

<b>Meeting Title</b>	NW&C Route Wks 13-19 EAS 2025 Disruptive Access Workshop
<b>Date</b>	Tuesday 13 <sup>th</sup> June 2023
<b>Location</b>	MS Teams
<b>Authors</b>	Gareth Spencer



Full Name	Email Address	Company
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Hayley Russell		Network Rail
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Kerry Furnival		Network Rail
Kevin Edmeads		GBRF
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Michael Hodder		Network Rail
Paul Higgs		Network Rail
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Rizwan Khan		Network Rail
Rob Creasy		Network Rail
Ryan Rudd		Network Rail
Scott Stephens		Cross Country Trains
Simon Barrett		Chiltern Railways
Steve Spilletts		Network Rail
Stuart Morris		TPE
Tony Brennan		Network Rail

Agenda
<ul style="list-style-type: none"> <li>• Housekeeping</li> <li>• Weeks 13-19</li> <li>• AOB/Actions</li> </ul>

Housekeeping
<p>Mike advised that in this session we will go through the major disruptive work to be carried in Weeks 13-19 of EAS 2025.</p> <p>We will go through each week and assess all of the work in each week.</p> <p>Mike advised that the session is being recorded solely for the purpose of minute taking and welcomed any objections to this.</p> <p>Mike advised recordings would be deleted once the minutes have been written and distributed.</p> <p>Mike asked that where objections to work become apparent could we also try to offer alternate dating's that would suit.</p>

### Week 13

#### Work in this Week

- ~~29hrs Haddenham – Bicester – PLTR: Piddington~~
- 8hrs 0001 - 0825 Sun Grand Jn / Landor St - Lifford East - PLTR: St Andrews Drainage
- 29hrs Hartford Jn - Acton Grange - PLTR: Dutton Viaduct – Route must be available for the Sleeper
- 29hrs St Helens – Wigan - PLTR: Garswood Drainage
- 10 Days Peak Forrest - Chinley Nth/Edale – Chinley - CD Renewals: VB104 Chapel Milton Viaduct

Mike noted PLTR Piddington has been removed from week 13 and 14, Davina will attempt to redate these.

Mike noted Dutton viaduct is looking to be re-dated to week 30 to align with Kingmoor.

Davina confirmed this is the case if operators support this.

#### Responses

Simon Barrett asked if the Piddington work has to be in 2025/26 calendar or could it go the year earlier.

Davina noted it could go earlier potentially, if Simon advises dates that may suit she can look at the few gaps she has for 2024.

Simon will come back to Davina.

Alan GM asked what the limits are likely to be for Dutton Viaduct.

Mike noted Hartford to Acton Grange.

Davina noted it would be Weaver inclusive.

David Smith noted the Chapel Milton job makes him quite nervous, the biggest question would be the limits and what they could run out of the Peak Forrest.

Rob noted the location of this viaduct means we have to block the Down and Up goods and the Chord lines at Chinley leading to the Peak Forrest; we also need to block the Down Main due to the location in relation to the junction.

Rob noted due to how close it is to the junction a service couldn't be run on the Down Main.

David noted they could live with the Down main depending on how far towards Chinley South you will block, if they can run round the Chord to East Junction it should be okay.

ACTION – Rob Creasy and Gary Fitton to explore blocking points for Chapel Milton and feasibility of SLW on the Up Main during the Chapel Milton Viaduct work.

Rob noted he appreciates the significance of this block and the disruption it causes; he will explore what can be accommodated.

Mike asked if Pilot working at points could work.

Rob noted the track will be taken off the viaduct.

Rob noted the focus is seeing what can be accommodated on the Up Main in any fashion.

Mike asked if TRU have cleared the decks in this week.

Rob noted he is unsure.

Mike noted he thinks they are Eye of the Needle or Diggle in this week.

Stuart Morris thinks they are doing one or the other.

Mike noted that looking at the map he has it appears they are blocking Diggle, this is likely a better option than eye of the needle.

David noted Diggle is better, but ideally this being stand alone would be best.

Mike noted there are very few weeks where TRU aren't blocking something.

Mike asked David if he is correct in saying there is no week in the year that sits better for blocking this.

David agreed with this.

David asked if this would align with the Manchester closure in week 47.

Stuart noted people could get to Stockport and travel from there, although being 2 major blockades it likely isn't the best idea to have them both.

Mike noted he will get the lay of the land at Deconfliction.

Stuart noted to Rob that the 10 days has been chosen for a reason but could this be squeezed into 9-days? Rob noted some jobs recently have been settled on 9-days to make things easier, but then later on we have had to ask for a tenth day, so we would be reluctant to reduce it now only to increase later, if we get later in the plan and realise we can do it with 9-days then we will do with appropriate notice to operators. Mike noted with Nuneham Viaduct we need to be mindful of giving structures work the time that is required to properly maintain these assets.

Gary asked if Dutton Viaduct would align with Crewe.

Mike noted WMT have asked the same, although the Core access for Crewe for 2025 is questionable at best, we know the East Coast is accepting the Sleeper in week 30 and so we keep the Anglo-Scot route open.

Tony agreed the Core works are uncertain at the moment.

Mike added whilst there is uncertainty we want to go with what has more certainty right now.

#### Week 14

##### Work in this Week

- ~~29hrs Haddenham – Bicester – PLTR: Piddington~~
- 11hrs Tame Bridge Parkway - Darlaston / Pleck - S&C Tamp: Bescot Middle
- 52hrs 0140 Sat - 0540 Mon Euston - West London Jn Lines A,D,E,X & Plats 12-16 - HS2: Platform & Canopy Construction HIGH SIDE
- 52hrs Camden - Nth Wembley (Fasts) Mitre Bridge - West London Jn (West London Lines) West London - Willesden No. 7 (U&D Reliefs) - PLTR: Willesden EMR
- 13hrs 2230 Sat - 1200 Sun Hartford Jn - Acton Grange - PLTR: Dutton Viaduct - Route must be available for Sleeper
- 29hrs Ince Moss - St Helens Central - CD Renewals: UB17a M6 Motorway Bridge
- 10 Days Peak Forrest - Chinley Nth/Edale – Chinley - CD Renewals: VB104 Chapel Milton Viaduct

Mike noted PLTR Piddington has been removed from week 13 and 14, Davina will attempt to redate these.

Mike noted the 13hrs for Dutton Viaduct may shift out of this period.

##### Responses

Kevin Edmeads asked about the Camden block, this would mean they would need to run via Barnes to get into Wembley.

Steve Spilletts noted this correct via the Up and Down Acton Branch.

Mike noted this is clear on the National Maps.

Kevin noted this would need to remain clear.

Mike noted this will be taken to deconfliction.

Mike noted that Davina isn't wedded to this week, but this will sit where it best fits.

Kevin noted the big thing for them is how this is accommodated rather than issue with the access itself, providing the diversionary route is kept clear to get them into Wembley to run round.

Davina noted she will take on board Kevin's requirements when they look at this in detail.

#### Week 15

##### Work in this Week

- 29hrs Bescot Jn – Rugeley/Sutton Park – Ryecroft - PLTR: Walsall Drainage
- 30hrs Nuneaton – Colwich - ONW HS2: Handsacre Blockade Prep, PLTR: Hodge Lane
- 29hrs Crewe – Kidsgrove - Crewe Hub: Alsager Resignalling
- 29hrs (Slows) Watford - Bourne End - PLTR: Hemel Hempstead
- 29hrs Crewe Station/Nantwich – Crewe South/Crewe – Chester/Crewe-Sandbach - Crewe Hub: Stage 8d Tamp (CN151 a/b pts)
- 53hrs Crewe Independent Lines - Crewe Hub: LSI Works

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- 53hrs Crewe – Weaver - Crewe Hub: ATF Resignalling
- 29hrs Ince Moss - St Helens Central - CD Renewals: UB17a M6 Motorway Bridge
- 29hrs Altrincham – Northenden - PLTR: Skelton
- ~~29hrs Heaton Norris – Guide Bridge/Denton Jn – Ashton Moss – PLTR: Denton Jn~~

Mike noted the PLTR Denton Jn is being shifted to weeks 30 and 31 and will be discussed in these workshops.

### Responses

Tony B noted that Crewe Core Access is very ambiguous at this stage and is subject to change, although the Alsager block isn't, they are looking at 29hrs for Alsager Level Crossing 2200 to 0530 mid-week nights. Mike noted once he has full sight of what Crewe are doing he will do a bulk update to the access shown in the Box Plan ready for the mop up.

David noted he is nervous about the alignment of Crewe, Skelton and Denton.

Mike noted Denton is moving and on the Skelton/Crewe alignment, Crewe is likely to move so this wouldn't be much of an issue.

Davina noted Dutton would make 2 jobs in weeks 30 that she couldn't resource, so she and Mike will need to look at this.

Mike noted we had a raft of weeks from TRU so we just need to look at this again.

## **Week 16**

### Work in this Week

- 29hrs Hednesford – Rugeley - PLTR: Trent River Bridge
- 30hrs Nuneaton – Colwich - ONW HS2: Handsacre Blockade Prep, PLTR: Hodge Lane
- 77hrs Kidsgrove – Crewe South - Crewe Hub: Alsager Resignalling
- 29hrs (Slows) Watford - Bourne End - PLTR: Hemel Hempstead
- 29hrs Crewe Station/Nantwich – Crewe South/Crewe – Chester/Crewe-Sandbach - Crewe Hub: Stage 8e Tamp (CN157 a/b pts)
- 29hrs Altrincham – Northenden - PLTR: Skelton
- ~~29hrs Heaton Norris – Guide Bridge/Denton Jn – Ashton Moss – PLTR: Denton Jn~~

Mike noted the PLTR Denton Jn is being shifted to weeks 30 and 31 and will be discussed in these workshops.

### Responses

Tony B noted this week's requires a TS11 Stoke-Congleton, there will also be a TS11 in Crewe Station area and also as part of the WESTCAD update on Alsager they will be looking at this, this will aim to be kept to ROTR times but this cannot be guaranteed as yet.

Mike asked if detail will be had for the Mop Ups.

Tony noted it will be.

## **Week 17**

### Work in this Week

- 30hrs Nuneaton – Colwich - ONW HS2: Handsacre Blockade Prep, PLTR: Hodge Lane
- 31hrs Hawkesbury Lane - Nuneaton Sth - PLTR: Bermuda Park
- 29hrs Crewe – Kidsgrove - Crewe Hub: Alsager Resignalling
- 29hrs Altrincham – Northenden - PLTR: Skelton
- 29hrs Plumley West - Hartford East / Elworth Jn - S&C Tamp: Northwich
- 5 Day Midweek Mon – Fri Wigan – Southport - PLTR: Parbold Flood Site

### Responses

No comments made.

## Week 18

### Work in this Week

- 29hrs Rugby – Nuneaton - PLTR: Combe Fields
- 9 day Blockade Lichfield – Colwich - HS2: Harvey's Rough Flyover, HS2 ONW: Handsacre Earthworks & Formation, PLTR: Atherstone (MW - 60hrs)
- 29hrs Altrincham – Northenden - PLTR: Skelton
- 21 Days Cheadle Hulme - Heaton Norris - CMP2 OB1A Greek Street (182m 1425y)

### Responses

Jon King not there is a bit of a step up in access from 3-4 days to 21 days for Greek Street.

Rob noted the scope of work has developed and the existing structure was reconstructed in 1958 as part of the Crewe-Manchester development and as such the age of the assets means it is in poor condition.

Rob noted the 21 day asked is subject to discussion and development, we originally looked at breaking the access up into smaller chunks, this would have meant having a road closed for a number of months and this was deemed unacceptable to stakeholders and so we had to look at doing this work in 1 hit to avoid taking out the large roundabout in the centre of Stockport.

Mike asked if there is any seasonal constraints with this work, but could we look at the period between Christmas and February Half Term.

Rob noted the possible issue would be football traffic but if this was deemed the most suitable for us then we would look for help from stakeholders to support our stance on the dating of this to win over Highways.

Mike noted we need to include Highways in the discussion for Greek Street.

Kieran noted he appreciates the scale of this job and also the reasons to not piece meal the work.

Rob noted there is also risks of late hand backs that increase with multiple smaller blocks.

Kieran noted we would also need agreement of the road closure from Transport for Greater Manchester.

Hassard noted this was discussed at the Manchester Area OIWG session last month, we need to think outside the box with this as it is going to be a complex piece of work that is going to be difficult.

Hassard added having agreement on this early is key to ensure we have a robust Passenger Handling Plan for this type of block.

Mike asked Rob if the asset condition of the bridge means it needs to be done sooner than later, so how late could it slip and what is happening to the August 2024 access.

Rob noted the August 2024 access will likely be used for Prep works for the reconstruction.

Rob noted it is currently number 2 on the list of structures giving concern to Asset Engineers, it has been deferred numerous times due to complexities, it could slip to early 2026 but we wouldn't want to defer it much more than that.

Rob noted this structure was originally a tunnel but was broken out and is now a bridge.

Scott Stephens noted this isn't on the Maps and so will cause confusion during deconfliction.

Scott added with the August block this is 25 days replace this bridge, this is such a long time and there must be a quicker method to make things better for the passenger.

Mike noted this should have appeared on the Maps so we should hope for an update tomorrow.

Mike asked in terms of the duration, do we have an hour by hour programme for this.

Rob noted we don't as yet.

Mike noted it would be worth getting something in place.

Rob noted this is an estimate in terms of duration at this stage.

Rob noted this job is going to be a significant demolition job due to the nature of the structure, we are working with worst case scenarios at the moment.

Kieran asked if we have a design for the new structure and do we have a contractor on board with detailed ideas or are we estimating things.

Rob noted we do have a contractor but as yet we don't have design in place.

Kieran noted in this case we could have less than 21 days but we could also have more.

Rob agreed.

Mike asked Rob to confirm this has to be reconstructed rather than repaired.

Rob agreed with this.

Kieran asked if this needs to be in 2025 or can it slip to 2026.

Rob noted it could slip.

Kieran noted without extensive detail it is difficult for operators to agree to a block of this scale.

Rob noted this is an unusual structure due to the scale, it will always be a large block to deliver this.

Kieran suggested 2025 may be too soon with this in terms of detail.

Rob noted he is concerned that if we don't date this it could become difficult to redate this elsewhere and this structure keeps getting pushed back.

Rob noted if it sits better in the first quarter of 2026 then we can move with this, but we need a firm stance.

Scott noted he doesn't have issue with the dating, but could we get some BTET services through after demolition.

Rob noted we may be able to do this but it could extend the duration due to cranes working overhead.

Scott noted if we could have options laid out it would be useful.

Rob noted he can look to get something drawn up.

Mike noted there is a lot of discussion to have around Manchester Piccadilly and it would be worth incorporating this into those discussions.

Jon King noted he is conscious that whilst long distance operators have one stance, the local operators have the stance regarding school traffic and so Summer could be an ideal option.

Jon noted we need to be mindful of periods where busses are difficult to procure.

Mike agreed Summer Holidays could be ideal.

Jon asked if Stockport Council are looking at further developments to the area and so would it be worth linking in with these parties to see what they plan to do and see if things can incorporate.

Rob noted there is some interest from Stockport Council on this and they have to make some contribution to the cost and so their input is vital.

Mike noted this needs further discussion and may be worth bringing someone from Stockport council into these sessions.

Rob noted this would be ideal and also include TFGM.

Kevin noted we need a proper possession strategy for this rather than trying to shoehorn this in.

Mike noted the issue is the ever changing nature of the work banks.

Kevin noted he appreciates this but a lot of things surely would have had to be moved to accommodate this.

Kevin noted there is deconfliction tomorrow for 2025 but this job doesn't yet have a place to sit.

Mike noted it is currently in these weeks in order to get this on people's radar.

Kevin noted that he understands this, but due to the complexity of it, now that it is on people's radar, would it be best to push this back to 2026 to give adequate time to properly plan it.

Kevin noted for the Peak Quarries supplying the West Midlands and HS2, we need to understand where we are expected to run full services for the customers peak periods, we could go via Northwich and Sandbach or we would have to go via the Hope Valley but this would require ensuring this route is clear to the West Midlands for the duration of this block.

Mike noted the reason for discussing this before deconfliction is to get the thoughts of what needs to be open during this work and we can then look at if we have appropriate dating for this or if we need to look at this again dependant on the National picture.

Kevin noted HS2 requirements will impact what we do.

Mike asked if we can look to get materials to HS2 earlier if required dependant on when this sits best in the plan.

Kevin noted this would depend on HS2 and the ability to stockpile.

Mike noted the purpose for this discussion is to gauge what requirements we need to accommodate.

David noted this is going to be a mess whenever you date it, October-December for Intermodal wouldn't work.

David added the Section 5's need to be deconflicted as well.

Mike noted this would be part of discussions as we move forward.

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David noted we would also need to avoid aligning with Manchester.  
Mike noted we have took the stance that this wouldn't work with Manchester.  
Mike asked Stuart if he has any view of school traffic in this area.  
Stuart noted it isn't as big a thing for them as other local TOCs.  
Stuart noted he thinks the school traffic is quite busy in this area.

Scott added he wouldn't support this going into Summer.

Bryan Davey asked if a Stockport-Manchester shuttle could be run during this work.  
Mike noted as it stands this would likely not be able to be done, but it is something we could look at.  
Gary noted for similar blocks we have run diesels.  
Rob noted this would be the sort of thing we would look to accommodate.  
Mike noted he will liaise with Davina and Rob to arrange another session regarding Manchester S&C and Greek Street.  
Bryan asked if everything would be via the Styal's or would we go via Warrington.  
Mike noted Styal's would be the most opportune but it would be subject to discussion.  
Hassard agreed we would need to explore all options.

### Week 19

#### Work in this Week

- 29hrs Rugby – Nuneaton - PLTR: Easenhall
- 9 day Blockade Lichfield – Colwich - HS2: Harvey's Rough Flyover, HS2 ONW: Handsacre Earthworks & Formation, PLTR: Atherstone (MW - 60hrs)
- 52hrs 0140 Sat - 0540 Mon Euston - West London Jn Lines A,D,E,X & Plats 12-16 - HS2: Platform & Canopy Construction HIGH SIDE
- 29hrs Altrincham – Northenden - PLTR: Skelton
- 21 Days Cheadle Hulme - Heaton Norris - CMP2 OB1A Greek Street (182m 1425y)
- 29hrs Denton - Ashton Moss Nth (inc) - PLTR: Crowthorne

Mike noted this Skelton block was only added yesterday and so won't appear on the Maps.

#### Responses

No comments made.

### AOB

No AOB

Action Summary Sheet EAS 2025 Disruptive Access Workshop Weeks 13-19 13 <sup>th</sup> June 2023	Action Owner
ACTION – Rob Creasy and Gary Fitton to explore blocking points for Chapel Milton and feasibility of SLW on the Up Main during the Chapel Milton Viaduct work.	Rob Creasy Gary Fitton