



# Transpennine Route Upgrade

Marsden Blueprint presentation

17 Oct 2024



**ON TRACK TO BETTER**

# Agenda

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Welcome and introduction

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TRU – What and why

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## Why the Transpennine route?

The Transpennine route:

- Is the most direct route from York and Leeds to Manchester and Liverpool
- Is a key East-West artery across the North
- Has a mix of services: regional, local, freight
- Runs regional services that serve many destinations

Up to COVID\*, only 38% of services running on time in 2019.

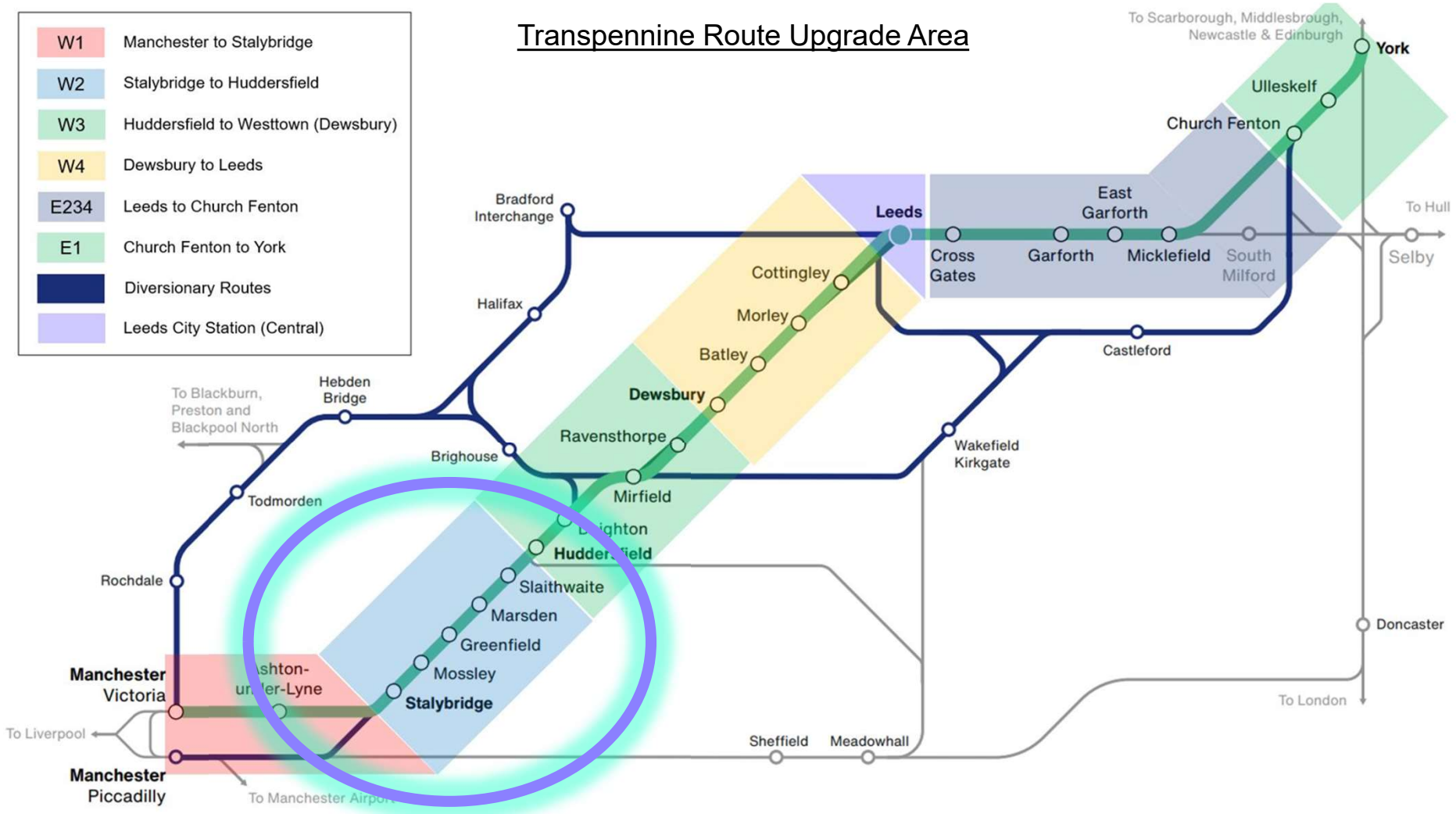
It's at full capacity with no room for growth without major enhancements (including freight).

\*Demand is already back to 80-90% and expected to go back to full capacity and above.

**We're transforming journeys across the North, better connecting towns and cities and boosting local economies through more frequent, faster trains, running on a cleaner, greener and more reliable railway**

### 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 total forecast cost range for the programme is currently £9bn-£11.5bn and the expected completion dates of 2036 to 2041 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)

### More trains to choose from and more seats

Our improvements will enable more trains to run between Manchester, Huddersfield, Leeds and York with up to six 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.



# Marsden Station remodeling

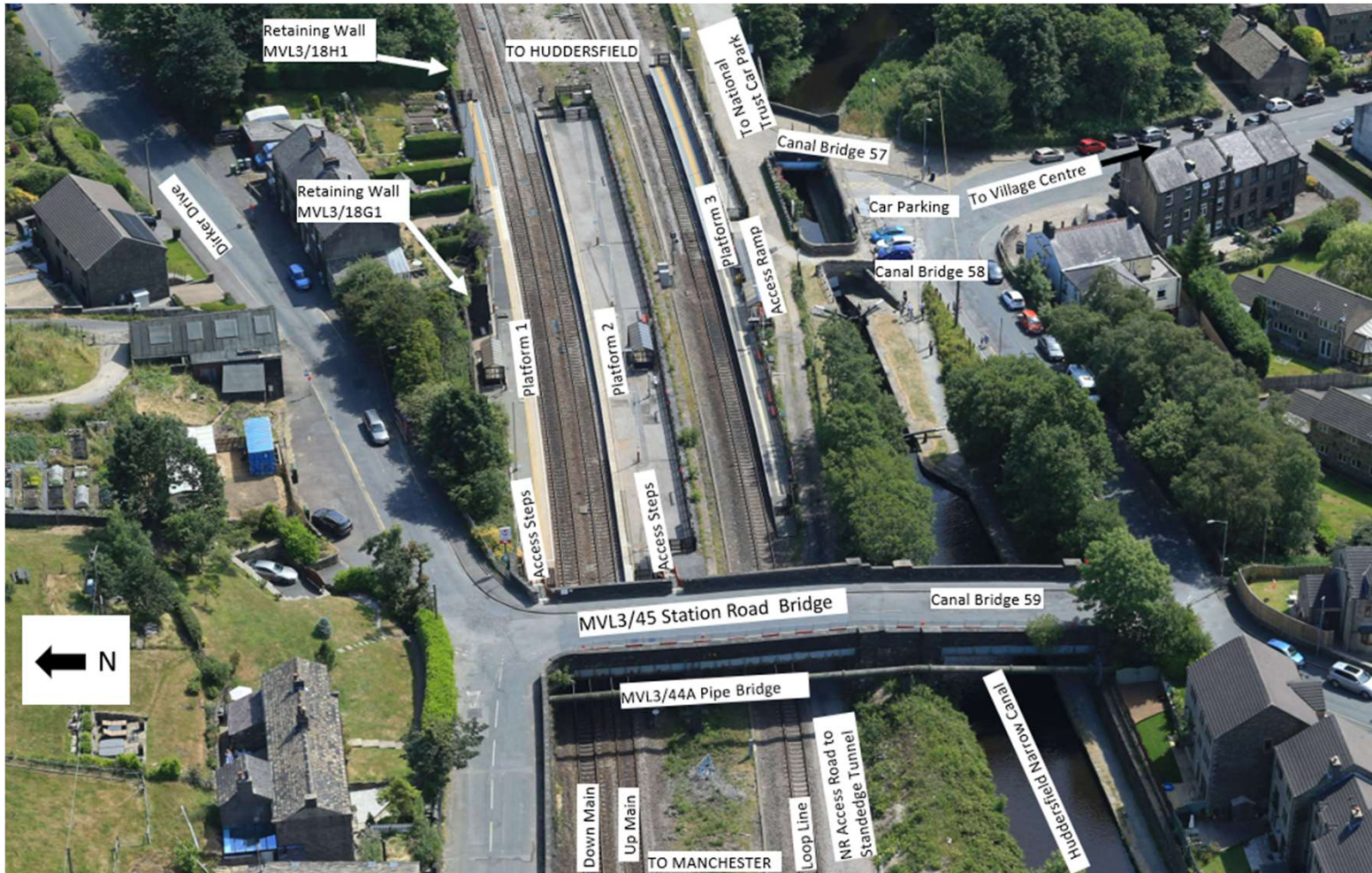


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# Marsden Station current layout.





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# Marsden Station Overview



## Marsden Station remodelling

- Step free access to be provided with the provision of lifts and new footbridge.
- 3 platforms will be retained at Marsden Station,
- Platforms will be 150m to accommodate longer trains.
- New bi-directional centre line between Marsden and Gledholt.
- Platforms will be wider (3.3m) to allow ramp deployment on/off trains.
- Station design to commence early 2025.
- Station works at Marsden will be completed early 2030's, subject to full funding and legal consents in place.

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## Typical Station footbridge with lifts design



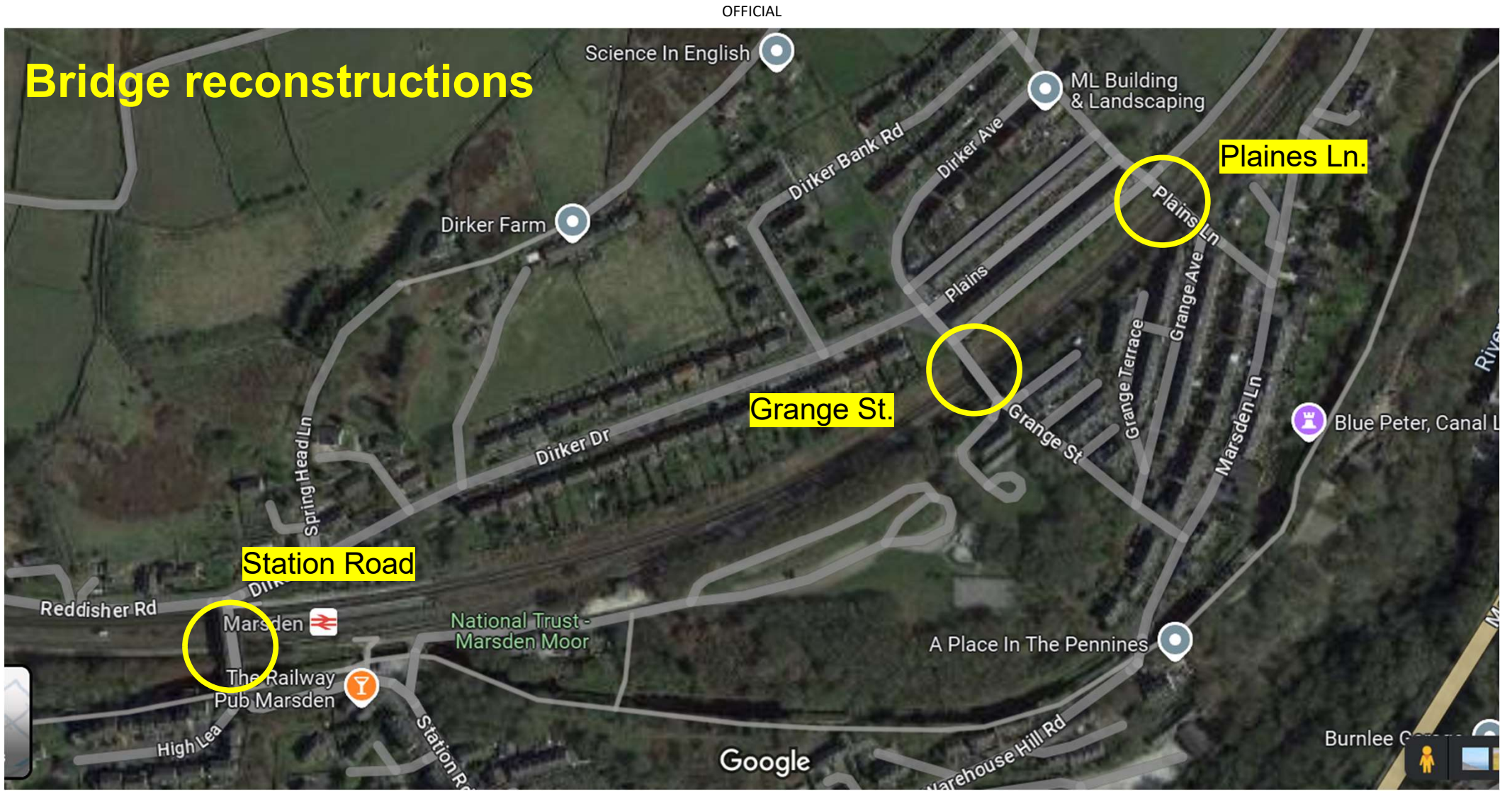




## Construction considerations

- Delivery of the station scheme including track reconfiguration to install a new third line introduces staging requirements.
- It is anticipated remodelling works can predominantly be delivered whilst maintaining operational capability of the station. However, some works will need to be delivered in periods when trains will not be able to operate fully. The delivery strategy is currently under review.

# Bridge reconstructions





# Planning

## Engagement approach to support the TWAO submission.

