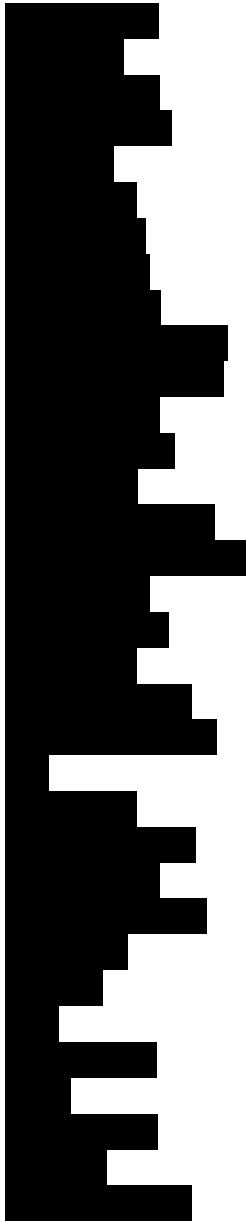


## NW Significant Disruptive Access Meeting

## Present



## Projects Discussed

## Crewe Canopies and S&amp;C Renewals

- Schemes being developed to demolish existing canopies, remove existing support system between Platforms 5 & 6, install 8 x new OLE portals and provide a new ETFE panel based roof.
- 55 x S&C renewals to be planned in
- Access – mix of 53hrs, 5 and 9 days under consideration, with extended EAS S4 access post-blockade works

## Queries

- [REDACTED] requested consideration be given to signal sighting, dispatch of trains and scheme likely to enhance signal sighting
- Hoarding, shortening of platforms, ped-flows to be considered

- There is no planned movement of S&C – so no network change implications
- [REDACTED] (AWC) asked if the access could be planned differently – i.e see alternative options and that the project team re-establish regular discussions with AWC (this is in hand)
- [REDACTED] (GBRF) asked if Independent lines will be open – yes. Is funding available – yes
- [REDACTED] (WMT) asked if the Horse Dock/Weston Rd used for materials storage then bus replacement will have to go to Crewe Alexandra Stadium; and that disruptive access should be in school holidays due to the number of vehicles required
- HS raised concerns over passenger handling plans, could the work be done in one block rather than 4 x 9 days?

**Action:** [REDACTED] to establish a steering group with a terms of reference

#### West Coast North Modernisation

- [REDACTED] outlined original plan which has been superseded and likely to be a traditional period block
- [REDACTED] (GBRF) would welcome more discussion with Operators – route clearance issues with ECML diversions

**Action:** [REDACTED] to finalise detail with [REDACTED] for 2026 access, expected to be weeks 1 to 11, 2026 x 29 or 54hr (note week 2 may be longer OBO Scotland block)

#### Manchester Airport

- [REDACTED] explained that funding would be confirmed no later than end of March 2026
- [REDACTED] advised that the project would seek access in week 15, 2026 x 29hr for devegetation/site clearance/ALO barrier installation
- [REDACTED] sought views on whether week 38 x 29hr would be acceptable, with an option for week 42 or 43 dependent on Operator views. TPE & Northern would favour week 42 or 43 over 38.

#### Manchester South Resignalling (Steve Higgins/Ian Robinson)

- Recontrol to MROC
- The project is expecting to reduce its overall access footprint in Bank Holiday and Blockade type access through 2027
- Requirement for enhanced weekend access c10hr required

#### Cottam Parkway [REDACTED]

- [REDACTED] stated need to agree and secure access by end of June 2025
- January 2026 ES Stages 5 to 8 award expected
- Start on site expected July 2026 and through to 2028
- Access split over 2 years between January and March in 2027 and 2028.
- Access required at Christmas shutdown 2026 and then 10 x c26hr (02.00 Sun to 04.50 Mon) for Track/OLE & Platform works (this could be 5 x c52hr TBC?) –
- Access planned for 4 x 26hr in period between January and March 2028 + Christmas shutdown for Platform and Footbridge work
- Note NT would not accept blockade type access

**Action:** [REDACTED] (PM ) to consider if work could be delivered in 1 year rather than 2 and whether 52hr blocks would be preferable.

#### Oldfield Road [REDACTED]

- [REDACTED] advised that the 5 x 54hr blocks in 2025 would not be used by the project and that they would seek 5 x 54hr blocks in/around August 2026

- [REDACTED] would provide an update in next 2 weeks on access

**Action:** [REDACTED] to arrange DAFs to cancel existing 2025 access

#### Brewery Turnback [REDACTED]

- TPE stated that access footprint is excessive and considerably more access required than comparable projects elsewhere
- [REDACTED] explained that the complexity of the signalling system dictated some of the access requirement however a decision on whether the scope includes electrification or not does not appear to have been made.
- There are not a lot of opportunities to deliver the work and the justification is not there
- Project have referred to an 11-day opportunity for the work; however this is for a bridge job at Rochdale and not in the same location as the turnback

#### AOB

##### CGJ7 UB162a M6 Bridge Clifton

- [REDACTED] expressed concern over the capacity study/gauge clearance for diversion of traffic via ECML and that at this stage he would dispute the access
- [REDACTED] team are producing the study – concern that this may not be available until T-18/Bidding stage