

## North West Structures Review



Meeting Title	North West Structures Review
Date	Thursday 5 <sup>th</sup> October 2023
Location	Mercure Hotel, Manchester
Authors	Gareth Spencer

Full Name	Company
Abigail Brown	Network Rail
Andy Briggs	Network Rail
Colin Rowley	West Midlands Trains
Darren Pell	GBRF
David Smith	Freightliner
Diane Thomson	DB Cargo
Dresden Lane	Network Rail
Gareth Spencer	Network Rail
Jon King	Avanti West Coast
Jonathan Cossham	Network Rail
Kieran McGowan	Network Rail
Mark Brundle	Network Rail
Matthew Dyer	Northern
Michael Hodder	Network Rail
Michelle Wheatley	GBRF
Olivia Boland	Network Rail
Peter Warhurst	Northern
Rob Creasy	Network Rail
Scott Stephens	Cross Country Trains
Stuart Morris	Trans Pennine Express
William Brandon	Network Rail

### Agenda

1. Greek Street Presentation and discussion
2. Bridge MAS38 & Chinley 351pts
3. M62 Bridge & M6 Bridge Access

### Greek Street Presentation and discussion

William Brandon ran through the following slides for Greek Street.

#### Location

Greek Street overline bridge (CMP2/1A) is a two-span structure located just south of Stockport Railway Station, spanning the West Coast Mainline on the Crewe to Manchester Line at 182 miles 1425 yards.

The structure carries a major roundabout intersection in Stockport; therefore the replacement works will cause significant disruption to both the railway and highway network.



## North West Structures Review

## Problem Statement

Greek Street Bridge is a two span post tensioned structure in which the latest PTSI assessment concluded that the structure is understrength and overstressed. Engineering standard NR/CIV/025 has been used to manage the substandard structure in the short term with additional monitoring in place.

Specific elements of concern included exposed concrete reinforcement which has begun to corrode on the deck soffit, seepage of water onto the soffit which will cause degradation to accelerate further.

The most recent assessment report stated that the risk of failure was 'High' to 'Very High' and that deck replacement is required in 2025, otherwise the structure would need to be closed to road traffic until completely reconstructed, due to the overstress and deterioration it would not be safe to operate.

The project proposal is to replace the existing bridge with a single span removing the central pier. This will require alterations to the existing OLE equipment that runs underneath.

The highway will be closed for a significant period whilst construction works are undertaken to replace the bridge - circa 39 weeks.

## Access options

3 Options have been considered for delivery of the scheme :

- All options currently have assumed a 72 hour Christmas 2024 possession however this may not be required – *Design and constructability to inform.*
- All options to utilise 72 hour Easter 2025 possession for OLE alterations and installation of support bridges for statutory services.
- 14 weeks is required from the Easter possession to the bridge beam removal to allow sufficient time for enabling works and stats diversions onto support bridges.

### 1A

Utilising a 9 day blockade along with 4 x 54 hour blockades, in addition - extended ROR possessions to remove and install the structure.

Programme is reliant on ROR possessions and sufficient working time – high risk of over runs during ROR

*This was the least preferred option at HALO meeting 26<sup>th</sup> July 2023.*

### 1B

Project to utilise a 21 day blockade and 1 x 54 hour possession to remove and install the new structure.

*Option currently being progressed based on HALO meeting July 2023.*

### 1C

Utilise a number of 54 hour possessions.

*This option was quickly discounted due extensive road closures that are unacceptable to Stockport Council.*

## Proposed Access in EAS V1 2025

LOR: NW5001 Crewe North Jn to Manchester Piccadilly  
At/Between: Cheadle Hulme North Jn & Heaton Norris Jn

Week 39 – PPS Ref: P3917807 00.01 Wednesday 25 December to 05.00 Friday 27 December 2024	→	<i>OLE works – May not be required subject to design and constructability</i>
Week 04 – PPS Ref: P3920859 00.10 Saturday 19 April to 05.00 Tuesday 22 April 2025	→	<i>Statutory services support bridge installation and OLE alterations</i>
Week 19 – PPS Ref: P3923233 00.10 Saturday 02 August to 05.00 Tuesday 23 August 2025	→	<i>Bridge removal and install, OLE reinstatement</i>
Week 28 – PPS Ref: P3923770 00.10 Saturday 04 October to 05.00 Monday 06 October 2025	→	<i>Approach units installed and stats bridge removal</i>

## North West Structures Review

## Programme

Activity	Forecasted Date
Form A Design	March 2024
Form B Design	September 2024
Approved for Construction drawings	December 2024
Start on Site	December 2024
Core Possession – Christmas (54hr) *if required*	December 2024
Core Possession – Easter (72hr)	April 2025
Core Possession – Summer (21 day)	August 2025
Core Possession – Autumn (54hr)	October 2025
Finish on Site	December 2025

## Opportunity

Network Rail BCL Renewals team propose that E/JN 1 Monkey No2 / Stockholm road bridge reconstruction is aligned with the Greek Street access and construction works completed in the 21 day blockade, August 2025 to minimise the future impact on rail / road users and to maximise works being completed in the blockade to drive efficiencies.



Will noted that the bridge is currently being supported but this can only be done for a certain amount of time before we have to take remedial action, in this case we will be replacing the spans for a single span structure. Jonathan Cossham asked when the latest point is that this would result in a rail closure.

Will noted this would be 2026 based on current estimations, we have consistent monitoring and regular inspections that could alter that date if there is further degradation.

Will noted the road closure aspect of Greek Street is currently estimated at 39 weeks, Easter 2025 to New Year.

Mike asked if local authorities have been liaised with regarding this road closure.

Will noted they have regular sessions with Stockport Council and they are fully aware and on board with the severity of this work.

Liv added that there is a lot of engagement with councils and MPs on this and there are further meetings in the diary given the urgency of this work.

Will noted the option being progressed with at the moment is option 1B as this was deemed the preferred access from various HALO sessions this was discussed in.

Darren noted there was access in 2024 for Greek Street, is this now gone?

Will noted the only access in 2024 is Christmas and we are also looking at whether this access needs to take place.

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Rob noted the project are looking into the possibility of running shuttles into Stockport, although this only 1 platform that can be used for these movements and so the capacity and flexibility is limited.

Jon asked what the extended rules times would be that would be needed for certain options.

Will noted they would need roughly 8 hours of working time, so it would be more than 8 hours needed to account for isolation and possession taking time.

Scott asked if we are confident that any access agreed is enough based on what comes out of Form A and B. Will noted they are confident.

Mike asked if Form A or B slip what is the risk associated.

Will noted there is a limit to how much things can slip, we see the biggest risk being the contractor who will deliver this, we will be insisting to any potential contractor that they must work their plans around what access we have agreed for this work.

Liv noted that the current dates and times we have given are based upon assessments carried out by competent construction contractors who have outlined how long this work would take to deliver.

Andy B asked what the access plan is for getting to and from site.

Liv noted they have a land access plan that is being discussed in upcoming meetings.

Mike asked for opinions of what we deem the least worse and least risk option.

Darren noted he would rather we go in a just get this done, the key thing for GBRF is to ensure that there is an industry wide agreement to thin services to allow freight to divert as they can't afford to just pull services for so long, these services will need to run and so GBRF need some agreement in principle that they will be accommodated.

Mike noted he aims that this will be a regular 4 weekly session with a Teams sessions and then every 3<sup>rd</sup> meeting being face to face.

Jon noted that we shouldn't discount the option of 9 days and the 54 hour options as this amounts to less days than the 21 days.

Will noted there is the extended rules blocks that would be required, this would be circa 50 blocks required requiring 10-11 hours each time to allow a solid 8 hours working time.

Mike asked Jon if he would like to see a detailed view of what option 1A would look like even it would be to discount the option.

The group noted this would be worthwhile.

Darren asked if option 1A delivers Monkey No.2 as well.

Will noted they probably could.

Diane asked what the effect is on the road closures with option 1A and what is the view of Stockport Council.

Will noted that Stockport Council are pushing for our 21-day option as this limits the road closure to 39 weeks.

Will noted even with the 21 day option, the road being closed for 39 weeks is going to cause an uproar, if we say it will be more than a year it would be unmanageable.

Scott asked why it will take 39 weeks to reinstated the bridge.

Will noted the issue is that every statutory service imaginable runs through this structure and so each company has to have a certain period of time to reinstate what they need to and then there is a series of layering to fully reinstate services and protect each service.

Scott noted that given the complexity of this and the limitations with capacity this will likely be disputed by someone and so it would be worth getting studies done early to allow time to bottom out these issues.

Scott asked if given the TRU blocks that are in the plan, can haulage be resourced for everything.



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Mike noted this would be something that needs to be looked at in depth by someone like Andrew Lotarew who understands a lot more about engineering haulage.

Mike asked if we have any view of what engineering haulage we require for Greek Street.

Rob noted that the majority will come in by road or on Road Rail Vehicles.

Peter asked about the Eye of the Needle and what the diversionary strategy is for this.

Freight colleagues noted Hope Valley is the route.

Freight operators noted that whilst there are options for diversionary routes there is risk associated with capacity.

Passenger operators noted there is also capacity concerns for them in terms of getting passengers to and from key locations.

Mike asked if we would be best to go after the 16 day TRU block, although this then totals 37 days of disruption rather than 21 days with a larger impact for 16 days of that.

The group noted it would be best to keep them together although there are heavy caveats based on the studies that will be needed.

Stuart noted this is a better seller to the public as well.

Mike asked week 19 is the best place to put this.

Stuart noted the dating seems fine but he is nervous of the dating of the Eye of the Needle.

The group shared a nervousness regarding the stability of the TRU plan.

Andy B will speak to his seniors to get a view of how stable we see the TRU plan.

Mike asked if it is worth including the council in these sessions going forward.

Will noted it would depend who you got from the Council, this could cause more problems that it would solve as it wouldn't be for us to dictate who the Council chose to send and many different Council departments represent very different views and may not provide the benefit we would want.

Mike asked what Section 4 and 5's we would need to avoid during the 21 day block.

Operators noted it would need to be the Northenden route, Styal's Lines and the Hope Valley.

Andy noted that if we went for the first option this would mean maintenance is impacted for above 6 months.

Mike asked given the issues raised with Option 1A, do we want any further detail to be able to discount this.

Jon noted he appreciates the information given and this seems to be sufficient.

Rob noted it would be worth the Project putting something together explaining why it isn't viable.

Will noted the main issue with Option 1A, it becomes more difficult to get a contractor to buy into this delivery method rather than one big instance of access.

Andy B asked if 21 days is too much time.

Will noted at the most efficient he estimates 18-19 days would be deliverable.

Mike noted this would be something that should come out of the bar charting process as it is easier to give time back rather than ask for more time.

Scott asked if they are going to be allowed to work 24hrs a day on this due to noise.

Will noted that will be going for a Section 61 that allows us to work 24hrs, Councils are reluctant to issue this as they can't say anything about noise once this was issued.

Mike asked what routes the Section 4 and 5 need to be removed from.

**ACTION** – Andy B will get Gary Fitton to compile the list of what section 4 and 5 access needs removing to accommodate Greek Street's 21-day closure.

Mike noted that part of the discussions around Greek Street is the issues regarding the rail replacement vehicles and there was also talk of shuttles operating between Manchester and Stockport.

Rob noted in regard to the shuttle, platform 1 at Stockport is the only viable option given the signalling arrangement.

Rob noted we have asked what the OLE implications will be on Stockport given how close Greek Street is as this will dictate whether we would need electric or diesel hauled shuttles.

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Peter noted if access to Stockport is maintained then it would be beneficial for them to be able to still stable in the carriage sidings.

Rob noted this would depend on isolation arrangements and they may be able to allow stabling after a given number of days.

Mike noted the key would be how long a train you could run as a shuttle.

Jonathan noted with Platform 1 you could fill your boots with train length.

Scott noted that the thing to consider is that XC and Avanti likely wouldn't operate these shuttles given train resource, so unless one of the local operators is going to run this then it is a moot point anyway.

The group raised the issue of traffic concerns of using rail replacement around Stockport, would we use rail replacement out of Stockport.

The other question is how busy a shuttle would be between Manchester and Stockport and how often we can run them to make it worthwhile rather than using busses.

Mike suggested if we operate a shuttle every half hour in each direction it would likely be worthwhile.

Mike noted that at future meetings it would be worth having the passenger handling as a standing agenda item.

Peter noted he has concerns over where some of his trains are going to be able to stable and also how they are going to be able to refuel as required.

Mike asked Rob if we have any further issues to raise operationally.

Rob noted he doesn't think so at the moment.

The group agree that the Hope Valley is going to be a Golden Route and so we need to be mindful of what increased maintenance we will need.

Mike noted to Andy that it may be worth getting maintenance colleagues involved in these meetings.

Mike noted that Davina has provided a list of access she requires that we could potentially look to align with this work.

Mike noted that the 21 days for Greek Street amounts to 508 hours, the combined time for all of Davina's work, apart from Heaton Norris amounts to 518 hours if done one after another, so if we combine and do multiple jobs together we could package all of this under the 21 days that Greek Street is shut.

The group agree that not to make use of the 21 day block would be remiss.

Scott has noted that the view of XC is to align as much work as possible.

Mike noted that it is unlikely that everything that Davina has proposed can be delivered at the same time as Greek Street.

Mike noted there are some Level Crossings that also need works done and so this is something we could also look to align.

Will noted that the big issue we may face is going to be who is delivering the various works, if it is all CRSA then fatigue is going to be a major risk, whereas if we alternate between CRSA and Works Delivery then this can be managed more effectively.

Mike noted we largely have an agreement to combine as much work as possible with Greek Street, that being Davina's proposals and also Monkey No.2.

Mike noted optimistically we would hope to deliver everything, although if we can't we may have to provide additional access, but this any additional access would be a massive reduction to what V0 currently shows.

Mike asked if any further aspects need to be included in these meetings going forward.

Scott noted XC need somewhere for PNB.

Rob has noted this.

Jon noted the Car Park at Stoke on Trent is ideal for coach operations but the problems have arisen in the past as to whether coaches can safely navigate the approach to the car park.

Andy B noted he will ask some questions as to who is responsible for this car park and making any repairs.

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**Bridge MAS38 & Chinley 351pts**

Mike noted that MAS38 needs to be done prior to October next year, we can do Chinley 351pts at the same time.

This bridge is outside of Earles Sidings.

Rob noted the 351Pts would be Hope-New Mills South/Peak Forest and the MAS38 Bridge would be Hope-Chinley.

Mike noted that week's 1-4 don't look great for this, Week 5 doesn't look too bad.

Peter noted week 5 isn't the Bank Holiday.

Mike noted there is WCS blocked in the Bank Holiday that doesn't sit well with the Hope Valley so there is little financial sense in getting rid of WCS blocks in favour of Hope Valley.

Mike asked what the thoughts are of planning this week 5.

Darren noted this doesn't work with the Calder Valley block.

Mike asked about doing this mid-week.

Darren is not keen on 5-days mid-week.

Mike noted the situation we are facing will mean that if this isn't done then we will be looking at closing the line for safety reasons.

Mike noted we aren't bothered where it sits, but we need to get this done by Spring next year.

Kieran agreed with this and noted 351Pts are of a similar urgency.

Diane noted her issue is that they still don't have sight of what TRU want to do and her customers want sight of everything.

Jonathan asked how many passenger trains have to be removed to get GBRF across Calder Valley.

Darren noted this isn't something that has ever really been looked at, it isn't just the services through here, it is the impact on other freight routes.

Darren noted the issue is the amount of trains they have missing, currently circa 36 trains across the week.

Diane noted she is missing around 20 trains a week.

Diane noted her customers are in agreement that this work needs to be done, but they want sight of all of the impact they are facing.

Jonathan noted this needs a piece of work to properly manage what services would need to be affected.

Mike noted there is a lot of work to do once access is agreed, they need to develop land access plans and other factors.

Kieran noted whilst we appreciate there is further work to be done, but we need an agreement today to be able to allow the process to progress.

Mike noted he has looked at various weeks and week 5 seems to be the best option that would create the least impact.

Darren noted for GBRF, if week 5 is the option we go with, the Calder Valley block would need to go.

The group suggested slightly overlapping with the Hope Valley Blockade starting week 51, so we would finish the 5 day block on day 2 of the Hope Valley blockade.

Darren noted for GBRF the issue is that they are currently planning to dispute the blockade and ask for a hearing.

Jon asked why we haven't explored doing this at Easter as well as WCS as it possibly wouldn't be the dreadful situation that we are imagining it to be.

Mike noted he agrees that we don't know the full implication of doing both of them at the same time, but the larger question is whether we could resource blocking this and the WCS at the same time.

Rob noted from his view the main issues we would face is the capacity for passenger services.

David asked what are we actually doing at Bridge 38.

Mark noted this is a 2 arch structure, the original masonry arch is what we are looking to remove, the bridge will be replaced with a precast unit, so it is demo, install precast units, reinstate track and S&C and infill.

Mark noted that this impacts 2 of the 4 tracks over the structure.

Mark noted the issue that is causing the wider disruption is the amount of track needed to be removed to get to the structure.

## North West Structures Review

Jonathan asked the operators what they would do with their trains if this structure ended up being shut due to Safety of the Line.

Operators noted it would largely cause, at least on a short term basis, very few or even no services would run for freight.

Jonathan noted we could do with understanding the costs that would be associated as well as we would expect claims to be put in.

Mike noted we may have to approach Eastern to remove Stenson or their PLTR to allow us to get this urgent work done.

FOCs raised that whilst we appreciate the urgency of the work, a solid agreement cannot be given today, it is always going to be caveated on the result of capacity studies.

The general consensus would be this to sit over a weekend into Mid-Week of week 5.

Rob noted that we would be looking at a block like: Hope-New Mills South Jn from 0001 SAT – 0500 MON and then shortening back to Hope-Chinley Jn from 0500 MON to 2000 WED.

This would cover both the MAS38 Bridge and 351Pts.

Mike noted this will therefore cover all aspects of work over the weekend and pull back to just the bridge works Mon-Wed.

Mike noted we want the Calder Valley block in week 5 to be removed.

Mike noted we need sight of what TRU want to do and steer them away from this week.

Darren noted we would need a check done of Section 5 in the mid-week of week 5.

Andy B has noted this.

Mike noted we need get a DAF out ASAP so that Gary can issue this out to operators for them to formalise responses.

### M62 Bridge & M6 Bridge Access

Will talked through the following slides for MVN2 48A Underbridge over the M62.

#### Location

The underbridge is located at Castleton South Junction on the non-electrified MVN2 line, LOR: NW7001 Manchester Victoria West Jn to Hebden Bridge at approximately 08m 0475yds. The structure spans the M62 motorway between junction 19 and 20 south of Rochdale.





## North West Structures Review

### Problem Statement

The underbridge was constructed in 1968 to enable the construction of the M62 motorway. It is a post tensioned structure that comprises reinforced concrete abutments and a central reinforced concrete pier at the midspan, all with pile caps founded on reinforced concrete piles.

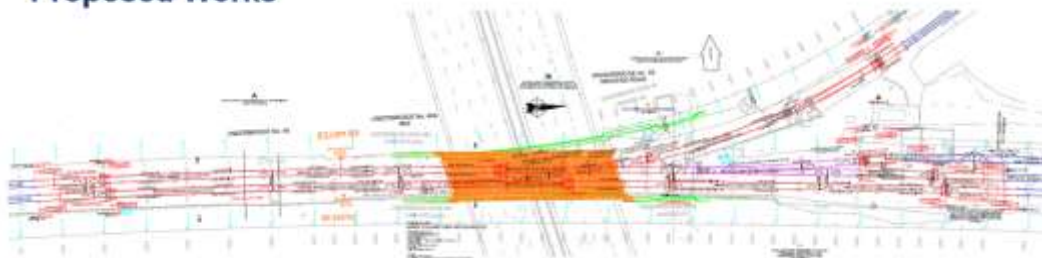
The structure has a long history of problems associated with large concrete spalls exposing tendons and extensive cracking to the soffit of the deck slab as well as the edge beams, it's designated as high risk, substandard and at risk of failing requiring full reconstruction by 2025. Due to it's post tensioned construction method, a failure will be a catastrophic failure, collapsing onto the M62.

Engineering standard NR/CIV/025 has been used to manage the substandard structure in the short term and operational restrictions have been put in place, whereby with two tracks simultaneously loaded, the structure is unable to safely accommodate RA10 @60mph and RA8 @70mph on both lines at the same time. The Signal box at Castleton East Jn are responsible for ensuring that only 1 train at a time is permitted on the structure. Current operational restrictions are costing Network Rail £30k per period in delay minutes (schedule 8), additional signalling resource and impacting on the operators causing delays to passenger and freight services.

### Proposal

- Replacement of the existing bridge deck with a new continuous two-span weathering steel deck including cantilevered maintenance walkways.
- Concrete repair works to the existing abutments and central pier to ensure no significant intervention required for a minimum of 25 years.
- Full track renewal on the UP ROCHDALE and DOWN ROCHDALE to facilitate the bridge reconstruction; inclusive of new stiffness transitions on the run-on and run-off to the new bridge deck.
- Reinstatement of the turnout from the UP ROCHDALE on to the UP THROUGH SIDING at Castleton South Junction; including renewal of 42A/B points and reinstatement of associated signalling systems.
- Renewal of the points operating equipment associated with 42A/B points.

### Proposed Works



### Access requirements

#### Rail Access

Currently published:

**P3758599 - Mills Hill to Castleton East Jn**

00.05 Saturday 07 September to 05.50 Tuesday 24 September 2024

Amended proposal for discussion:

*Extend duration and extent to read At/Between:  
Mills Hill & Rochdale West Jn*

06.00 Friday 06 September to 05.50 Tuesday 24 September 2024

#### Highway Access

Full Road Closure – 21:00 Friday 6th September–  
06:00 Monday 9th September 2024

Full Road Closure - 21:00 Friday 20th September –  
06:00 Monday 23rd September 2024

Nightly closures between 9<sup>th</sup> September – 20<sup>th</sup> September 2024.

Permanent traffic management will be in place between the two full weekend road closures, whereby each carriageway will be reduced to 3 lanes to allow for day time working on the abutments and central pier.

## North West Structures Review

## Programme

Activity	Forecasted Completion Date
Outline Design (Form A) Completion	November 2024
Detailed Design (Form B) Completion	February 2024
Start on Site – Enabling / Fabrication	February 2024
Approved for Construction Drawings	March 2024
Core Possession	September 2024
Practical Completion	November 2024
Site Works Complete (Demobilisation)	February 2025
Project Completion	July 2025

Will noted there is massive issues with this Bridge, there was drilling done to sections that should be solid, once drilling went through water poured out like a tap for over an hour.

Will noted whilst we are planning this for September next year, there is risk of a failure prior to this, but this is being closely monitored, the issues is that structures of this nature don't offer much warning, they fail catastrophically.

Peter Warhurst thanked Will for the explanation given, this makes justifying such a long time for a bridge replacement a lot easier.

Darren noted that whilst this is in the EAS, the issue for them is needing timetable studies.

Will noted there are 2 other structures, Rochdale Canal Bridge and Milne Row Road Bridges 60 and 64 that need to be renewed, the aspiration is to do all of these at the same time, it would mean a little more disruption however it removes the need to come back later on a disrupt the same area.

Mike suggested that given the added disruption this would likely cause, would it be worth putting this in formally to get Peter's responses.

Peter noted part of his issue would be staffing the Ground Frame at Smithy Bridge.

Jonathan noted to FOCs, we have done Calder valley blocks before, whenever we do these do FOCs always face rejections.

Darren, Diane and David confirmed they do.

Jonathan asked how much is usually rejected.

Darren noted it is the day time traffic usually.

Will talked through the CGJ7 162A Clifton M6 Motorway Bridge.

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## Location

The underbridge is located South of Penrith, Clifton between junction 39 and 40 on the M6 motorway.

The structure is located at 48 miles 0513 yards on the CGJ7 line which carries the West Coast Main Line.



## Problem Statement

The underbridge was constructed in 1954 to enable the construction of the M6 motorway. It is a post tensioned structure that comprises reinforced concrete abutments and 2 central reinforced concrete piers at the midspan.

The structure has failed in its Post Tensioned Structural model and is currently overstressed.

Engineering standard NR/CIV/025 has been used to manage the substandard structure in the short term and operational restrictions have been put in place.

The Carlisle Power Signal box are responsible for ensuring that only 1 train at a time is permitted on the structure. Current operational restrictions are costing Network Rail c£60k per period in delay minutes (schedule 8) and is having a serious impact on the operators' causing delays to passenger and freight services.

## Access requirements

## Rail Access

## Currently proposed

LOR: NW4001

CGJ7 UB162a M6 Motorway Bridge Clifton & Lowther 48m 23c

Tebay & Upperby Bridge Jn  
19.00 Wednesday 31 December 2025 to 05.00  
Thursday 07 January 2026

\*\* Need to increase duration & compatibility with Clifton & Lowther S&C

## Highway Access

Full Road Closure – 19:00 Tuesday 31<sup>st</sup> till 05:00  
Friday 10<sup>th</sup> January

Additional pre and post work closures may need to be agreed for the enabling works subject to option taken forward.

Proposal for this to be increased to:  
19:00 Sunday 29<sup>th</sup> December till 05:00 Monday 13<sup>th</sup>  
January to allow for all works to be completed (*this is a Network Rail estimate not a contractors' proposal this is due to option not currently selected*)

## Aspirational Programme

Activity	Forecasted Date
WOF	December 2023
AIP Design	February 2024
AFC Design	December 2024
Start on Site – enabling / fabrication	June 2025
Core Possession	December 2025 into January 2026
Practical Completion	January 2026
Finish on site – demobilisation	March 2026

**North West Structures Review**

Will noted this bridge is similarly in poor condition, there are operational restrictions on this structure.

Will noted this bridge is between Junctions 39 and 40 on the M6.

Will noted they are looking for a full 9-day block of the M6 to complete this work, but 12-14 days of railway closure.

Will noted he would push Highways to allow them to close the motorway from 2<sup>nd</sup> January so begin the railway closure on 31<sup>st</sup> December.

Will noted closer to the time, we may be able to reduce the time required, but at the moment we need to work on 14 days rail closure with 9-days road closure.

Jonathan asked how much traffic is in and out of Harrisons and Shap.

Diane noted they run 3 times a week.

Jonathan noted to justify this sort of block we are going to have to ensure we take advantage of this access.

The group agreed that what we do for this block will be a testing ground for future blocks given the amount of work we have to do in this area over the next few years.

Darren noted we face some down turn in traffic in January, so maybe it isn't the worst time to date something of this nature.

Darren noted that whilst we would need the East Coast open, we would need routes to and from the ECML open.

Mike noted it would be worth David Kerr, Jason Parrish and Simon Todd being involved in discussions regarding this.

The general consensus is that what Will has proposed is fine, we just need to understand the consequence of this and how we manage our traffic to ensure we can still run the required services.

Will noted the thing to consider is that all 3 bridges spoken about today are all Post Tensioned Bridges, we have another bridge north of Penrith, this isn't as urgent as the 3 spoke about today, it is currently in the plan for CP8.

Will noted various inspections are being undertaken and so we could see more and more structures like this need repair.

Will added the nature of how these bridges are constructed is that they will catastrophically implode if the steel tensioned cables deteriorate to a point of failure.