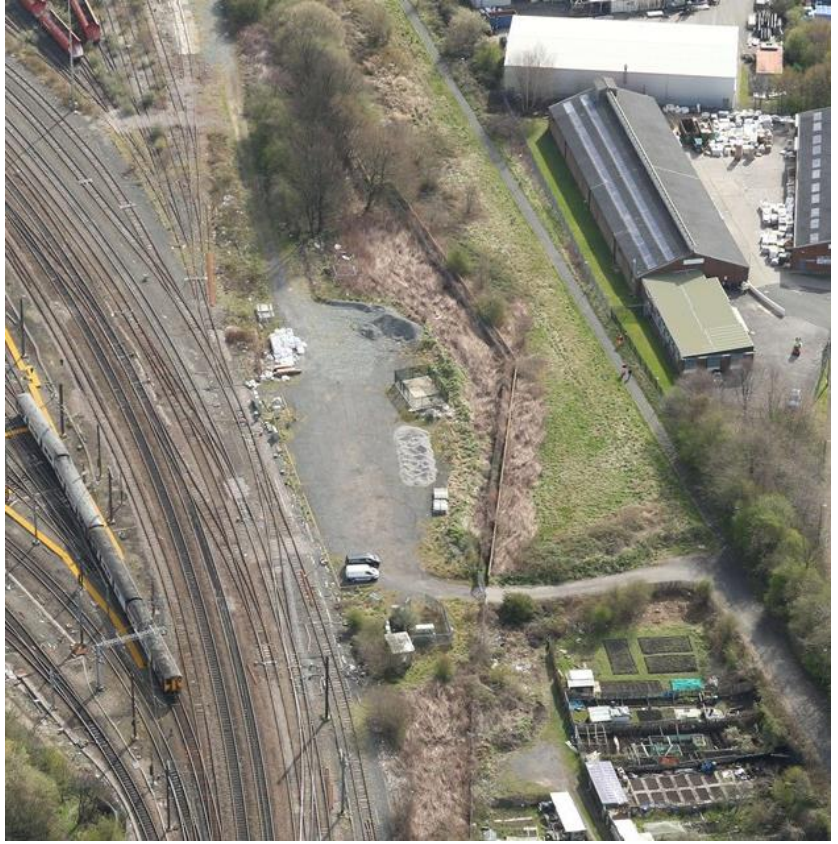
- Two nine-day closures.
- Station moved 75m to the East of the existing station with longer platforms, new lifts and footbridge as well as better station facilities. This will facilitate journey time & performance improvements later in the programme
- Delivering a station that is accessible for all and provides ability to run longer trains with more seats

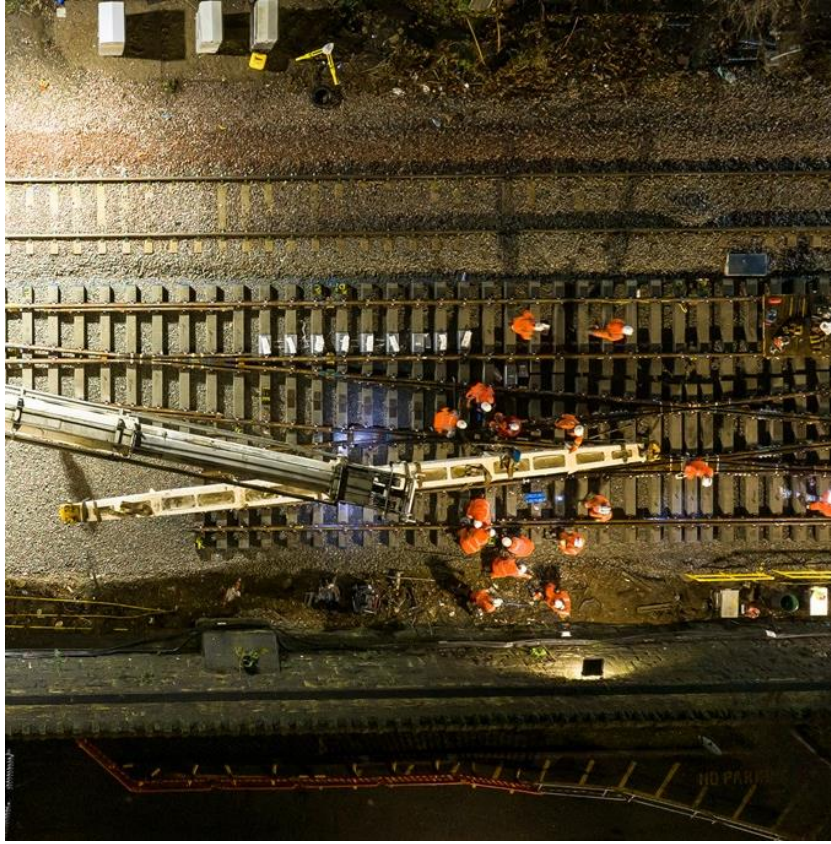


Stalybridge

- Our biggest closure yet at 26 days.
- Completed a full junction remodelling, over 2km of new track, 25 new signals, 54 new switches and crossing components as well as new overhead line equipment. This translates to £25m in this work alone
- Delivering electric trains between Manchester and Stalybridge by the middle of the decade







Continued delivery elsewhere on the route and beyond

- Substantially completed work on our diversionary routes to make them more resilient when we use them to divert and keep people on trains during the planned closures of the core route. This will facilitate up to 3tph diversions during peak disruption later in the programme.
- The diversionary route work has also included upgrading Castleford station to be fully accessible.
- Completed work at Neville Hill & Castleford at Easter this year
- Installed a new depot connection at Holbeck to support future closures by allowing more trains to be maintained at the depot when Neville Hill is closed

Passenger and stakeholder awareness/feedback

- We've been working hard over the past 18 months to raise TRU awareness. This has involved an extensive advertising, media and engagement campaign.
- We continue to need your help move to secure advocacy for this major programme particularly now our delivery tempo is increasing
- We've been listening to passenger and stakeholder feedback and acting on it.

Awareness for recent closures was high: Morley work 90% and Stalybridge 84%

Overall consumer research has shown awareness of major works to upgrade the rail network in the North has more than doubled, from 28% to 58%

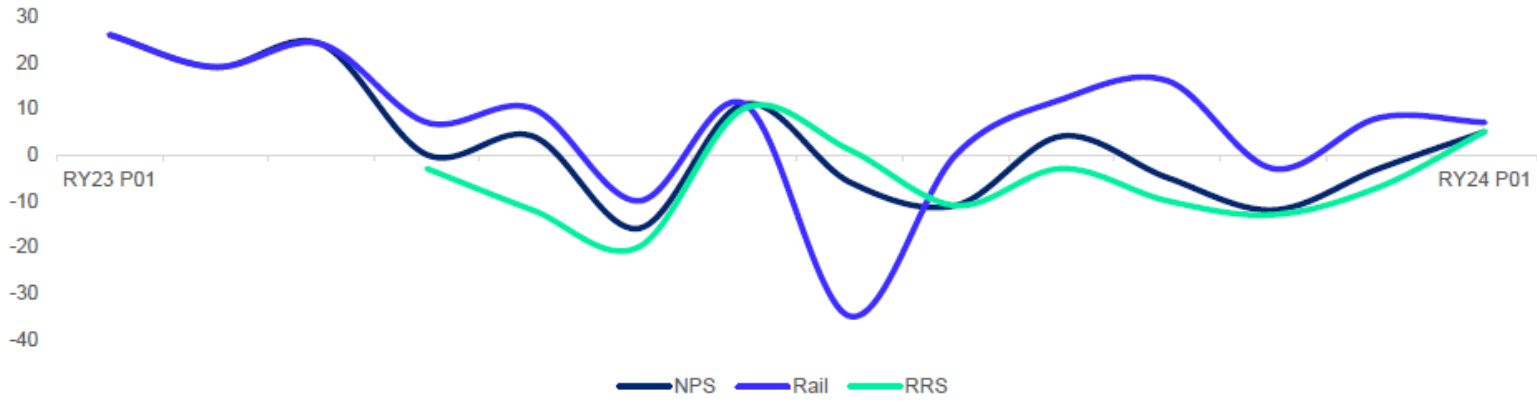
Without any prompt 'Transpennine Route Upgrade' had double the recall of 'HS2' as a programme name by consumers

From 3% in Nov 2021 to 39% in March, recall of TRU marketing and comms has increased exponentially

Net Promotor Score (see below) has fluctuated during last financial year but remains largely above industry standard NPS

Directly engaged 63% MPs on the route





Sustainable development strategy ‘Our Guiding Compass’

We launched our ambitious, cross-industry sustainable development strategy in May this year.

This aims to slash carbon, create thousands of jobs, generate billions of pounds in social value and give back to communities along the route

The targets include £4.9bn delivered in wellbeing & £4.3bn in social value



TRANSPENNINE ROUTE UPGRADE

On track to a better, more sustainable future

Our sustainable development strategy to take everyone at TRU on our sustainability journey – Our Guiding Compass

ON TRACK TO BETTER

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

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 250,000 tonnes CO_2e every year, 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

Enhanced environment

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

Improved our customer satisfaction

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

How we are already doing with delivering on our plans

- £1.085m total in social value
- 202 apprenticeships
- 65% workforce from within 25 mile radius
- 67% local spend
- 7,800 hours volunteering



Working with ‘Teach Me Happy’ in York we donated old office equipment and built a sensory garden for students. Teach Me Happy is an alternative learning provision based in York, who cater for students with special educational needs.



At Strawberry fields in Marsden we turned a vandalised plot of land into an outdoor classroom and garden for the children with lots of STEM engagement as part of the work.



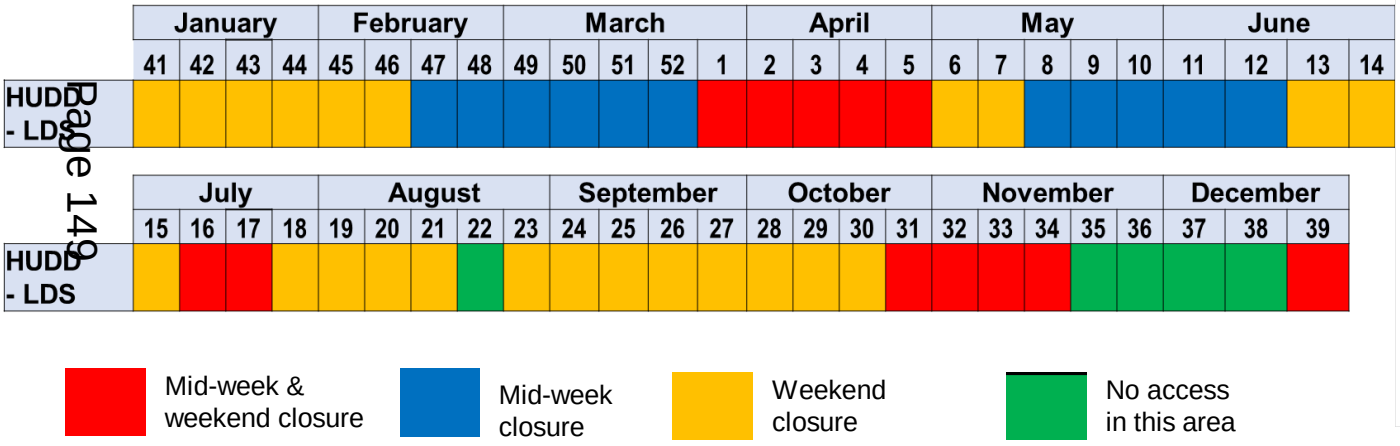
Working with staff and students at Morley Newlands Academy, we built a biodiverse playground for the children (including a bug hotel and herb garden)

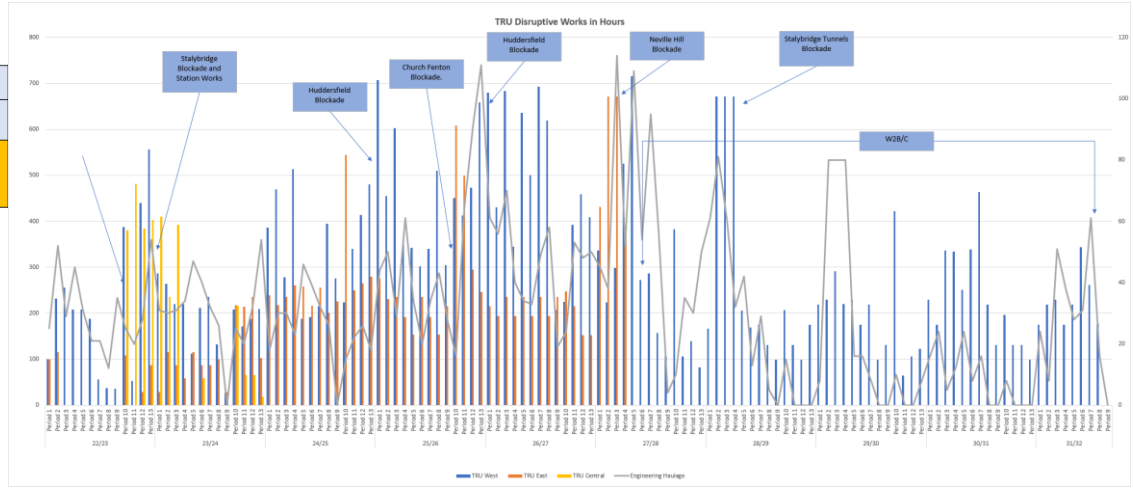


Working with the Canal and River Trust we tidied up along the canal in Deighton in May and have more volunteering days booked in

Access – Ambitious Plans

- Developed our integrated access plan, reflecting key learning from other major programmes
- Started to understand how passengers respond to planned closure and the plans we are implementing
- Benchmarked with TPE and Northern
- The plan we have developed is extremely ambitious (2025 depicted below for only one section of the route between Huddersfield and Leeds) but considerate of impact to passengers





Whole programme access graphic until 2031

	2024	2025	2026	2027	2028	2029	2030	2031
Blockades	13	13	17	10	1	1	6	1
52hr	19	34	44	16	6	13	7	15
29hr	54	69	89	29	0	0	0	0

This is our current, live position for access broken down by year

What's next?

- A new, improved, accessible Morley station
- Secure the next tranche of funding for the programme
- Electric trains between Manchester and Stalybridge
- Integrating rolling stock into our strategy
- Embedding the new TRU enterprise model
- Progressing our significant design programmes
- Further developing the freight and NPR workstreams following the business case approvals



A new, improved, accessible Morley station

PROGRAMME BUSINESS CASE

Secure the next tranche of funding for the programme



Electric trains between Manchester and Stalybridge