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Date: 04/03/2026

Dear Sir/Madam,

Application for Full Planning Permission (with Section 257 Order for Public Right of Way Diversion), for a new footbridge and upgrades to an existing footpath at Moorgate Halt Level Crossing, Uppermill, Oldham.

Please find enclosed details to support a Full planning application under the Town and Country Planning Act 1990 (as amended) for the construction of a new footbridge to replace Moorgate Halt Level Crossing at Uppermill, and upgrades to the existing footpath (the proposed works). The proposed works are being undertaken as part of the Trans-Pennine Route Upgrade (TRU) Programme.

The following plans and supporting material have been submitted with this application:

Location Plan (scale 1:1250)

Drawing no. 151667-TSA-26-MVL3-DRG-T-LP-040002 Rev. P02: Existing General Arrangement

Drawing no. 151667-TSA-26-MVL3-DRG-T-LP-040003 Rev. P03: Proposed General Arrangement

Drawing no. 151667-TSA-26-MVL3-DRG-T-LP-040004 Rev. P03: Proposed General Arrangement 2

Ecological Impact Assessment (including Figure 1 – Habitat Features Plan, and Figure 2 – Statutory Sites and Priority Habitat)

Arboricultural Impact Assessment (including Tree Removal Plan and Constraints Plan)

Given that a Public Right of Way (PROW) (ref. 6612/6240) passes over Moorgate Halt Level Crossing, which is to be diverted over the proposed footbridge, a Section 257 Order for PROW diversion has been submitted alongside this planning application.

Background

The Trans-Pennine Route Upgrade (TRU) Programme is a rail enhancement programme established to increase capacity and improve reliability/journey times between Manchester Victoria and York, via Huddersfield and Leeds.

The West of Leeds element of the TRU programme is split into various geographical zones, with Project W2B (of which this planning application will be part) running from Stalybridge to Geldholt Tunnel, Huddersfield. The proposed works are required to be undertaken at an earlier stage than the majority of the W2B works, in order to support the construction programme at other parts of the TRU programme. The proposed works and their interrelationship with the wider W2B project has been discussed with the Council previously as part of ongoing stakeholder engagement for Project W2B.

Network Rail (NR) usually invokes the Prior Approval process under Part 18 to Schedule 2 of the Town & County Planning (General Permitted Development) Order 2015 (as amended) (the GPDO) for new or replacement bridges, and the rest of the works would usually be permitted development under Part 8 of the GPDO. In this case, whilst the majority of the application site (the Site) lies on land which is owned by NR, a small section of the footpath to be upgraded stretches onto third party land (see Existing and Proposed GA plans) which triggers the requirement for Full planning permission.

The Application Site and Surrounding Area

The Site consists of the Moorgate Halt Level Crossing, and sections of the existing PROW (ref. 6612/6240) footpath on either side of the crossing which are to be upgraded (see the Existing GA plan). The Site is located on the western side of Uppermill, within a railway embankment. The Moorgate Halt Level Crossing currently provides the railway crossing point for a Green Lane PROW at this location. The level crossing is unmanned and is accessed via a kissing gate. The PROW is a popular route for recreational purposes. The existing footpath experiences localised flooding and the retaining walls on sections of the footpath are in poor condition.

The embankments on either side of the railway corridor feature relatively dense areas of trees and vegetation. The majority of the Site lies within the existing railway corridor away from the vegetation, albeit sections of the footpath to be upgraded extend into the vegetated areas.

The Uppermill Conservation Area boundary lies along the eastern side of the railway corridor at the Site, and thus the proposed works to upgrade the footpath on the eastern side extend into the conservation area. The Site is also located within the Green Belt.

The Ladcastle and Den Quarries Site of Special Scientific Interest (SSSI) lies to the north west of the Site. Given that this is a geological SSSI, and the Site lies outside of the SSSI impact risk zone, the proposed works will not have any impacts upon this SSSI.

Given the location of the Site within the railway cutting, which is bordered by relatively steep embankments on either side, it will not be visible from outside of the railway cutting, including from within Uppermill.

Planning History

A review of Oldham Council's online planning records has been undertaken, which has found the following planning history within the immediate vicinity of the proposed works:

- Ref. PA/340631/17 – In March 2018 an application for Full planning permission for one detached dwelling to the north east of the Site, on the edge of the railway corridor was refused planning permission. An Appeal was subsequently dismissed. The proposed development was refused due to its negative impact on the Uppermill Conservation Area.
- Ref. FUL/345685/20 – A Full planning application for one detached dwelling on the same site was submitted in October 2020, and is still under consideration according to the Council's online files.

It is not considered that either of the above applications have any direct implications for the proposed works.

The Proposed Works

As shown on the Proposed GA plans, a single span stepped access steel footbridge is proposed to replace Moorgate Halt Level Crossing, which is to be removed. The footbridge will be supported by steel columns, and sections of the stairways on either side of the bridge will be supported by precast concrete units with stone cladding on either side.

The external faces of the footbridge will be weathering steel with black painted components (see Proposed GA plans). The appearance of weathering steel will not degrade over time, and this material will require minimal maintenance. The inside face of the footbridge will however be painted green to support the amenity of footpath users given that the inside faces will be more sheltered from erosion.

The proposed bridge parapets will be 1.85 metres in height and made from solid steel. This is in order to reduce risk of direct contact with exposed live parts of the OLE to be installed as part of the electrification of the railway line, which is a key feature of the wider TRU Programme. This parapet height is in accordance with British Standard BS EN 50122 Railway

applications – fixed installations, Part 1: Protective provision relating to electrical safety and earthing.

On the eastern side of the proposed footbridge, minor regrading of the railway embankment is proposed to allow the addition of a precast reinforced concrete platform to support the footbridge and its staircase on this side. Pre-cast reinforced concrete steps with anti-slip surfacing are proposed from the concrete platform to the level of the existing footpath. Resurfacing of a section of the footpath is proposed at this location, to include a 1.25 metre long section of tarmac, and a 10 metre long section of corduroy tactile paving. Along this section of the footpath, the existing stone walls on either side which are in poor condition will be reinstated.

On the western side of the footbridge, footpath resurfacing is proposed in the form of a 1.25 metre long level tarmac landing at the base of the footbridge steps, and a 20 metre long gravel-filled trench within the middle section of the footpath. In order to address the localised surface water flooding issues which have been reported, new drainage channels (approx. 300mm in width and depth) are to be incorporated along this section of the footpath, and tied into the existing trackside drainage which will be upgraded in the railway cess.

Security fencing, comprising 2.1 metre high mesh fencing panels, is also proposed along the proposed footbridge steps and at sections of the footpath on either side, to deter railway trespassing and reduce safety risks associated with the electrification of the railway line at this location.

Environmental Social Management Plan

As part of its standard procedures, NR will produce an Environmental and Social Management Plan (ESMP), to manage the environmental and social impacts from the proposed works. The ESMP will be produced in 2022 and the proposed works will be carried out in accordance with the measures set out in it.

As set out under 'Assessment Against Key Planning Considerations' in this letter, four trees need to be removed as part of the proposed works. The removal of these trees will however be taken into account in the TRU route-wide approach to Biodiversity Net Gain, which will inform the compensatory planting to be undertaken as part of the TRU Programme. The implementation of these measures will be required as part of the measures to be included in the ESMP.

Planning Policy

National Planning Policy Framework

Paragraph 11 of the NPPF states that, at the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Chapter 9 (Promoting Sustainable Transport) states that transport issues should be considered in development proposals so that ‘opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised’, and ‘opportunities to promote walking, cycling and public transport use are identified and pursued’ (paragraph 104).

Chapter 13 (Protecting Green Belt Land) sets out at paragraph 138 that “Green Belt serves 5 purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land”.

Paragraph 147 stipulates that “inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”. Paragraph 148 adds that “‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.

Paragraphs 149 and 150 set out types of development which are not inappropriate, which includes “local transport infrastructure which can demonstrate a requirement for a Green Belt location” (paragraph 150). Paragraph 150 also requires that such developments preserve the openness of the green belt “and do not conflict with the purposes of including land within it”.

Chapter 16 (Conserving and Enhancing the Historic Environment) stipulates at paragraph 200 that “any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification”.

Chapter 15 (Conserving and Enhancing the Natural Environment) requires that when determining planning applications local authorities should refuse permission if “significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for” (paragraph 180).

Local Plan

Policy 5 (Promoting Accessibility and Sustainable Transport Choices) stipulates that all development must not “compromise pedestrian or highway safety”.

Policy 20 (Design) requires development proposals to meet a series of design principles, including inter alia: Safety and Inclusion, and Designing for Future Maintenance.

Policy 21 (Protecting Natural Environmental Assets) requires that development proposals “protect, conserve and enhance biodiversity”, and “protect and maximise opportunities for Green Infrastructure at or near to the site”.

Policy 22 (Protecting Open Land) states that “development in the Green Belt will be permitted provided it does not conflict with national policies on Green Belt”.

The supporting text to Policy 23 (Open Spaces and Sports) acknowledges that “access to quality open space is essential to health and well-being, encouraging increased physical activity and exercise and contributing to improved mental health”.

Policy 24 (Historic Environment) stipulates that “development within or affecting the setting of a conservation area, including views in or out, must serve to preserve or enhance the character or appearance of the area”. It is added that development “proposals must not adversely affect important architectural or historic features or distinctive local features or structures unless it can be demonstrated that the development brings substantial benefits to the community”.

Assessment Against Key Planning Considerations

Principle of Development

The NPPF includes a presumption in favour of sustainable development, and Chapter 9 (Promoting Sustainable Transport) of the NPPF supports developments which help to promote walking and cycling. The proposed works will upgrade an existing PROW footpath, addressing localised flooding issues in the process, and provide a safe route for pedestrians and cyclists at this location following the electrification of the railway line. The proposed works are also in connection with the established use (i.e. rail) given that they will be located in the existing railway corridor. For these reasons it is considered that the proposed works will address the aims of NPPF Chapter 9, as well as Local Plan Policy 5 (Promoting Accessibility and Sustainable Transport Choices).

The proposed works lie within the Green Belt, however paragraph 150 of the NPPF states that “local transport infrastructure which can demonstrate a requirement for a Green Belt location” is not inappropriate development in the Green Belt. The NPPF does not provide a

definition for 'local transport' in this context. Although the proposed works form part of the wider TRU Programme, they address local requirements, or more specifically the safety of pedestrians utilising the PROW at this location. The proposed works are required in this location as they relate to the existing Moorgate Halt Level Crossing, and the PROW which passes over it.

It is therefore considered that the proposed works are not inappropriate development in the Green Belt in principle.

Visual Impact

The eastern half of the site lies within the Uppermill Conservation Area, but also within the existing railway corridor. Therefore any impacts from the proposed works upon the character of the conservation area should be considered within the context of the existing visual character of the railway corridor. The Site lies within a railway cutting and the eastern bank is heavily vegetated, which means that the Site is only visible from the PROW in question and not any other part of the conservation area.

Stone cladding is to be incorporated on the retaining walls for the proposed footbridge, with a view to respecting the building materials used elsewhere within the conservation area (see Proposed GA plan). Weathering steel is to be used for the external faces of the footbridge stairs and span, with a view to minimising their visual impact. Maintenance has been identified as an issue by the relevant Network Rail Route Asset Manager at this location, and the use of weathering steel therefore addresses the risk of the visual appearance of the footbridge degrading over time and maintenance requirements will be reduced.

Due to the minor nature of the footpath resurfacing works it is not considered that they will have a material impact upon the character of the conservation area. The stone walls alongside the footpath on either side of the railway line will be retained, and restored in places which may have a positive impact.

Four trees will need to be removed to facilitate the proposed works, as set out in the Arboricultural Impact Assessment (AIA) which has been submitted with this planning application. Only one of the trees to be removed lies within the conservation area, and all of the trees to be removed are classified as low quality. For these reasons, it is not considered that the required tree removal for the proposed works will have a material impact upon the character and setting of the conservation area, or the wider area within which the Site sits.

It is therefore considered that the proposed works constitute a proportionate solution to safety issues which will be caused to users of the PROW at the Site by the electrification, and upgrade of the railway line. This is in terms of the minor visual impact from the proposed works to the conservation area, the Green Belt and the wider area in general. The proposed works will therefore be in accordance with NPPF Chapters 16 (Conserving and Enhancing

the Historic Environment) and 13 (Protecting Green Belt Land), as well as Local Plan policies 20 (Design), 22 (Protecting Open Land) and 24 (Historic Environment).

Safety and Inclusion

Level crossings represent one of the principal public safety risks on the railway. It is NR policy to seek removal of level crossings wherever possible for safety reasons. As the upgrade will introduce faster, longer and a greater number of trains along the route, including the introduction of 25,000 volts of Overhead Line Equipment (OLE), this would increase the risk at the crossing to an unacceptable level with no means of making the current crossing sufficiently safe. The proposed footbridge will enable this important recreational route to be retained at the same location, with only a 2 metre increase in length, whilst addressing these fundamental safety issues.

Due to the steep embankments at this location, and the uneven surface of the greenway PROW which passes through the Site, it would not be appropriate to provide level access via the footbridge, and therefore a stepped-access footbridge is proposed. This approach has been assessed as part of a Diversity Impact Assessment for this section of the TRU Programme. Handrails will be incorporated to assist pedestrians using the footbridge, and the inside faces of the bridge will be painted green for the amenity of its users.

The proposed bridge parapets are required to be solid, and at least 1.8 metres in height to meet NR safety standards associated with OLE. Where a railway line is electrified, protective provisions against direct contact with exposed live parts of the OLE are required in order to comply with British Standard BS EN 50122 Railway applications – fixed installations, Part 1: Protective provision relating to electrical safety and earthing. This standard has its basis in ensuring that safety on the railway delivers adequate protection for users and the public in line with the Health and Safety at Work Act 1974.

No lighting is included as part of the proposed works as there is currently no lighting along this section of the footpath. Not including lighting will also minimise visual impacts upon the conservation area, and impacts upon wildlife (especially bats). This approach has been discussed with the Council as part of ongoing stakeholder engagement for Project W2B.

For the reasons set out above, the proposed works will support the goals of Local Plan Policy 5 (Promoting Accessibility and Sustainable Transport Choices), and Policy 23 (Open Spaces and Sports).

Trees and Ecology

As stated, to enable the proposed works to be undertaken, four trees will need to be removed. One of these trees is included within Tree Preservation Order (TPO) ref.

TPO/416/01 (see the AIA). As set out in the AIA, the tree to be removed within this TPO is classed as a Category 'C' tree, meaning that it is of low quality and value.

The other trees to be removed (T21-23) are all outside of the Uppermill Conservation Area, are not protected by TPOs, and are classed as being of low value. It is therefore considered that the required tree removal for the proposed works will not cause harm to the character of the conservation area, or to the purposes of TPO ref. TPO/416/01.

There are several other trees nearby to the proposed works which lie within the Uppermill Conservation Area and/or TPO ref. TPO/416/01. As set out in the AIA, these trees will be unaffected by the proposed works, however tree protection measures will be implemented during construction to ensure that the construction works do not impact upon these trees.

As set out in the Ecological Impact Assessment (EclA) report which has been submitted with this application, the habitats within the Site are artificial hard surfaces with sparse vegetation, and those adjacent to the site are unlikely to be affected by the proposed works. The Site is not within or immediately adjacent to statutory or non-statutory designated sites for nature conservation and no such local sites are likely to be affected by the proposed works.

The Site has low potential to support common and widespread species typical of urban fringe environment including common birds and commuting bats (see the EclA). Measures to ensure that impacts to commuting/foraging bats and birds are avoided during construction will be included in the Environmental Social Management Plan, which will result in no significant residual effects with regards to protected species. Furthermore, no lighting is included as part of the proposed works, which will help to minimise impacts upon bats.

The proposed works will therefore not have any substantial impacts upon trees and ecology, and thus no on-site compensatory planting is required. Nevertheless the TRU Programme is committed to a route-wide approach to Biodiversity Net Gain, so all vegetation removal will be taken into account in a route-wide approach to biodiversity offsetting and mitigation, and this will be included in the ESMP. It is therefore considered that the proposed works are in accordance with NPPF Chapter 15 (Conserving and Enhancing the Natural Environment), and Local Plan Policy 21 (Protecting Natural Environmental Assets).

Conclusion

This letter sets out that Moorgate Halt Level Crossing must be closed and replaced by a new footbridge to meet modern safety standards. These safety considerations are now even more pertinent given the electrification and upgrade of the railway line at this location, as part of the wider TRU Programme.

The proposed works are required to ensure that the PROW at the Site can continue to be provided over the railway, ensuring continued access for users passing between Uppermill and Ladcastle Road.

The proposed works will sit within the existing railway cutting, thus minimising their visual impact. Stone cladding will be included on the retaining walls to reflect the character of the Uppermill Conservation Area, and weathering steel will be used for external faces on the bridge span to minimise its visual intrusion and ensure that its appearance will not degrade over time.

The AIA and EcIA which have been produced to support this application have found that the impacts to trees and ecology from the proposed works will be minor. The only required environmental mitigation measures for the proposed works are thus control measures during construction, due to the wider areas of vegetation nearby to the site, which will be detailed in the ESMP.

It is therefore considered that the proposed works meet identified transport, recreation and safety requirements, whilst minimising the potential impacts, in accordance with national and local planning policy. There are no other material considerations which should preclude consent from being granted for the proposal.

The requisite fee of £MG TO ADD has been paid separately by credit card.

Please let me know if you require any further information. I look forward in due course to receiving an acknowledgement that the application has been validated.

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Yours sincerely,

Michael Gradwell
Town Planning Manager

From: Charlotte Hattrell <Charlotte.Hattrell@networkrail.co.uk>
Sent: 19 May 2025 11:36
To: Karen Allott <karen@saddleworthparishcouncil.org.uk>
Subject: RE: Concerns over Moorgate Crossing

OFFICIAL

Good morning Karen,

Thank you for writing to our chief executive, Sir Andrew Haines, about the proposed works at Moorgate Halt level crossing. We recognise the strength of the Parish Council's concerns and that there are differing opinions within the community about the future of Moorgate Halt level crossing.

Our view is that the level crossing should be closed, due to changes in the railway environment and the resultant heightened level crossing user safety risk. The first change is taking place in September 2025, when new train control signals will be switched on that could result in a train standing across the level crossing. Subsequent changes to the railway environment will occur in later years when there will be a gradual increase in train services travelling at faster speeds, a result of electrification of the route.

In July 2024, Transpennine Route Upgrade scheme representatives attended an Oldham Council Highway Regulations Committee Meeting to support an application to extinguish or divert the footpath over Moorgate Halt level crossing. At this session it was explained why a footbridge was no longer considered to be a viable option. In summary, there are significant challenges in building a footbridge, primarily relating to poor access to the site, which drives up cost. Scheme proposals are assessed on a case-by-case basis balancing the benefit and providing value for public money and, in the scheme's opinion, the installation of a footbridge does not support a value for money proposition.

The scheme is proposing to enhance the nearby public footpath (FP244) as an alternative means to cross the railway in this locality, and several enhancements are planned in this area including the improvement of underfoot conditions. It should be noted that this is an existing public right of way with an existing highway interface onto Oldham Road. The current route across Moorgate Halt level crossing leads onto Ladcastle Road, and so the proposed alternative footpath (no.244) is consistent with this. We are not proposing to take pedestrians across Greenfield Railway Bridge via the 1.3 mile route. Instead, the proposed alternative footpath (no.244) is approximately 440m in length.

We're preparing to submit a Transport and Works Act Order (TWAo) application to the Secretary of State for Transport in September 2025. This is to seek the necessary consents to construct and operate the Stalybridge to Diggle (Saddleworth) section of the upgrade. When this application is submitted, we'll also be formally contacting community groups, residents and organisations to notify them that the application has been submitted, alongside clear guidance on how to make an objection, submit a representation or express support. Should the Secretary of State decide a public inquiry is required, all objectors will have the chance to present their evidence at that stage.

I hope that this information is helpful. If you have any further questions, please don't hesitate to get in touch with us using our 24-hour national helpline on 03457 11 41 41 or contact us online at [networkrail.co.uk/contact](https://www.networkrail.co.uk/contact).

Many thanks,

Charlotte

Charlotte Hattrell

Communications Manager (Transpennine Route Upgrade)

REQUEST FOR A RAIL CROSSING EXTINGUISHMENT ORDER TO BE MADE UNDER SECTION 118A OF THE HIGHWAYS ACT 1980 (INSERTED BY THE TRANSPORT AND WORKS ACT 1992).

The following questions are to be answered and the information and maps requested to be supplied by the applicant to the council which is to be requested to make the order.

FOR AUTHORITY'S USE
ONLY

File Ref: / /

Date acknowledged:

SUMMARY OF APPLICATION

Please include a plain-English summary of the reason(s) for the proposed Rail Crossing Extinguishment Order. This should clearly and succinctly show the rationale for extinguishing the route, and for raising it to the Secretary of State. This should be around 1-2 paragraphs in length and may use bullet-points.

Network Rail are applying for an extinguishment of the public footpath over Moorgate Halt level crossing on the following basis.

- The Transpennine Route Upgrade Project will electrify and re-signal the railway at this location, which will permit the delivery of an improved timetable and a more frequent train service that will travel at a greater line speed than present.
- Moorgate Halt crossing is currently an unprotected 'passive crossing meaning that there is no active warning of a train approaching. Users are required to decide themselves whether to cross by looking in both directions.
- The crossing receives a very high volume of usage. The most recent 9 day census recorded 434 movements over the crossing in 11 days, and a high proportion of this use was by vulnerable users.
- There is already a sighting deficiency when approaching and crossing from Ladcastle Road, but the high number of vulnerable users has meant that a temporary speed restriction is in place over the crossing, to mitigate this risk.
- The TRU Project will increase the current line speed and improve the frequency of services on the network, and the full benefit of the TRU Project cannot be achieved with a temporary speed restriction in place.
- In addition, as part of the re-signalling of the line, there will be an additional signal installed close to the crossing that will result in trains stopping and fouling the crossing when the signal is at red.
- All available mitigation measures have been considered and discounted where they are not technically feasible. The only viable option at the crossing is closure.

1. RAIL CROSSING TO BE EXTINGUISHED

- (a) Name and location of rail crossing (including reference and parish or district in which it is located).**

Moorgate Halt level crossing on MVL3 at 13m 26c and located between Moorgate Street and Ladcastle Road, Uppermill OL3 6DE. Grid Reference SD994056

- (b) Name(s) and number(s) of any footpaths and/or bridleways leading to the crossing to be extinguished. (Indicate whether footpath or bridleway.)**

Footpath 209SADD at the railway boundary fence at approximately SD994056 – fingertip.chatting.pouting (w3w), in a northerly direction for approximately 18m, then crossing the railway for approximately 11m, and then continuing in a northerly direction for another 11m to the railway boundary at approximately SD994056 – expiring.taker.river (w3W)

- (c) Length in metres of any path or way to be extinguished.**

Approximately 42.5m in total.

- (d) Description of length of any path or way to be extinguished by reference to terminal points shown on a map to be supplied and attached by the applicant which must be to a scale of not less than 1:2500 or, if no such map is available, on the largest scale readily available.**

From point A over unregistered land to point B on land within the ownership of Network Rail. Please see Map 1 (2024).

- (e) List the name(s) and address(es) of the owners, lessees and occupiers of the land on either side of any path or way to be extinguished.**

The land that the line of footpath 209SADD follows is unregistered but is recorded as having been a full public highway historically. This is now considered to be a Restricted Byway. The land between the railway boundary is also unregistered but is owned by Network Rail.

- (f) Have you obtained the written consent of every person having an interest in the land over which any path or way to be extinguished passes: in so far as such consent is needed?**

See previous.

- (g) Are you prepared to enter into an agreement with the council in accordance with section 118A(5)?**

Yes.

- (h) Give reasons for the proposed extinguishment or the rail crossing (use separate sheets if necessary). Include information about:**

- (i) the use currently made of the existing path, including numbers and types of users, and whether there are significant seasonal variations, giving the source for this information (any circumstances preventing or inhibiting such use must also be mentioned);

Moorgate Halt level crossing is located between Greenfield and Marsden stations on the edge of Uppermill village on the Huddersfield to Manchester railway.



Ariel view of Moorgate Halt LC



Ordnance Survey Map view of Moorgate Halt LC

The approach to the crossing on the east from Uppermill village centre is from Moorgate Street, up a steep narrow track to the railway boundary, then through a pedestrian gate to reach the decking.



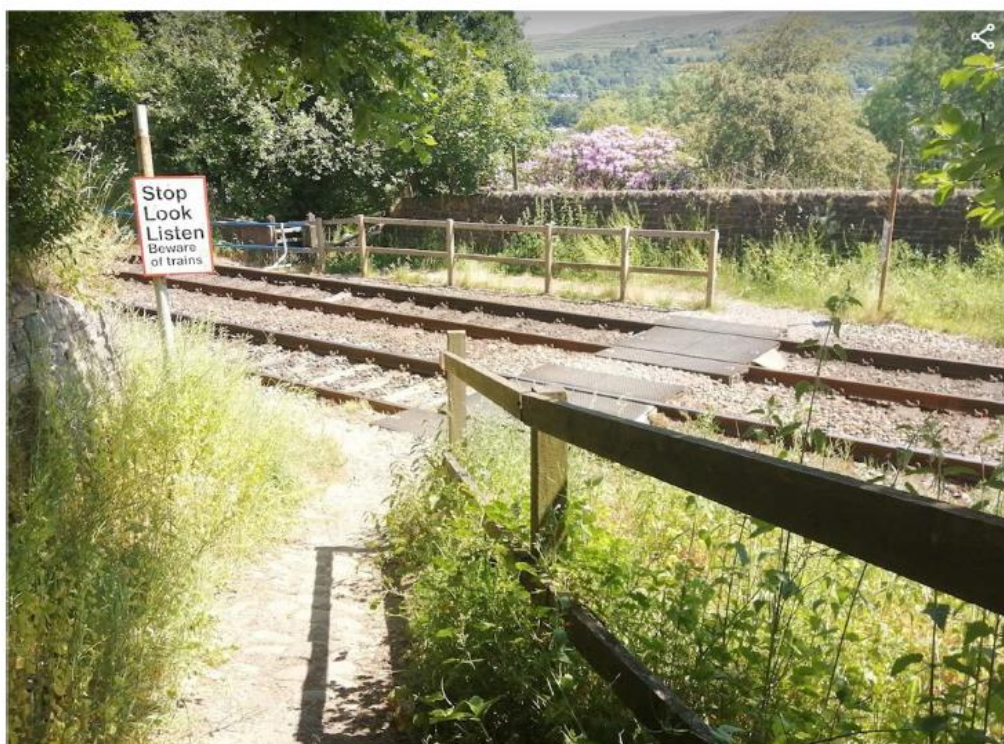
View of approach (looking towards Moorgate St, and pedestrian gate at railway boundary)

The approach to the crossing from west, from Ladcastle Road, is down a steep track, partly surfaced, through a wooded area, then a narrowed section down to the railway boundary and pedestrian gate.



View of approach down to crossing with pedestrian gate and signage at crossing

On entering through the gates either side, there is fencing that directs users to the decking to cross and signs to inform users to stop look and listen before crossing. There are also whistle boards located in each direction to prompt train drivers to sound their horns to alert users of an approaching train.



View of crossing from west approach showing fencing and signage on either side of the crossing

A census was conducted at the crossing between 25th March and 4th April 2022, which recorded 434 pedestrian movements across the crossing. The breakdown of usage is as follows:

- 418 adults
- 8 unaccompanied children
- 8 accompanied children
- 82 dogs on a lead
- 2 dogs not on a lead
- 2 cyclists

There was a high number of users classed as vulnerable and 6 of the crossings were between the hours of midnight and 06.00hrs.

In addition, there is a long history of misuse at this crossing. There are 36 reported incidents in total dating back to 1994, including 3 fatalities. All of these incidents are detailed in the accompanying Impact Risk Assessment.

- (ii) the risk to the public of continuing to use the present crossing and the circumstances that have given rise to the need to make the proposed order;

Whistle Boards and Night-Time Use

Whistle Boards place the onus on the train driver to sound a warning which can sometimes lead to either no warning or inconsistent warning times. Furthermore, during the night-time quiet period (NTQP) which is between 00.00hrs and 06.00hrs, drivers are no longer able to sound their horns, so no warning is given to any users who may be crossing between those times. During the last census, 6 pedestrians during an eleven day period were seen to cross during the night-time quiet period.

Normal passenger services run between 06.00 and 22.00hrs, but freight trains run through the full 24 hour period over this crossing. This can fluctuate depending on operational requirements and will increase to 15 once the line upgrade is complete.

Along with the increased line speed, much quieter and more frequent trains will travel over the crossing as a result of the electrification of the line. In addition to the already secluded location of the crossing that has no ambient lighting, this results in a significant increase in risk to users of the crossing.

Sighting

Sighting time is the amount of time in seconds from which the full front of a train is visible to a user to its arrival at the crossing. For sighting to be compliant, the time that it takes to cross from one side of a crossing to a place of safety on the other side should be less than the sighting time of the fastest train.

At Moorgate Halt, for users crossing from west of the railway, the sighting when looking for trains approaching from the direction of Greenfield is significantly less than the minimum 330m required at just 286 metres. This gives users 1.51 seconds less to cross safely. There is currently a speed restriction from 65mph to 55mph in place to mitigate this.

The upgrade to the line will only be achieved by electrification allowing an increase in line speed. Based on an increased line speed up to 80mph, the minimum required sighting will be 406m. This will further increase the deficiency where it will be short by 120 metres giving users 3.35 seconds less than the required time to cross.

Second Train Coming

At Moorgate Halt level crossing, there is the possibility of a second train passing on the other line within 20 seconds of the first train. This poses a significant risk to users where the second train may be hidden from view for several seconds both whilst the first train passes and for several seconds afterwards. Also, the noise from the first train can mask the sound of the second train.

Signal Positioning

The re-signalling and electrification of the line at this location to facilitate the upgrades to the network will involve the installation of a new signal in close

proximity to the crossing. When trains stop at a red signal, they will stop over and block the crossing. This introduces a significant risk to users, who will not be prevented from entering the crossing because it is unprotected.

This may encourage people to either pass beneath the standing train, or to walk down the track to the end of the standing train, in order to cross the line. Not only does this pose a significant risk, as explained above, the chances of a second train passing are high at this location, and they may not see the approaching train.

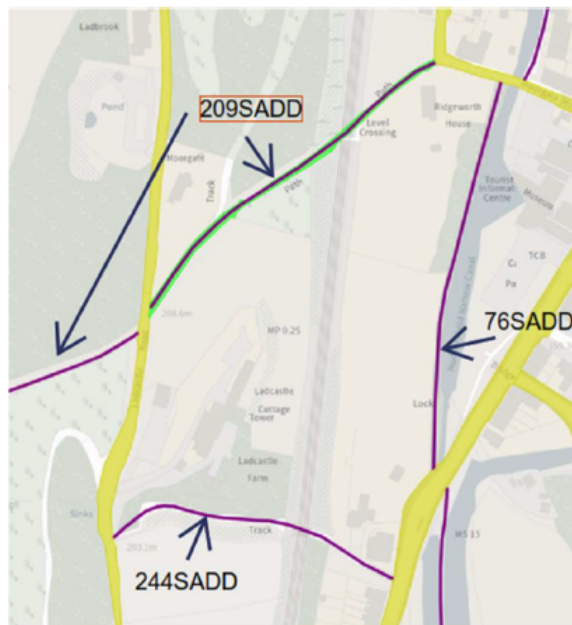
Other risk factors

At this location at certain times of the year there are issues with visibility due to fog and equally at other times of the year sun glare, that both impact the ability of users to see approaching trains.

With all of these factors taken into account and inputted into ALCRM, the risk ranking of the crossing increases significantly from its current risk score of a C4 to that of a B3. This equates to an 80% increase in risk to users of the crossing.

- (iii) **the effect of the loss of the crossing on users, in particular whether there are alternative rights of way, the safety or these relative to the existing rail crossing, and the effect on any connecting rights of way and on the network as a whole;**

Below is an overview of the current rights of way network near to Moorgate Halt LC. Footpath 209SADD can be seen stretching from Moorgate Street on the east of the railway to the other side of Ladcastle Road on the west. The application will seek to extinguish the section highlighted green between Moorgate Street and Ladcastle Road.



Footpath 76SADD provides a route between Moorgate Street and Oldham Road to the south of approximately 43m. This a pleasant route that takes users along the Huddersfield Narrow Canal, where once on Oldham Road, they can link into footpath 244SADD after a short distance of approximately 26m.

Footpath 244SADD stretches between Oldham Road and Ladcastle Road for a distance of approximately 173 metres, beneath railway underbridge 29 and through the former Wickens Quarry. Bridge 29 was constructed by the railway company to give private access to the quarry, and the public right of way has been claimed since then.

On the east side of the railway the land upon which the route passes is unregistered, but on the west beyond the bridge is privately owned. The route is steep beyond the bridge and the surface uneven in places. Towards the higher end, there is a set of stone steps that takes users up to the adopted highway that is Ladcastle Road.



View looking up to Ladcastle Road and down the steps from Ladcastle Rd

The route is passable, but could be difficult for some users, and Network Rail have agreed that some work could be undertaken to improve the route somewhat – although the extent of this is not yet agreed with either the landowner or the Highway Authority.

Network Rail appreciate that Moorgate Halt is a heavily used crossing that provides a vital link into the centre of the village for residents along Ladcastle Road, as well as leisure users such as walkers, runners, and cyclists. We also recognise that alternative path through the former quarry is currently not ideal to be used in lieu of that at Moorgate Halt.

However, it is hoped that with some improvement works to footpath 244SAD, this would make the route more accessible for potential users. The small section of road that would need to be used between the canal towpath and the beginning of

244SAD on Oldham Road is already public highway with a footway for pedestrians, and as mentioned previously, Ladcastle Road is also an adopted public highway.

Network Rail believe that this route in lieu of that at Moorgate Halt, with some improvement works would provide a much safer method of crossing from one side of the railway to the other.

(iv) the opportunity for taking alternative action to remedy the problem such as a diversion, bridge or tunnel, or the carrying out of safety improvements to the existing crossing;

The enhancement to the railway at this location including new signalling and electrification involves new signal positions and stanchions to support the overhead line equipment (OLE). This will affect the options that are available at this crossing. The various options are considered below

Pedestrian Underpass

This would remove the risk at the crossing entirely, but due to the steep approaches and ground conditions at the location, it presents considerable Civil Engineering difficulties. Any such structure would have to be constructed considerably deeper than is usual, creating long gradients either side for the approaches. This would require a considerable amount of land take, it would potentially be susceptible to flooding and because it is an underpass, this often attracts anti-social behaviour issues.

VAMOS

This is an overlay miniature stop light (MSL) system that does not require integration into the signalling system, but instead uses a treadle on the rack so that when a train passes and strikes the system, the warning lights will show red warning users at the crossing not to cross. Once the train has passed, the lights will show green again, informing users that it is safe to cross.

However, it is not possible to install this system at this location due to the new signal positions which are within the 'strike' point, meaning that a train could be held at the signal whilst the light system is showing red. This would switch the system into 'dark mode' with no lights being shown at all. Users at the crossing would not know if it was safe or not to cross, and this further increases the risk.

MSL's (integrated)

This system is similar to VAMOS but is integrated into the signalling system, and at this location, due to the new signalling, it is not technically possible to install this system at this location.

Permanent Speed Reduction and keep the crossing 'as is'

There is currently a temporary speed restriction in place at the crossing to mitigate the deficient sighting from one side. The goal of the Transpennine Route Upgrade Project is to enhance the railway at this location and deliver a faster, quieter, more

efficient and frequent train service for the public. Permanently reducing the speed limit over the crossing, is incompatible with the aims of the Project.

After the enhancements are complete the risk to users at the crossing will increase by 80%. There will be an increase in the line speed, deficient sighting for users due to the position of stanchions on the railway to support the OLE, and the position of new signals that will result in trains having to stop on the crossing and block the public footpath.

Pedestrian Overbridge

The option of a pedestrian overbridge was the first choice of the Transpennine Route Upgrade Project, however, upon exploring this further, it has become evident that delivering this is not feasible at this location.

The railway corridor at this location is very narrow, and because of this, platforms would need to be constructed to protect the piers of a bridge where they would fall within a collision protection zone. In addition, the erection of a footbridge would block the signal sighting for oncoming train drivers. There are 3 signals in the vicinity of the bridge, two of which cannot be moved as they protect train movements over the new junction. The third cannot be moved because this would impact the signals further along the line

Any bridge would have to be high enough to clear the OLE, and this would mean the construction of a large bridge that would impact the amenity, especially for the lineside neighbours immediately adjacent to the railway. Additionally, access would be required to their land in order to construct the footbridge.

It is not possible to move any proposed footbridge slightly either. The geography of the location near the crossing is complex and any re-location would still affect the signal sighting.

Furthermore, other Civil Engineering issues have arisen such as recent ground investigations at the proposed location of a pedestrian overbridge, have found that the piling of the bridge would be required. This has significantly increased the costs for delivering a footbridge.

Extinguishment of footpath over the railway

After careful consideration of the possible measures available, the only remaining viable option to close the crossing is the Extinguishment of the public right of way. There are alternative nearby public footpaths that can be utilised by people wishing to cross from one side of the railway to the other, that with some improvements would provide a much safer alternative. This has been discussed in previous sections of this document.

(v) the estimated cost of any practicable measures identified under (iv) above;

Section 10 of the accompanying Impact Risk Assessment explores fully the use of the Gross Disproportionality Test to be able to produce a cost benefit analysis of the feasible options, not all of which are suitable for this location in any case. However, the costs are as follows;

Pedestrian Underpass	£2,500,000
VAMOS	£500,000
MSL's	£1,200,000
Speed Reduction	£u/k
Pedestrian Footbridge	£3,000,000
Extinguishment of path	£25,000

- (vi) the barriers and/or signs that would need to be erected at the crossing or the point from which any path or way is to be extinguished, assuming the order is confirmed.

Extinguishment of the public right of way would be from its junction with Moorgate Street on the east of the railway to its junction with Ladcastle Road on the west side of the railway. Please see Map 1. The gates at either side of the crossing will be removed and replaced with appropriate fencing and all crossing furniture and signage removed.

2. NAMES AND ADDRESSES OF PUBLIC UTILITY UNDERTAKERS IN AREA (whether or not their apparatus is likely to be affected):

- (a) Public gas supplier - Cadent Gas Ltd 0800 688 588 or plantprotection@cadentgas.com
- (b) Public electricity supplier - Electricity North West, 304 Bridgewater Place, Birchwood Park, Warrington WA3 6XG – 0800 195 4141
- (c) Water undertaker - United Utilities, Haweswater House, Lingley Mere Business Park, Gt Sankey, Warrington WA5 3LP – 0345 026 8989
- (d) Sewerage undertaker – as above
- (e) Public telecommunications operator - British Telecom – 0330 1234 150

3. MAPS AND PLANS

List or insert all maps and plans accompanying this request giving details of their scale and content. In addition to the map mentioned in paragraph 1(d), this must include a map of a scale not less than 1:25,000 or, if no such map is available, on the largest scale readily available, showing the crossing and any paths or ways to be extinguished (represented by a bold continuous line), and any connecting paths or ways, within the context of the general rights of way network. The map should show a breakdown of existing and new routes into clearly labelled sections (e.g. A-B, B-C). Information about local landmarks or features, junctions with other highways or any other information that would assist with orienting the description in the Order would be welcomed.

Map 1 (2024) – MVL3 13m 26c Moorgate Halt LC – s.118A Rail Crossing Extinguishment Order

4. OTHER INFORMATION

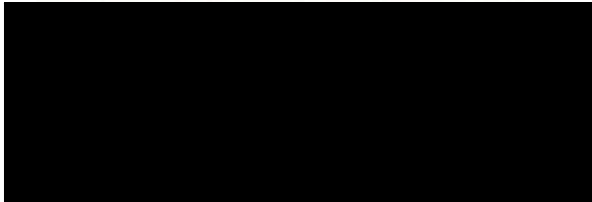
Please refer to the accompanying document the Impact Risk Assessment for further detailed information.

DECLARATION

I/We

- (a) understand that no authority for the extinguishment or obstruction of any path or way in this itchiest is conferred unless or until a Rail Crossing Extinguishment order has been confirmed and come into force;
- (b) request that a Rail Crossing Extinguishment order be made to stop up the crossing and any path or way described in Section 1 above; and
- (c) declare that, to the best of my/our knowledge and belief, the factual information included in this form is correct.

Signed:



Name in Capitals: VICKI BENTLEY

On behalf of (name of railway or tramway operator): Network Rail

Address: Network Rail, First Floor, Square One, 4 Travis Street, Manchester M1 2NY

Position held: Liability Negotiations Adviser

Date: 4th August 2023

Please note the council will need all relevant information to enable them to proceed.

MVL3 13m 26c Moorgate Halt LC:
Additional Information to support an
application to extinguish or divert footpath
209SADD over Moorgate Level Crossing

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1. **Introduction**

- 1.1. On the 4th of August 2023 an application under s.118A Highways Act 1980 was submitted to Oldham Council for the proposed extinguishment of footpath 209SADD between its junction with Moorgate Street and Ladcastle Road. The application proposed no replacement footbridge and footpath 244SADD was identified as an alternative route to safely cross beneath the operational railway. It was recognised that some improvement work may be required.
- 1.2. After confirming receipt of the application, the Public Rights of Way Officer asked for a meeting to discuss the application, and this was held on 14th August 2023 (via Teams with PROW and Liability Negotiations Adviser). The Officer stated there was not enough information within the application and supporting documents, to enable him to decide whether to make an Order.
- 1.3. The Officer had shared the application and supporting documents with representatives of local user groups including, The Ramblers, The Wednesday Walkers and the Peak and Northern Footpath Society. These groups expressed some concerns over the reasoning given by Network Rail on why they did not propose to replace the crossing with a footbridge. The provision of a footbridge had been previously proposed by NR in earlier consultations.
- 1.4. A further meeting was arranged on site for Friday the 25th of August and those in attendance included:
 - Liam Kennedy – Rights of Way Officer Oldham Council
 - Kevin Lawton – Representative of the Wednesday Walkers
 - John Walton – Representative of the Ramblers
 - Vicki Bentley – Liability Negotiations Adviser Network Rail
 - Stephen Sherlock – Senior Project Engineer Network Rail
 - Calum Gardner – Scheme Project Manager Network Rail
- 1.5. The result of this meeting was that Network Rail were asked to provide some further information to support their claims that a footbridge cannot be installed. This requirement revolves around the following areas of concern:

- Why Network Rail have changed their minds about building a footbridge.
 - The matter of a bridge blocking new signalling arrangements – as expressed in the s.118A application.
 - The added requirement of platform to protect any structure and the escalation in costs associated with this design – as expressed in the s.118A application.
 - Lack of exploration as to a possible diversionary route beneath underbridge 30 to the north of the crossing.
 - The details of geographical complexities that are referred to in the s.118A application.
- 1.6. The purpose of this report is to address the concerns raised and to provide the additional information that has been requested. The content has been collated from various individuals that have been and still are involved directly in the ongoing project and will explore the history of the investigations and decisions made in relation to the crossing.

2. National Level Crossing Risk Reduction Programme (NLCRRP)

- 2.1 This programme pre-existed prior to the Transpennine Route Upgrade Project (the current project that will affect the crossing) and was an agreed programme with the Office of Rail and Road that sought to achieve a 25% risk reduction at level crossings. This was to be achieved by way of closures and replacements with either an Extinguishment/Diversion of the PROW or the installation of footbridges where appropriate.
- 2.1 In 2015 Moorgate Halt Level Crossing was identified as a high risk crossing that fell within the remit of the of the NLCRRP and feasibility study was undertaken to explore the options for closure at Moorgate Level Crossing. It incorporated a Diversity Impact Assessment and also explored the alternative routes through Bridge No.30 to the North and Bridge No.29 to the South.
- 2.1 The conclusions of the feasibility study were that the construction of a replacement footbridge at this location would be extremely complex. It concluded that the alternative routes should be explored

further, but it is not known if the conclusion was followed through, but clearly the level crossing remained.

3. The Transpennine Route Upgrade (TRU)

- 3.1. The TRU Project covers the railway between Manchester and York and aims to improve the service by upgrading the line, signalling, and stations. By 2017, the Project had been established and another feasibility study was conducted into the construction of a footbridge to replace Moorgate Level Crossing.
- 3.2. The conclusions of this feasibility study were that the TRU Project should pursue the installation of a stepped footbridge to replace Moorgate Level Crossing. The development of this option then took place, which explored the solution in greater detail.

4. Diversity Impact Assessment (DIA)

- 4.1. The Public Sector Equality Duty (PSED) is a legal duty under the Equality Act 2010 for any public sector organisation to consider the impact of any proposed work that would affect people, to ensure they don't discriminate against those people with the protected characteristics as defined in the Act. NR discharges this duty by the provision of a Diversity Impact Assessment (DIA).
- 4.2. In 2021, a DIA was undertaken by the TRU Project, and this was sent out to various groups for consultation including Oldham Ramblers, Oldham Council public rights of way team and their planning officers. Many groups did not respond, but Oldham Ramblers and Oldham Council both agreed that in the interests of public safety a replacement bridge would be the most appropriate solution. The Ramblers went further with their preference for a ramped structure.

5. The Narrative Risk Assessment (NRA)

- 5.1. In 2022, an NRA assessed various mitigation measures and whether they could be deployed at the crossing, to make the crossing safe. This document is produced by the Level Crossing Manager (LCM) who is the Safety Risk expert within Network Rail for managing the

risk at level crossings. The NRA was used by the TRU Project team as part of their optioneering process at Moorgate LC.

- 5.2. NRAs are produced by the LCM to assess the risk at the level crossing, but they do not consider related factors such as adjacent land ownership, geographical or environmental complexities, ancillary costs for the construction of a bridge or the engineering difficulties that may hinder construction etc.
- 5.3. The LCM explored various mitigation measures which included the installation of Miniature Stop Lights, which would allow the crossing to remain whilst providing a visual indicator to users that it was safe to cross. These could reduce the risk by circa 76%, and they must either be integrated into the signalling system or overlaid onto the signalling system where permitted.
- 5.4. Integrated MSL's cost circa £1.2Million, but despite the obvious safety benefits, this option did not perform well in the cost-benefit analysis (CBA) conducted by the LCM. The cost incurred, significantly outweighed the realised benefit.
- 5.5. Overlay MSL's cost circa £250,000 and performed much better in the CBA and the LCM recommended that this option be considered as part of the larger TRU Project. However, as the TRU Project developed and the proposal for bi-directional lines emerged, it became apparent this recommendation could not be delivered. Overlay MSL's cannot be used on bi-directional lines where there is a train turnback, or where a train may be signalled to stop over a level crossing.
- 5.6. The LCM also referred to the possibility of alternative diversionary routes, which again scored well in the CBA, but these would need to be explored further by the TRU Project team where they fall outside of the NRA remit.
- 5.7. Although the LCM also considered the installation of a footbridge to replace the crossing, this too did not score well on the CBA. Again, the LCM recommended the option be explored further by the TRU Project, where any alternative diversionary routes would not be feasible.

- 5.8. The TRU Project, in line with the DIA, decided that the most suitable option that could be delivered, would be a stepped footbridge. Planning permission for the proposed structure was granted in August 2022 (FUL/349203/22). Drawing 151667-TSA-26-MVL3-DRG-T-LP-040003 Revision PO3 was submitted as part of the planning application and shows the arrangement of the proposed footbridge.
- 5.9. However, prior to the DIA being signed off and published, as they moved through the Design stage, the TRU Project identified some major difficulties in delivering the construction of a bridge. These difficulties could not be overcome and resulted in the option being discounted. These are now explored in the following sections.

6. Signalling

- 6.1. Near Moorgate Halt, there are new crossovers being installed on the track which will allow trains to pass from one line to the other, so that both lines become bi-directional. This requires new signalling to be installed to protect the train crossovers.
- 6.2. Signal SL4701 on the downside and signal SL4703 on the upside will be situated approximately 20 metres from the crossing, meaning that when trains stop at either, they will straddle the crossing. This was one of the main drivers for the installation of a footbridge and formed part of the safety case that has been put forward for the closure of the crossing, where it is unacceptable to have a train straddling a level crossing.
- 6.3. The signals cannot be moved for the following engineering reasons:
- They are required in these specific locations to protect the track crossovers.
 - The crossovers cannot be moved because of the curvature of the track.
 - The line bends to the left on approach to signal SL4701, and if it was moved further towards Stalybridge, it will not be seen by the driver.
 - Railway Signals need to be regularly spaced and moving them would make them non-compliant with Signalling Standards.

- Moving the signals would have an operational impact for trains changing direction and would delay junction times, impacting the proposed timetable and making it unworkable.

6.4. It was originally thought the construction of a footbridge would block the train drivers' view of the signals. This was one of the reasons that a footbridge had been discounted in the s.118A application. However, it has now been confirmed that this is no longer the case. The construction of a new footbridge would not have a detrimental effect on the new signalling at this location, but there are several other issues which are still relevant.

7. A unique design for the bridge

7.1. There are some environmental constraints that make the design of this footbridge unique. The site footprint for the footbridge is limited and pushes the footbridge to sit within the required 4.5 metre collision protection zone. This means a more robust design is required to ensure that the bridge columns are sat outside of this zone, so the footbridge is protected in the case of a derailment.

7.2. To mitigate this a raised platform would need to be constructed, designed to resist robust kerb loading. The alternative to this is a mass concrete bridge structure which would be more expensive, more intrusive, and even more difficult to construct in the limited space available.

7.3. This issue was raised on the 25th of August meeting and was a point that the user groups asked for more detail on. It was suggested by them that this platform had not been discussed before and that it was not detailed on the design drawing that have seen. However, this platform can be seen on the Drawing 151667-TSA-26-MVL3-DRG-T-LP-040003 Revision PO3 that was included in the application for planning permission. This leads us onto the issues that have since arisen since the first proposals were put forward.

8. Building Requirements

8.1. In brief, the construction of a footbridge on the site of Moorgate LC consists of the following:

- The construction of a reinforced in-situ concrete ring beam along with a precast L-Wall robust kerb platform and precast concrete stairs (South Side) 32 no units between 2-9 tonnes each.
- The construction of a mass-fill in-situ foundation dug systematically to avoid possible collapse of the existing drystone retaining wall (North Side).
- The installation of 21no 13m deep 300mm diameter in-situ reinforced concrete bored piles (case).
- In-situ pile caps and a 12m steel footbridge structure and approach staircases.
- 3no GRP/ Steel Staircases, Hand railing (circa 30m).
- Stonework cladding of concrete L-Walls.
- Installation of GRP Palisade fencing.
- Infilling of the ring beam structure.
- Assumed craneage is AC55 Rail mounted Crane.
- Surfacing and drainage outlets.

9. Ground Conditions

- 9.1. Ground investigations were conducted in the vicinity of where the proposed footbridge was to be constructed. The result of these complex investigations has shown that there would be a need for piled foundations for any bridge. As discussed under access, this is a difficult location to access with a piling rig, driving night-time working, and extending the construction programme.
- 9.2. In addition, to the Ladcastle Road side of the bridge, there are concerns over the stability of the existing stone walls which line the foot path. This drives the needs for temporary support to the walls and more complex construction sequencing to install the foundations.

10. Accessibility

- 10.1. Moorgate footpath level crossing is in a remote location north of Uppermill Village. It is accessed via public footpaths from Den Lane and Ladcastle Road. Both of these roads are narrow with limited access for construction vehicles. The footpath is narrow and in poor condition, and the area of works is cut into an embankment, with limited access to where the structure would be.
- 10.2. The key aspect to this works is logistical planning in order to transport materials from the nearest access points onto Road-Rail-Vs and Trailers (1.8km West) with plant and equipment along the railway. Access is limited to rail due to the constraints on the road network, the topography, and the distance from the road networks. This drives all construction to be completed at night, during railway closures known as possessions, which incur additional costs.
- 10.3. The materials required for the construction of a footbridge include wet concrete, piles, precast concrete sections, and steel bridge sections. For wet concrete, there is no feasible location to deliver concrete other than by rail or by using a concrete pump under road closure sited on Ladcastle Road. This will require long pipelines to reach the foot crossing, plus the requirement to install pipes running

under the railway. This creates risk due to the requirement of line blockages which makes the method undesirable.

- 10.4. To deliver concrete by rail, means we need to open concrete batching plants over night at additional costs, and use specialist plant to transport the concrete. This also requires additional time due to the limited working windows within possessions.
- 10.5. With regard to the required piles, the piling rig will also need to be delivered to site by rail. This is difficult due to the size of the required rig, and again it would only be able to work under possessions, driving the need for noisy piling works to be completed over night.
- 10.6. For precast concrete, – again deliveries must be made by rail and again this drives the need to work at night so that it is in line with line possessions and blockages. It is the same for the delivery of steel bridge sections, which will need to be carried on specialist trailers by track.
- 10.7. The methods described here for the delivery of materials to the site with limited accessibility has contributed towards the escalation in costs because it is more complex and prolongs the programme significantly.
- 10.8. In addition, the footprint of the footbridge takes up all of the available space and drives the need to remove the existing boundary between the adjacent house and the railway. Access to the garden will be required for construction, with the boundary wall reinstated on completion. Also, during construction, the footpath will need to be closed to the public for a minimum of 8 months.
- 10.9. Overall, access must be via track for all of the construction, resulting in a longer than normal programme, and a large amount of night working. Due to limited rail access points in the vicinity, access will need to be created off Oldham Road, near Greenfield Station and this will involve a prolonged road closure.

11. Construction Costs

- 11.1. A footbridge to replace a foot crossing normally has a budget cost of circa £1.8Million. The additional constraints and design issues discussed above result in this footbridge being estimated to cost circa £3.5Million.
- 11.2. A breakdown of costs that was drafted during the detailed design stage for the proposed footbridge, estimated the costs for labour, plant, subcontractors, and materials at approximate total of circa £2.3M and estimated to rise to more. This can be broken down as follows.
- 11.3. The labour costs consist of the use of specialised persons such as machine banksman, lift supervisors, skilled operatives, and several other supporting functions, over approximately 80 shifts, at an estimated cost of £771K.
- 11.4. The works will involve a selection of specialist equipment as described previously as well as site cabins and associated facilities at a total estimated cost of £467K.
- 11.5. The site and works would also require the use of various subcontractors to supply items such as scaffolding, security and the removal of waste materials, which was calculated to cost approximately £930K. However, it was estimated that this was likely to rise significantly due to the added requirement of a specialist piling technique that allows for the process in restricted access sites and the location of the proposed bridge at Moorgate.
- 11.6. The materials required for the bridge include pre-cast concrete, steel, rebar and type 1 MOT, at a total estimated cost of £216K.
- 11.7. These estimated costs do not include the costs of the required temporary occupation of adjacent land or its possible permanent acquisition. Therefore, the total will be significantly higher and when these are costed in, the total costs will be circa £3.5M.

12. Managing Public Money

- 12.1. As well as promoting safety, as the operator and owner of the national rail infrastructure, Network Rail as an 'arms'-length Government body, has a statutory duty and a critical role to play in improving railway efficiency, whilst giving due consideration of spending public money in operating the railway. Under its operating licence Network Rail is required to act in accordance with the duties and responsibilities in running, maintaining, and developing railway infrastructure. This would include the provision of bridges to replace level crossings where enhancements affect the safety at a crossing. This licence is granted under Section 8 of the Railways Act 1993.
- 12.2. It incorporates a series of codes, protocols and guidelines under which Network Rail must operate, which in part relates to operational efficiency and public expenditure. Operational efficiency incorporates the justification of spending public money against the ongoing maintenance and enhancement of the railway. It is therefore reasonable for Network Rail to scrutinise the cost-efficiency of any proposals and have due regard for the need for railway operational efficiency.
- 12.3. At this location, the initial proposals for the construction of a pedestrian bridge, seemed perfectly plausible as a suitable solution and one that was concluded to be the most suitable option in the Diversity Impact Assessment. However, as the optioneering process has progressed and a more in-depth design has been sought, it has become apparent, that the construction of a bridge at this location would be extremely complex, and unfortunately this has increased the costs significantly.
- 12.4. Disproportionate expenditure is contrary to Network Rail's financial and efficiency objectives under its Licence, and we are therefore strongly of the view that it is no longer feasible to construct a pedestrian bridge in place of Moorgate Level Crossing, and that other alternatives must be explored.

13. Sustainability and the Environment

- 13.1. The site sits on the edge of a Special Area of Conservation on what is considered to be greenbelt land, and adjacent to Uppermill town which is also considered to be a Conservation Area. It is also just south of the Site of Special Scientific Interest (SSSI) of Ladcastle and Den Quarries, although the proposed works did not directly affect this area.
- 13.2. In 2022 an independent Arboricultural Impact Assessment (AIA) was commissioned which explored the impact of the proposed construction of a pedestrian footbridge on the immediate area around Moorgate Halt LC and the trees within it. It used the General Arrangement Drawing to assess the impact on the surrounding trees, the results of which were that four trees would need to be removed completely whilst a significant number of others would require extra protection during the proposed works.
- 13.3. The inclusion of Construction Exclusion Zones around some of the trees to be retained has an impact on the proposed works, where access by plant and machines is extremely limited. The assessment outlined how the smallest plant possible would need to be used in close proximity to any trees to avoid any damage to them or their canopies, with careful pre-planning required for any site operations.
- 13.4. Other precautions listed included the restrictions on the storing of materials beneath any trees, such as oil, cement or solvents that could be injurious to a tree, and that these should be stored at least 5m from the edge of the canopy of any tree. In addition, any permitted work carried out on any trees would have to be done at the appropriate times of year (outside of bird nesting season) and in line with any planning permission that would be required to fell trees.
- 13.5. All of these measures all have implications for the project and proposed works in terms of both time and the additional cost in fulfilling the recommendations as set out in the AIA.

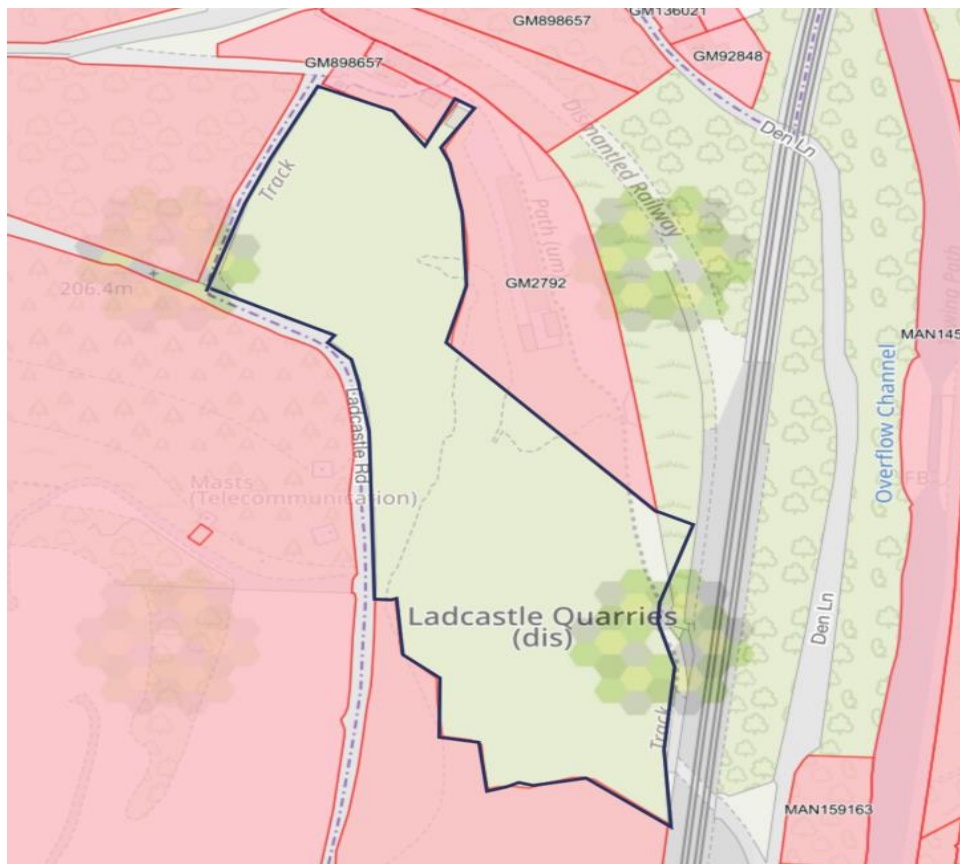
14. Alternative Route through Bridge No.29 to the South of Moorgate Halt LC

- 14.1. This option has been heavily explored previously but at the meeting on 25th of August 2023, this option was discounted as being unsuitable.

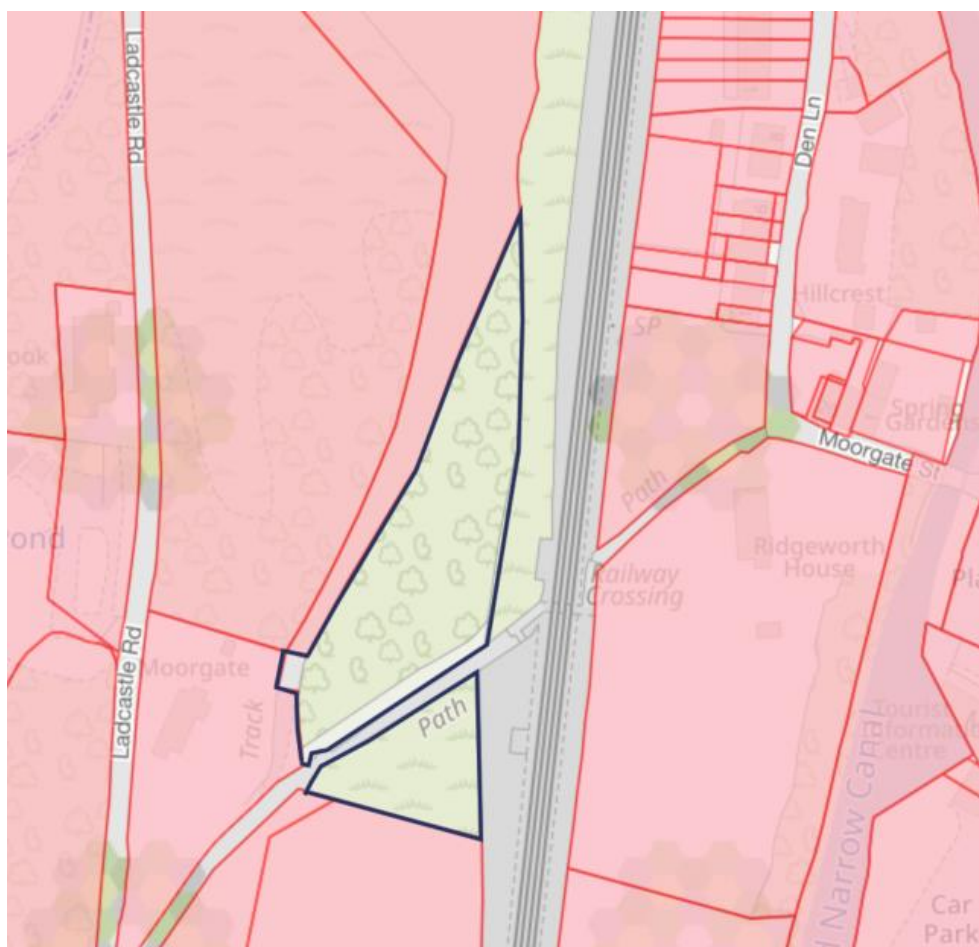
15. Alternative Route through Bridge No.30 to the North of Moorgate Halt LC

- 15.1. At the on-site meeting held on 25th August, the PROW Officer stated that he wished Network Rail to re-visit the possible diversionary route through Bridge 30 to the north of Moorgate LC. This seems like a plausible alternative should the level crossing be closed, but it is not without its own difficulties.
- 15.2. Bridge 30 is an underbridge approximately 360m from the crossing (directly north up the track) and is owned and maintained by Network Rail. It currently does not accommodate a public right of way, although it is clearly used by members of the public as part of a wider network of both recorded and unrecorded footpaths in the vicinity. Upon closer investigation of this route, it has become apparent that it is not possible to create a public right of way entirely on land within Network Rail ownership, and therefore any path would have to traverse at least 3 different land ownerships, and we would require landowner consent to dedicate a way over their land to accommodate a public right of way.
- 15.3. One of the parcels of land that would be affected is registered with the Land Registry, as MAN181042. Network Rail have spoken to the owner, who is potentially open to the idea of the diversionary route traversing his land, although further negotiations would be required in terms of upgrading the route and potential compensation payable etc.
- 15.4. Network Rail have also identified three unregistered parcels of land that would be affected. The first is immediately south of GM2792 and adjacent to bridge 30. The owners of GM2792 are Petsville Cattery and Kennels have confirmed ownership of this parcel and are open to the idea of the current unrecorded path becoming a

public right of way should Moorgate Level Crossing close permanently. This can be seen edged blue on the plan below.



- 15.5. Two parcels of unregistered land, one of which may be affected by any diversion, are further south immediately either side of the path from Moorgate LC up to Ladcastle Road. The owner of Ladcastle Cottage (MAN49385) has confirmed that he owns both of these parcels of land and has no objection to this proposal. These parcels can be seen in the plan below edge blue.



- 15.6. The owner of GM942754 (Moorgate Cottage) has replied to the letter that was sent by stating that she would not agree to this proposal. She owns the land to the left of the 2 parcels highlighted above, immediately adjacent to the current right of way. Some further clarification has been sent to this landowner on how the proposal would directly affect her land and Network Rail are awaiting a response.
- 15.7. It may be the case, that if they are insistent on the already used path over their land not becoming a recorded public right of way, then Network Rail will need to liaise with the adjacent landowner on the possibility of a new path being constructed over his land to avoid that included in Moorgate Cottage.
- 15.8. A site meeting is required with the affected landowners the project team and the Rights of Way Officer, so this can be discussed in further detail and issues that they may have can be addressed. This is now confirmed as being the 25th of October 2023. It is worth

noting that in speaking with 2 of the landowners, none of them have expressed any objection to the closure of the crossing on a permanent basis.

- 15.9. In addition, the project would have to obtain permission from the Asset Owner – the North-West & Central Structures Team, as to whether they would be willing to permit a public right of way beneath the bridge. On occasion, asset owners are reluctant to do this because ordinarily a private bridge such as this one, can be infilled when life expired, but where there is a public right of way, this is not possible, or very difficult. However, the Senior Asset Engineer has now confirmed that he is happy for the bridge to accommodate a public right of way.
- 15.10. Some comments were also made at the site meeting on 25th of August that Den Lane is not suitable due to there being no footway, and it may be the case that a Road Safety Audit should be carried out in order to identify any issues. This could then inform the project as to what works may be required.
- 15.11. Some of the previous feasibility reports also identified that there may be some works that are required to Den Lane to upgrade and improve the route for pedestrians where currently there is no footway. This may require some permanent works in the highway, and Oldham Council may require an agreement under s.278 of the Highways act 1980 for us to carry out those works.
- 15.12. Such an agreement enables the Highway Authority to adopt any permanent works in the highway so that they can thereafter maintain them at public expense. Network rail do enter into these agreements where appropriate, and this would not pose a major hurdle in this scenario, but it is an added layer of complexity and cost.

16. Conclusions.

- 16.1. The terms ‘geographical complexities’ had been used in the application, and the Rights of Way Officer asked that this concept be more fully explained. This report has highlighted the restricted access to and from the site and is the narrow nature of the railway

corridor at this location. Ground investigations have confirmed that specialist equipment and methods are required for the construction of any bridge, and because of the proximity to the running rails, a unique bridge design is required.

- 16.2. This issue of bespoke platforms was specifically raised by one of the user groups, who asked why this element was absolutely necessary and what it involved and suggested that it had not been discussed prior to these recent conversations. The cast concrete platform is required because of the proximity of the bridge to the running rails and is designed to protect the bridge from potential train derailment. The platform design is included on the GA drawing that has been readily available and has been considered by the user groups, it is not a new feature of the bridge design but is an essential part of its design.
- 16.3. With regards to signalling, one of the user groups referred to other locations nearby where bridges had been built next to signals with no issue, and asked why it can't be done at Moorgate. As mentioned previously, it has now been confirmed that the signalling is irrelevant to any footbridge construction at this location.
- 16.4. All concerned parties asked why it is that Network Rail had initially promoted the construction of a pedestrian footbridge but have since changed their minds and have sought extinguishment of the footpath without the provision of a bridge. This report has attempted to explain how these projects are pursued internally and how the development of a project from inception to full detailed design develops and the obstacles that it may come across on that journey.
- 16.5. For this project, it is a combination of factors that have resulted in a huge escalation of costs for the construction of a bridge at Moorgate. The geographical complexities coupled with the unique design of the bridge have only fairly recently come to light during the detailed design and costing stage of the project. The estimated costs do not include other costs such as those associated with access and temporary land occupation and environmental protection issues, so in fact would be upwards of what has been recently quoted.

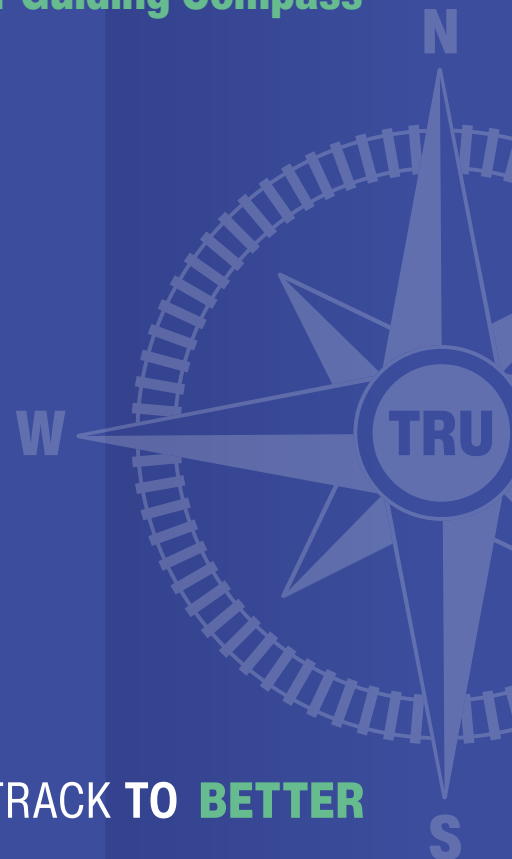
- 16.6. The Rights of Way Officer and one of the user groups asked that Network Rail carry out some further investigations into a possible alternative route. A considerable amount of time has now been spent on identifying landowners and speaking with them to determine what issues they may have with a public right of way being recorded over their land. In all, the result has been positive, but they do have some queries over items specifically linked to their land such as fencing and concerns around trespass etc.
- 16.7. A meeting has now been arranged for the 25th of October 2023 with those affected and the Rights of Way Officer and the project team to discuss these issues and to try and resolve them in way that suites all parties should Network Rail be successful in obtaining a diversion Order for the footpath. In addition, the asset owners of bridge 30 have confirmed that they would accept a public right of way beneath bridge 30.
- 16.8. Another point on which the user groups asked for further information was the cost implications of a footbridge. At this location the physical works are extremely difficult to execute, and this has contributed massively to those costs. This unique set of circumstances has led to an escalation in the costs associated with the installation of a footbridge that was promoted previously, and this is likely to be more when all of the other costs are factored in – as mentioned above.
- 16.9. Network Rail are fully aware that the reasoning for not constructing a bridge doing cannot be based on cost alone, although it does play a significant factor in decision making process when managing public money. Project teams consistently question whether what they are proposing is an adequate use of public money and could that money be better used elsewhere. Network Rail are bound by this under their operating conditions, and it does play a huge part in the decision-making process, as it has for Moorgate Halt.
- 16.10. The aims of this report were to highlight the difficulties and complexities involved in providing a pedestrian footbridge as a replacement for the footpath over the railway at Moorgate level crossing. Some significant concerns were raised in relation to the s.118A application that had been submitted by Network Rail, in that

it did not provide this information in enough detail, and also specific questions were raised by the user groups with regards to the construction requirements and signalling arrangements.

- 16.11. It is hoped that this document now provides all of the additional information as requested in sufficient detail, but Network Rail will endeavour to answer any further queries that may arise from this.

On track to a better, more sustainable future

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



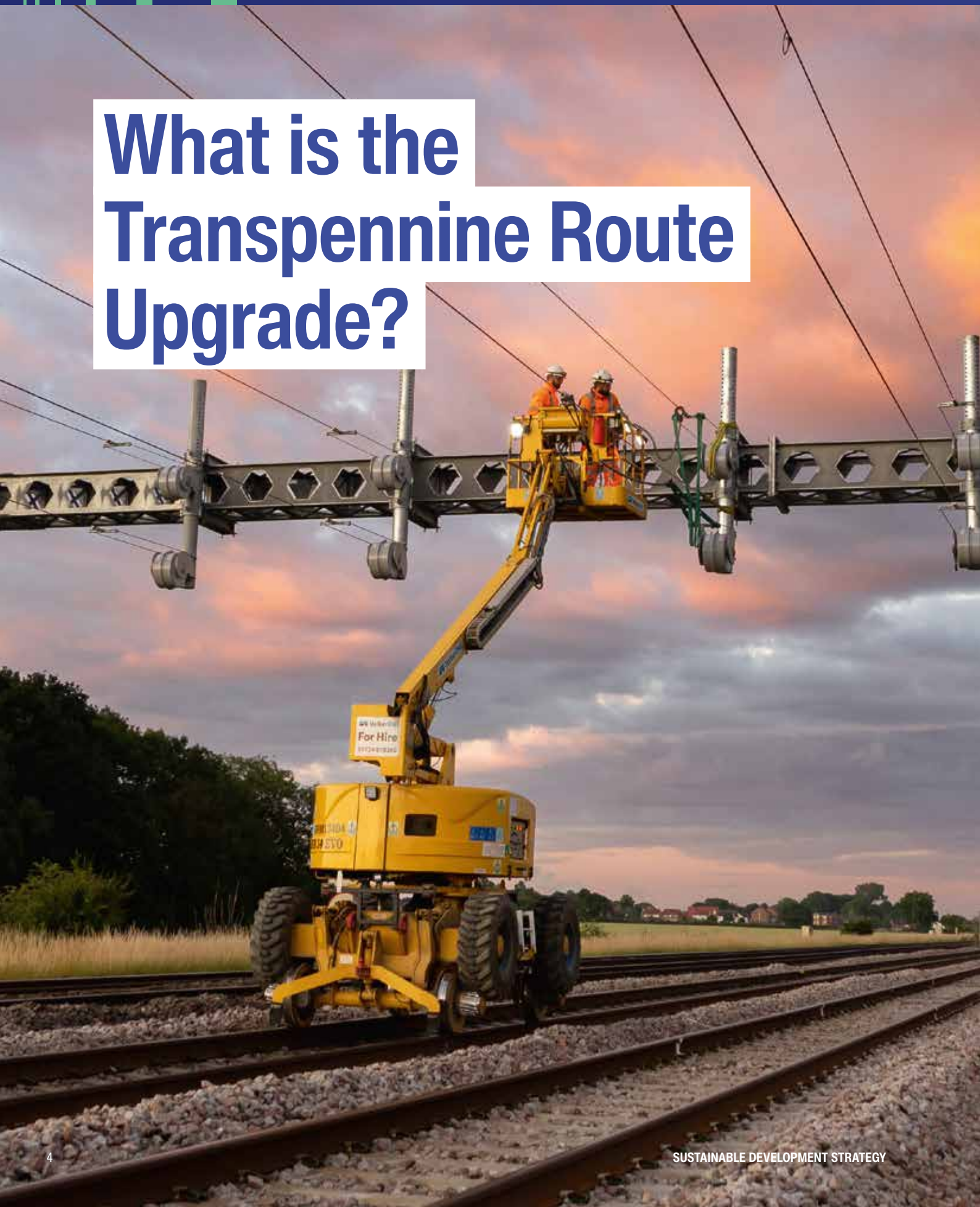
ON TRACK TO **BETTER**

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“The Transpennine Route Upgrade will **transform journeys** across the North, better connecting towns and cities through more **frequent, faster, greener** trains, running on a **better, cleaner** and **more reliable** railway.”

What is the Transpennine Route Upgrade?



“TRU will support moving **more essential goods by rail**, **attract more people** to use the train, **help communities prosper**, **create jobs** for local people and **improve the environment** through decarbonisation.”

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



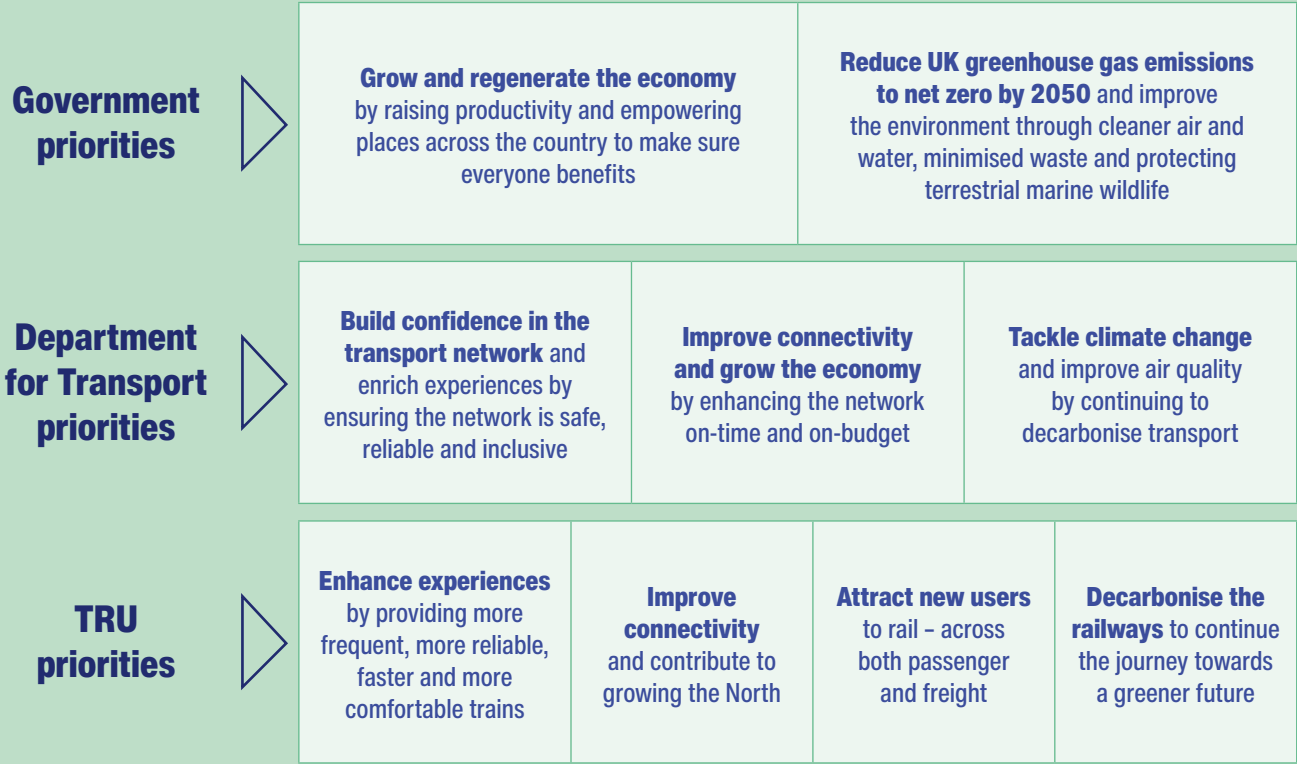
Station improvements across the Transpennine route, bringing passengers a **better travel experience** through improved, more accessible stations.

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.

OUR OBJECTIVES AND STRATEGY

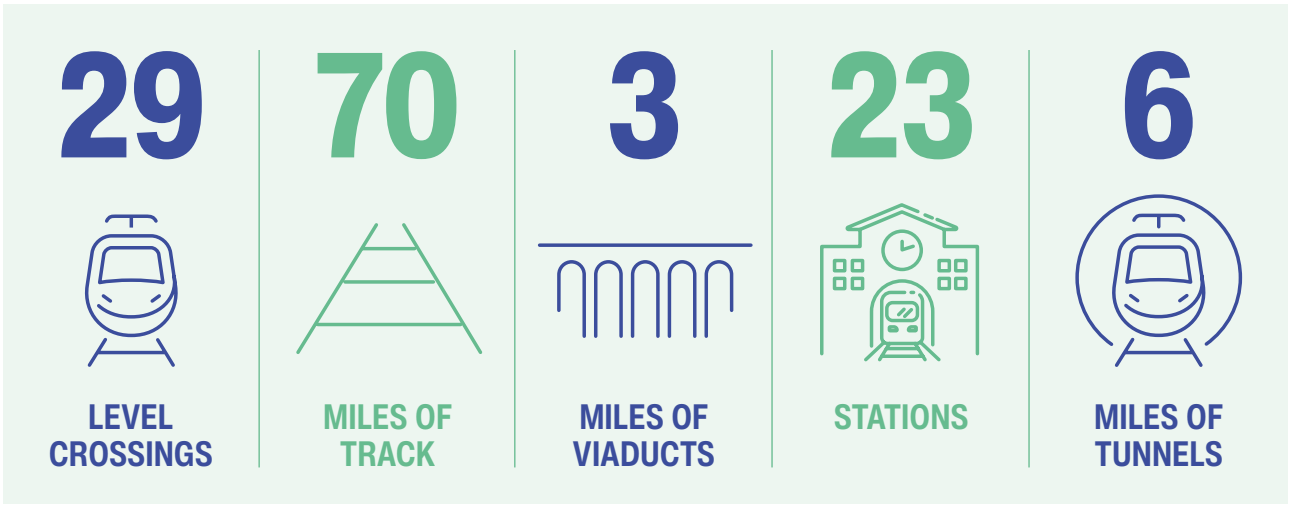
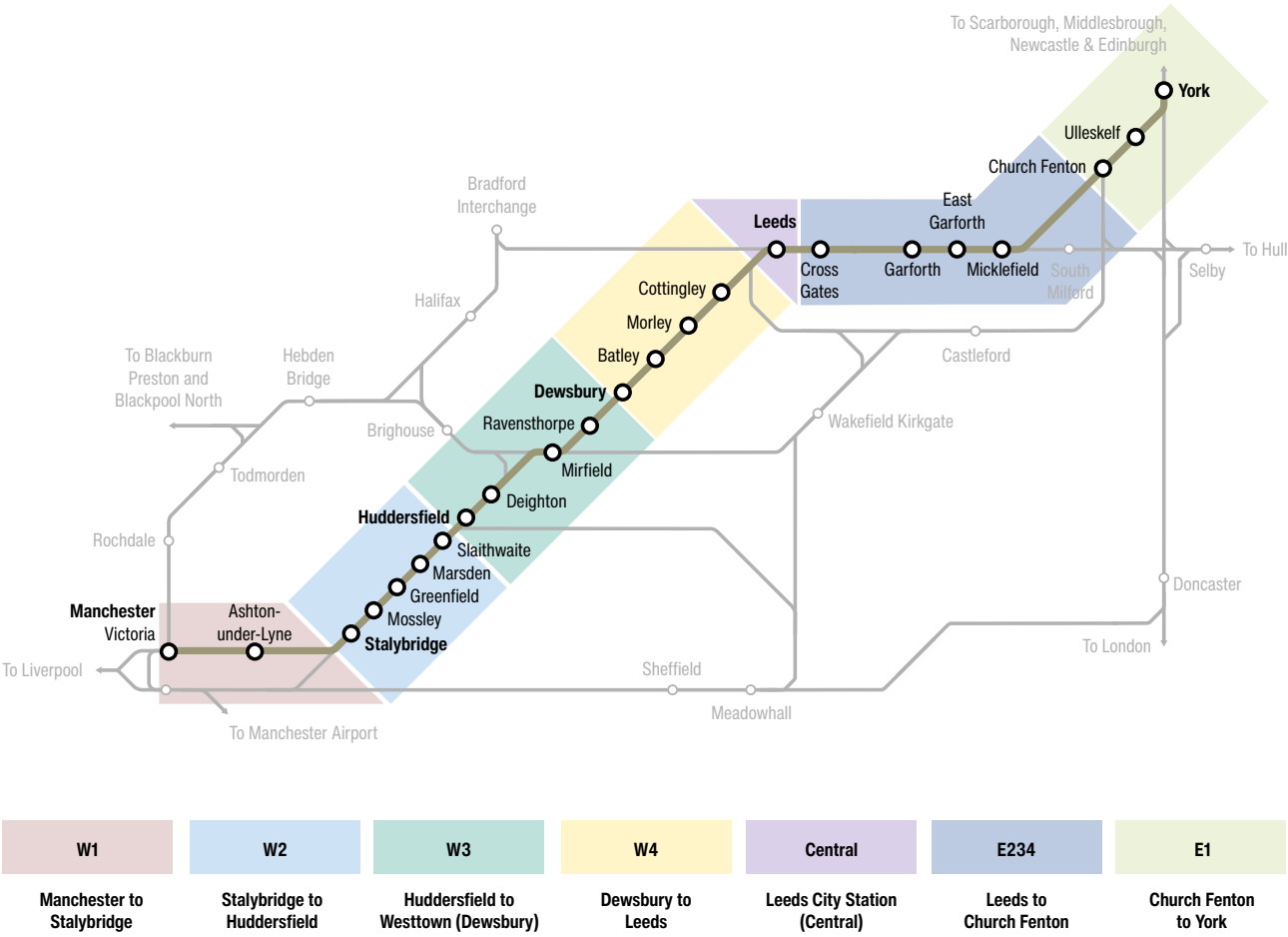


This strategy is designed for the TRU Route, as displayed opposite.

“As a client, the **Department for Transport is fully committed to sustainability** and delivering that through the programmes we sponsor and fund. TRU is leading the way for rail enhancements, not just in terms of expressing the holistic environmental and socio-economic impacts of the programme but using that analysis to **produce better outcomes**. We look forward to TRU **leaving a great legacy for the North’s communities and environment.**”

NICK HAIGH | HEAD OF STRATEGY & APPROVALS, TRANSPENNINE ROUTE UPGRADE, RAIL INFRASTRUCTURE NORTH, DEPARTMENT FOR TRANSPORT

TRANSPENNINE ROUTE UPGRADE PROJECT AREAS



TRU Enterprise Sustainable Development Charter

The TRU Enterprise* is committed to working together to design, build and operate our railways in a way that puts our **customers first**. This commitment is built on three key rules:

- 1 We agree to actively support, promote and deliver this strategy, while always looking at opportunities to do even more
- 2 We understand building a sustainable railway for the North is essential
- 3 We recognise that all the decisions we make will have short-term and long-term economic, environmental and social impacts

“We’ve developed this approach to sustainability to push boundaries of what is expected and what is possible. This strategy is designed to drive innovation, focus on where we can make the best outcomes for communities and lead the rail industry, while being an exemplar for both Network Rail and major projects.”

ANNA HUMPHRIES | TRU HEAD OF SUSTAINABILITY AND SOCIAL VALUE

“This pioneering approach of bringing together all enterprise partners is crucial to the success of TRU, both in delivering benefits for our customers but also in building a more sustainable railway that gives back to the communities we’re working in. This strategy makes sure we’re working towards the same common goal when it comes to delivering a lasting impact for communities and commuters sustainability and social value.”

ROB WARNES | TRU TRAIN OPERATIONS LEAD REPRESENTING NORTHERN

“The TRU programme will make a difference to the lives millions of people living and working in the North. This isn’t just about delivering faster, more frequent and more reliable journeys for passengers or moving more goods by rail. It’s about leaving a lasting legacy in the North by investing in local people and communities and slashing our carbon footprint above and beyond the standard.”

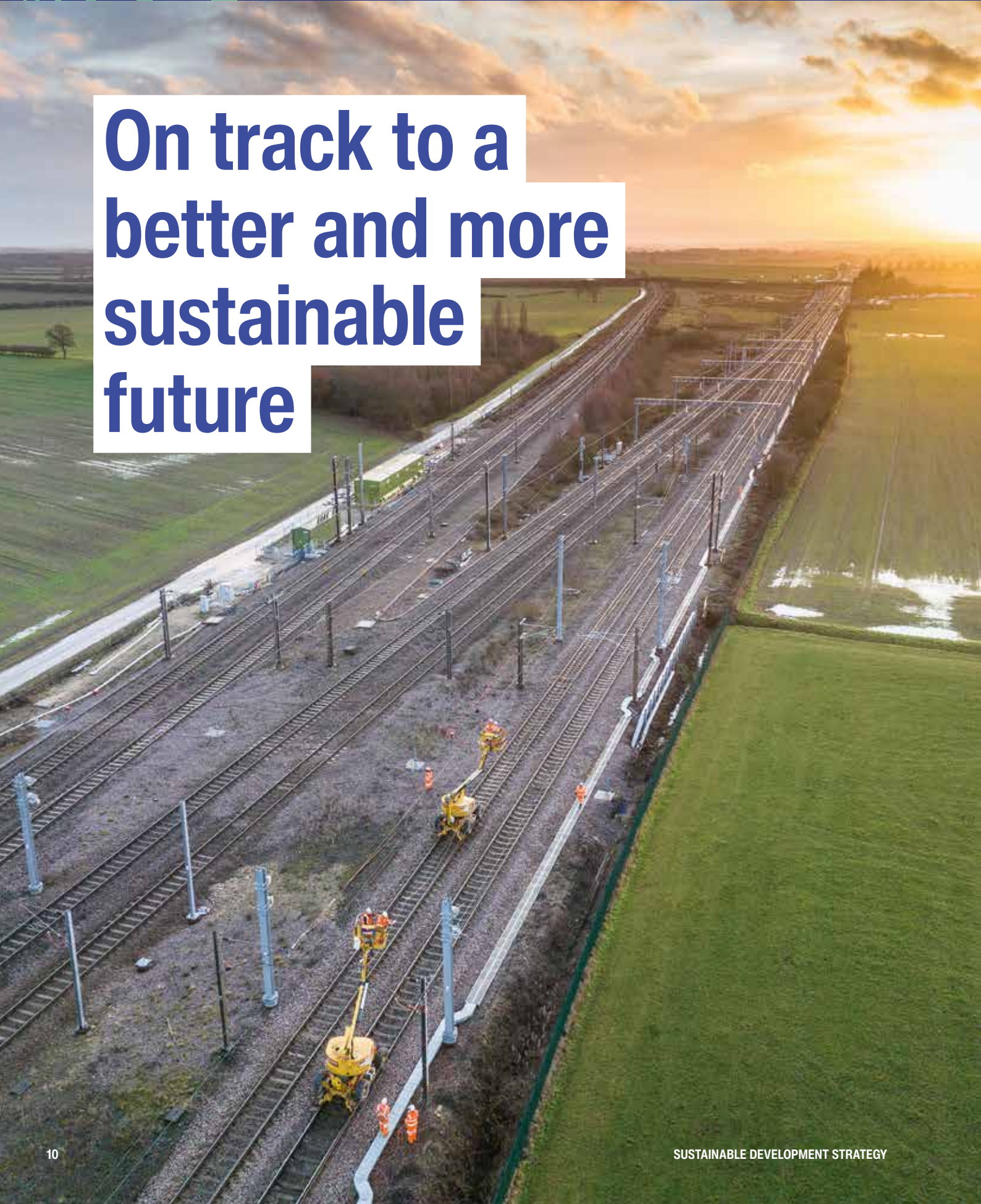
NEIL HOLM | TRU MANAGING DIRECTOR

“This sustainability strategy is one example of how TRU is bringing customers to the heart of its planning and delivery. Through our partnership across the train operators, construction teams and operations we are working together to improve the lives of people in the North of England through transformative action.”

CHRIS NUTTON | TRU TRAIN OPERATIONS LEAD REPRESENTING TPE



*The TRU Enterprise brings together all key parties (Network Rail, Department of Transport, train operators, freight operators and delivery partners) in a “whole railway” approach. This ensures TRU delivers real outputs to passengers and freight to enable the best balance between infrastructure, timetable and rolling stock to deliver the best outcomes for passengers at minimal time and cost.



On track to a better and more sustainable future

“Sustainability is so much bigger than just doing a bit more to look after the planet – and the impacts can be **economical** as well as **environmental** and **social**.”

But, if TRU are going to stay on track to a better and more sustainable future, we all need to be pulling in the same direction.

Our over-arching strategy has been shaped by Network Rail’s environment strategy and social value framework but has taken great influence from the United Nation’s Sustainable Development Goals.

Sustainable development does not just mean looking after the planet, it is not interchangeable with ‘environment’, sustainability impacts society and the economy as well. So what is Sustainable Development?

Sustainability, sustainable development, corporate social responsibility, social value and more recently- Environmental, Social and Governance (ESG), are terms designed to put a badge on ‘doing the right thing’. Most people feel passionately about doing the right thing for the planet or giving back to society, but how do you know what the right things is and what does giving back look like?

Sustainable Development can be defined in many different ways. In 1987 the Bruntland Report “Our Common Future” defined Sustainable Development as “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

By providing a strategic framework that gives direction to everyone working on (or involved with) TRU we believe Our Guiding Compass showcases what leadership looks like in order to leave a legacy that we can all be proud of.

“The Sustainable Development Goals also known as the **Global Goals**, were adopted by the United Nations in 2015 as a universal call to action to **end poverty**, **protect the planet**, and ensure that by 2030 all **people enjoy peace and prosperity**. The 17 SDGs are integrated – they recognize that action in one area will affect outcomes in others, and that development must balance **social, economic** and **environmental** sustainability.”

SUSTAINABLE DEVELOPMENT GOALS | UNITED NATIONS DEVELOPMENT PROGRAMME (undp.org)

Our Guiding Compass

We believe sustainable development is the only way to keep us on track to a better and **more sustainable future**.

Whether we are playing our part on the green agenda or maximising the social value opportunities that this programme brings – TRU is proud to take collective responsibility to make sure we maximise this opportunity to leave a lasting legacy in the North of England.

By transforming communities along the route – and beyond – we aim to unlock significant economic, social and environmental benefits. But it will take an ambitious, innovative and industry-leading approach to fully deliver sustainable development, driving up industry standards in sustainability across both construction and operations.

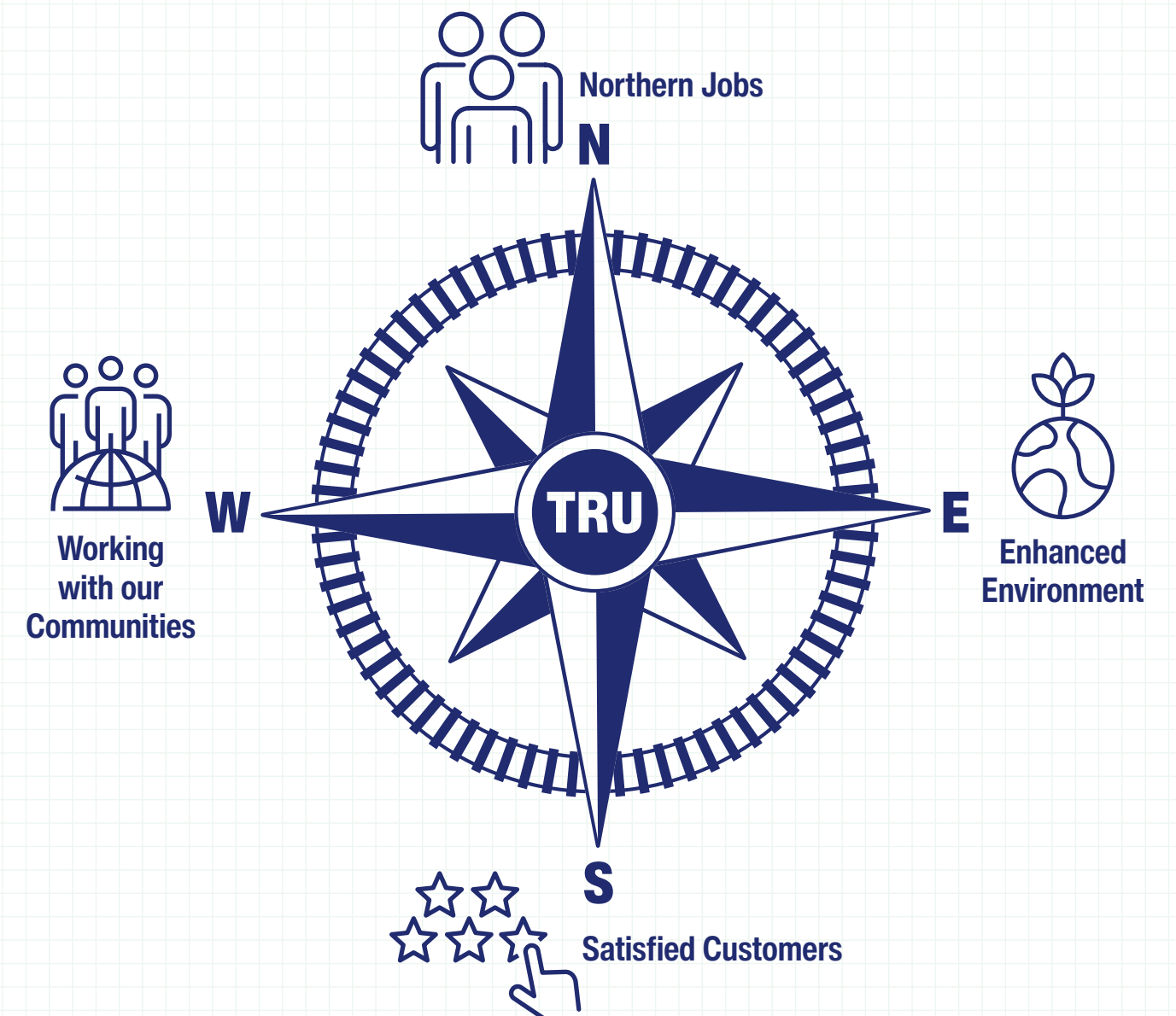
To ensure our approach is robust, TRU will design, build and operate a railway sustainably, delivering a final asset that provides **more frequent, faster, greener trains**, running on a **better, cleaner** and **more reliable** railway. Delivering ongoing sustainability benefits for generations to come.

To achieve these goals, we've outlined our sustainable development strategy up to 2035. Some of this work has already started, but this outlines our journey to a better, more sustainable future. It's called Our Guiding Compass.

OUR MISSION STATEMENT:

TRU will accelerate change by creating **Northern jobs** for local people. We will balance building and operating a railway that **enhances the environment** whilst ensuring we **satisfy customers' needs**. All the while **working with our communities** to make sure we're all heading in the right direction.

Our Guiding Compass points the way to a better, more sustainable future. It is made up of four strategic pillars which will help guide sustainable development for TRU and ensure we maximise the opportunities to deliver for our customers and communities.



These four pillars have been carefully selected to help realise two key overarching objectives across the programme:



Deliver a minimum 50p value to society for every £1 spent on construction on the TRU programme

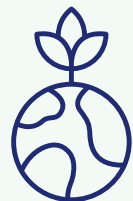


Achieve BREEAM Infrastructure V6 Whole Project Award 'Excellent' rating



Northern Jobs

TRU is here to help the North prosper. Faster, more frequent services can deliver better connectivity and fuel regional job creation. TRU will also work with local businesses of all sizes to deliver a legacy of economic growth in the region. The construction and operation of TRU will create a wealth of employment and business opportunities along the Transpennine corridor – encouraging new entrants into the rail industry through work experience and apprenticeships – while also ensuring our team reflect the rich diversity of the communities we serve.



Enhanced Environment

We take our environmental impact seriously. TRU will act as a custodian for the natural environment through design, delivery and operation to deliver a fully electrified route, running more electric powered trains and in doing so, significantly reducing diesel fuel being consumed, which will reduce our carbon and air quality impacts. TRU will also reduce carbon from the infrastructure, adopt circular economy principals and support sustainable sourcing – Minimising pollution while looking at renewable energy and biodiversity opportunities on – or near – the line every step along the way.



Satisfied Customers

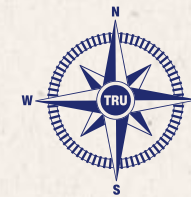
The customer always comes first. TRU will deliver more frequent trains, on a more resilient railway, that is fit for current weather conditions and future climate change impacts. Providing safe, reliable and accessible travel for both freight and passengers to ensure the railway that can be used and enjoyed by all.



Working with our Communities

TRU is committed to improving the lives of those living in the communities we are working in. TRU will keep our communities safe, minimise disruption and invest in wellbeing, education and community spaces to leave a net positive impact on society.

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, generating £4.28 billion of social value

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 230,000 tonnes CO₂e, leading to a total saving of 6 million tonnes CO₂e over the 60-year programme design life

Preserve and enhance the natural landscape to increase biodiversity and deliver a minimum 10% net gain



Satisfied Customers

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

Improve our customer satisfaction experience



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

A SUSTAINABLE CULTURE

Our Guiding Compass sets an ambitious approach to embed sustainability in how we design, build and operate this new railway. But it will only be possible if our people, our communities and our stakeholders combine to become a force capable of delivering the change we all want to see.

We all have a vital part to play to build a more sustainable, world-leading TRU.

It starts with our people...

We understand that progress is powered by brilliant people. That's why TRU will roll out sustainability training and awareness campaigns to help our employees to understand their own personal contribution to the global sustainability agenda and how they can support the delivery of our sustainable development strategy for TRU.

TRU will also develop and deliver frequent knowledge-share sessions to engage our people and our partners in all carbon management, social value, biodiversity, environmental management and much more. By continuing to upskill our workforce in sustainability, we can harness the incredible talent we have on the programme.

Our new Steering Committees will oversee each pillar of Our Guiding Compass to drive performance while bringing new partners and contributors into sustainability planning and decision making.

The Steering Committees will drive topic-specific working groups aimed at bringing people across our programme together to tackle sustainability problems and find innovative solutions together. Whether that's getting creative with carbon innovation or harmonising community volunteering and inclusive education programmes.



Measuring our impact in the North

TRU is pioneering the use of a new tool to measure the social value created by our sustainable development approach. By using the Rail Social Value Tool (RSVT) to capture our activities across a range of social impacts, we have calculated that TRU will **deliver a minimum 50p value to Society for every £1 spent on construction on the TRU programme, generating £4.28 billion of social value** (see page 43 for more information).

TRU will continuously learn...

TRU is committed to learning as much as we can from every single experience along our sustainability journey – successes and failures, and continuously learning from other projects and programmes.

Our Guiding Compass is also underpinned and verified to be best practice through our programme commitment to achieving 'Excellent' on Building Research Establishment Environmental Assessment Method (BREEAM) Infrastructure version 6 (formally CEEQUAL) Whole Project Award.

As an independently-verified sustainability certification scheme, BREEAM Infrastructure allows the programme to develop (and then robustly demonstrate) where TRU is driving sustainability best practice and actively drives improvements in sustainability performance elsewhere. This process is already integrated into

everything that we do on the programme and helps to feedback and improve through continuous learning.

Achieving an 'Excellent' rating would give us a clear benchmark against other major infrastructure programmes at this level of ambition – bringing recognition of the high level of performance being delivered on the programme.



You can find more information on our sustainability approach at theTRUupgrade.co.uk/OurGuidingCompass/





Northern Jobs

WHAT DOES SUCCESS LOOKS LIKE? BY 2035 WE AIM TO:

- 1 Support over 8,000 roles. Creating 4,000 new opportunities and safeguarding 4,000 jobs during construction – with 20% of new roles filled by underrepresented groups to create a diverse team that reflects the communities in which we work.
- 2 Employ 590 apprentices of all ages, levels and backgrounds.
- 3 Deliver over 30,000 placement days to support new entrants joining the industry, pre-employment, transitioning and upskilling of which a minimum of 20% will be from underrepresented groups.
- 4 Make sure 60% of the project workforce are employed from within 25 miles of the route and 80% within 40 miles.
- 5 Ensure a minimum of 25% of our project supply chain spend will be with local businesses within 25 miles of the route.
- 6 Place a minimum of 33% of our project supply chain spend with small to medium sized enterprises, micro businesses, and voluntary sector organisations.
- 7 Have 100% compliance with our Fair and Ethical Work Charter.

“We’re creating thousands of jobs for people living in the North, inspiring them to join the railway and developing the next generation of railway talent – as well as investing in local businesses. We’re going above the norm to provide opportunities, skills and experience for everyone.”

JOE HOLLAND | TRU HEAD OF HR AND SPONSOR
FOR NORTHERN JOBS





WHAT CAN TRU ACHIEVE THROUGH NORTHERN JOBS?

TRU will boost jobs and business opportunity in the North of England throughout construction, operation and beyond.

TRU will help regenerate regional economies during construction through local procurement, employment, skills development and social inclusion programmes.

The increased railway connectivity between towns and cities across the region and the operation of the improved route will also deliver regional growth through upgraded employment opportunities, greater job satisfaction and social mobility. While the social value created through the TRU programme will offer a significant contribution towards regenerating the North.

To deliver the programme, it is vital that TRU develops a local talent pipeline that creates a legacy for both the rail industry and local economies – providing vital skills and jobs to establish rail as a key industry in the North – a legacy to be integrated into the route’s operation by Network Rail, Transpennine Express and Northern Trains.

What is TRU doing to drive Northern Jobs?

TRU will create 4,000 new roles during construction, of which 20% will be from underrepresented groups to create a diverse team to reflect the communities in which we work. In order for regions, institutions and individuals to obtain the vital experience and skills, TRU will tailor our approach through programmes aimed at young people and adults, specifically creating 590 apprenticeships.

TRU is a multi-billion-pound project that can support jobs through investing in our local supply chains. TRU are ensuring this opportunity is not missed by contractualising that 25% of spend outside the franchise framework contracts is with companies operating within 25 miles of the route to help develop our supply chain and in doing so creating and safeguarding thousands of more jobs.

Local employment:

TRU, operated by local people, for local people. TRU is committed to making sure local communities benefit from our Talent Pipeline programme and adult engagement. We aim to employ 60% of the project workforce from within 25 miles from route and 80% within 40 miles.

To support this, we have developed a joint TRU programme recruitment page thetrupgrade.co.uk/vacancies/ that advertises roles from across the programme locally to harness the vast local networks of our partner organisations. TRU will provide a combined 30,000 placement days for young people and adults alike from the local community. These experiences, coupled with the 590 apprenticeship opportunities, will provide the experience and confidence for local people to gain employment through the TRU Programme.

Jobs for young people:

To create new opportunities for young people, TRU is developing a **Talent Pipeline programme**, working to engage future rail employees starting in primary schools all the way into employment. As we learn what jobs are needed across the route, TRU is working closely with key educational and employment groups to prepare the region for the opportunities the programme will bring. Much of our focus will be towards ‘Routes into Rail’, directing young people in the steps they can take to harness the upcoming employment opportunities within TRU and the wider industry through our enterprise partners. Such programmes are driven by our people, and TRU will be releasing more information and knowledge shares on how to get involved.

TRU will support this approach by using skills workshops to identify candidates for our **TRU Youth Placements programme**, which aims to deliver over 25,000 work experience placement days. We have started this journey of supporting new entrants to our industry, pre-employment, transitioning and upskilling through programmes such as our innovative ‘Workplace Safari Programme’ for neurodiverse students to gain insights into workplaces – a pioneering scheme which we trialled with United Response, a charity that works with neurodiverse young adults struggling to access employment opportunities.

TRU also has a mentoring programme for young adults ‘not in education, employment, or training’, and care givers. TRU will continue to work closely with local universities to offer year in industry placements – providing invaluable rail industry work experience while students study, connecting closely with our graduate recruitment approach.

For young people ready for the job market, TRU will offer opportunities for apprenticeships, as part of our plan to employ over 590 apprenticeships during construction. We have already developed a collaborative apprenticeship programme that has seen nearly 200 apprentices placed across the programme and gain varied experiences with different teams. TRU will be enhancing this approach by developing a **TRU Apprenticeship Academy** to harness the opportunity to learn across the whole rail programme – from train operating companies and Network Rail through to major supply chain partners. This is a unique opportunity for individuals to learn about the rail industry and how companies need to collaborate to provide the very best service for our customers.

Contact:
OurGuidingCompass@networkrail.co.uk
to become part of this journey.

Jobs for adults:

TRU will work with Local Authorities to plan training and identify employment partners, while ensuring we understand local needs and the best way to connect with people over 18 currently outside of education and training. TRU is already working with local charities and organisations to target underrepresented groups in our communities such as Migrants at Work, Leeds Autism Services and Project RECCE. Project RECCE provides a pathway through Resettlement, Education, Community, Construction, Employment for anyone leaving or left HM Armed Forces.

Our Human Resource and People teams are working alongside our Sustainability team and many Science, Technology, Engineering, Arts and Maths (STEAM) volunteers from across the programme to share our employment opportunities with people of all ages and backgrounds. In addition to adult apprenticeships, we have also committed to providing 5,000 work experience placement days for adults.

Our focus will reflect a wealth of talent that exists amongst populations such as adults at risk of homelessness and ex-military personnel at risk of long-term unemployment.



Developing the skills of our people:

TRU is not just about employing new people. TRU is also committed to developing our existing employees through training opportunities, mentoring programmes and a number of networks – such as an Early Careers Professionals network and existing partners’ equality, diversity & inclusivity networks. TRU will safeguard 4,000 roles through working with our partner organisations to retain and upskill our people by providing access to our **TRU Apprenticeship Academy** and encouraging movement across the different teams and regions of the TRU enterprise.

We understand it is not enough to just provide the skills, experience and competence. We also need to provide a working environment designed to let individuals thrive and achieve their potential. Each enterprise partner is committed to equality, diversity and inclusion and have their own programmes and initiatives. TRU will work together to learn from each other and enhance the opportunities that collaboration on the scale of TRU provides. To bring this together, TRU will develop and comply with a **Fair and Ethical Work Charter** to ensure we operate an inclusive environment within TRU.

“It is not enough to just provide the skills, experience, and competence, we also need to provide a working environment to let individuals **thrive** and **achieve** their potential.”

Stimulating local, sustainable growth through our supply chain:

The TRU programme will be a significant investment for the region. It is vital that as much investment as possible is retained within the local economy to grow businesses that can provide jobs, goods and services during construction and as a lasting legacy.

Not only can local businesses and small to medium enterprises (SMEs) benefit from the investment from TRU, but TRU will be able to harness innovative expertise with knowledge of local conditions and needs.

We have committed to ambitious targets on the money TRU will spend using local businesses (within 25 miles of the route) and SMEs. We require our partners to spend a minimum of 25% of goods and services that sit outside of usual frameworks, with local businesses – a target that is already being significantly exceeded.

We have also committed to making sure a minimum of 33% of our partners’ project supply chain spend is with SMEs. TRU will drive this by working with our Local Authorities, regional business groups and local supply chain engagement events to identify and support local and SME businesses. TRU will also develop training to upskill local and SME business on topics like carbon and circular economy to develop local market capacity.



“By committing to **4,000 new roles** and **safeguarding 4,000 roles** we will ensure the TRU programme will **support 8,000 roles**, 20% of which are from underrepresented groups. By working to develop our supply chain, we can create and safeguard thousands more for years to come.”



Enhanced Environment

WHAT DOES SUCCESS LOOKS LIKE? BY 2035 WE AIM TO:

- 1** Reduce the carbon used to operate the railway by 230,000 tonnes of CO₂e – leading to a total saving of 6 million tonnes of CO₂e over a 60-year period after work is complete.
- 2** Deliver and manage a minimum 10% net gain of biodiversity.
- 3** Reduce the carbon impact of construction by up to 30%.
- 4** Reuse/recycle 90% of construction waste and 70% of operational waste and 99% of all non-hazardous materials diverted from landfill.
- 5** Embrace the principles of circular economy, including piloting initiatives.
- 6** Improve air quality, including a reduction in particulate matter, through the delivery of a fully electrified route and encouraging modal shift.

“We’re not just cutting carbon emissions through a greener, electrified railway once TRU is complete – we’re using a ‘whole railway’ approach to slash carbon during construction and leave the environment around the railway in a better condition than when we started.”

DAVID LAWRENCE | TRU TECHNICAL DIRECTOR / CHIEF ENGINEER AND SPONSOR FOR ENHANCED ENVIRONMENT



WHAT CAN TRU ACHIEVE TO PROTECT THE PLANET WE LIVE IN.

Climate change is the biggest threat to our planet and we all need to get involved to drive down carbon emissions in our day-to-day life and in the way we work.

The UK was the first major economy to commit, in law, to net zero carbon by 2050. The Plan for Rail (May 2021) reiterates the net zero commitment, and the industry has set out in the **Sustainable Rail Blueprint** (developed with the Rail Safety and Standards Board) how to deliver the DfT's ambition of 'a railway that's central to delivering a net zero economy by 2050'. TRU will play a pivotal role in reducing carbon across the North of England.

Taking the train is, in itself, a green choice. Through fully electrifying the Transpennine route to enable electric and bi-mode trains to operate, TRU is reducing carbon emissions and local air quality pollution, making that choice even greener and easier for individuals to make a difference.

The TRU programme is about much more than improving the railway asset, it is about transforming our communities and the natural environment (land, water and air) along the route. By making trains faster, more reliable, more comfortable and greener, TRU will provide a sustainable alternative to air travel and the use of private vehicles.

It's estimated that by 2035, TRU will reduce the carbon used to operate the railway by 230,000 tonnes of CO₂e and 6 million tonnes of CO₂e over the next 60-years.



That's the equivalent of taking
6 million cars
off the road for a year!



TRU is very conscious that these structural changes will also lead to the removal of large areas of vegetation, so TRU is committed to preserving and enhancing the natural landscape to increase biodiversity and deliver a minimum 10% biodiversity net gain.

Industry leading

The construction of TRU has an estimated baseline of 1 million tonnes of embodied carbon. In order to reduce this impact, we have adopted an industry-leading approach in many areas.

TRU is the first Network Rail major programme to develop a whole life approach to the monitoring, measurement, and reduction of carbon, in-line with the ambitions of the Department for Transport. This robust methodology for carbon reduction and monitoring during design and construction is embedded within the Alliance and delivery partner contracts. We have also set a very ambitious stretch target to reduce the carbon impact of construction by 30% from initial design.

The selected whole lifecycle methodology for carbon calculations aligns with the British Standards Institute (BSI) PAS2080:2023 Carbon Management in Infrastructure standard. This is internationally recognised as best practice for carbon management in complex infrastructure projects.



The programme design life is assumed to be 60 years for the purposes of the carbon calculations.

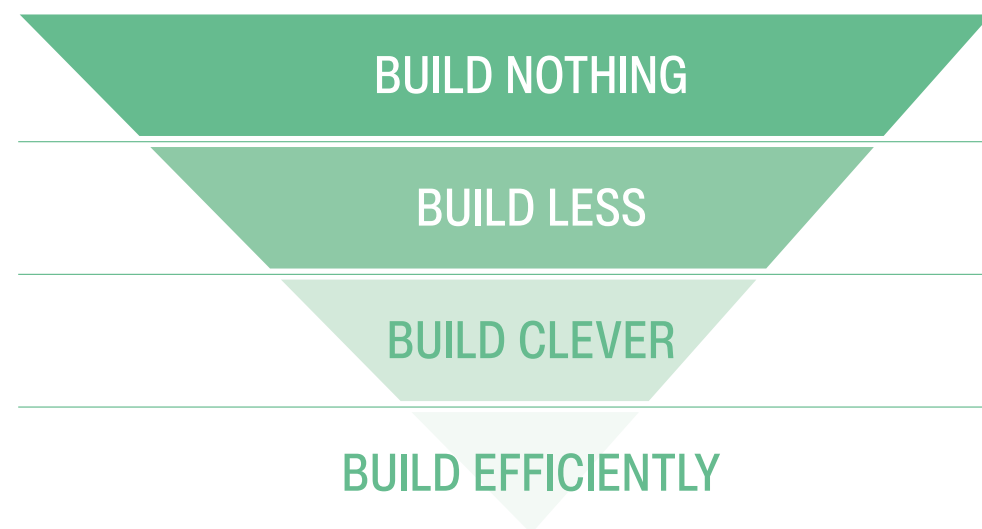
The whole lifecycle assessment approach assists our engineers with decision making in design and recognises that intelligent engineering delivers both carbon and cost savings – principally through the existing value engineering process and applying the principles of carbon reduction within infrastructure projects, shown in the hierarchy below.

The carbon hierarchy is being applied at all key decision points within the TRU programme to ensure that carbon impacts and reductions are maximised.

Cost vs carbon has always been a challenge when it comes to making decisions on designs or material use. A dedicated **TRU carbon fund of £30million** has been created, governed by a Carbon Council that aims to bridge the gap for low carbon initiatives that may incur more costs than the traditional approach.

This mechanism will allow the creativity of our expert teams to drive for a low-carbon future. TRU is committed to leaving a legacy of low-carbon design and build and by pushing forward with new innovative products and approaches TRU will open the opportunity for future projects to learn and for low-carbon materials to reduce in cost as they become mainstream.

We welcome all contributions on how we can reduce our impact in our design and construction, and people can get involved by submitting ideas for carbon savings to TRUIdea@networkrail.co.uk



The carbon hierarchy in infrastructure projects

Using intelligent engineering to remove material usage from initial designs is the first step to reduce the projects carbon footprint. Above and beyond that, TRU will use the technical expertise and experience for all our Alliance partners and the wider supply chain to review energy efficiency opportunities at stations, investigate renewable energy opportunities across the programme infrastructure and identify low-carbon materials in high embodied carbon areas such as steel and concrete. TRU will also work with Network Rail's

Technical Authority and look to adopt any low-carbon products that have been approved and where possible use TRU as the test bed to gain approval.

We understand that we need to drive the carbon agenda and will proactively work with our supply chain to increase capability through engagement and upskilling workstreams.



Enhancing the natural environment

Inevitably there will be some vegetation removal and clearance to create the space to build TRU. While construction compounds will be required close to the areas of track where the work is taking place, we are committed to preserving and enhancing the natural landscape to increase biodiversity. We are very conscious that these structural changes will also lead to the removal of vegetation, so we are committed to preserving and enhancing the natural landscape to increase biodiversity and deliver a minimum 10% net gain as calculated using the DEFRA metric. Measures implemented to achieve 10% net gain will be proportionate to the scale of the project and its effects on biodiversity. Vegetation management, for the purposes of ongoing maintenance activities for the safe operation of the railway, is the responsibility of the Network Rail Regional Operations team and therefore considered separately from the TRU programme biodiversity net gain target.

Our approach has been developed to assess and manage the biodiversity impacts of the programme in a robust and challenging framework to achieve long-lasting, net-positive outcomes for nature conservation.

The aim is to deliver biodiversity benefits as close as possible to where the impacts occur, while seeking to promote biodiversity on a landscape scale. Working with our stakeholders, TRU is already identifying offset area boundaries and mitigation and offset opportunities that will be of genuine conservation benefit to the North of England.

Ideas for collaboration, partnerships, offsets or mitigations for biodiversity are always welcome – you can get involved by contacting TRUIdea@networkrail.co.uk with suggestions.

TRU will be targeting areas along the route that will not only enhance nature but also provide social value benefits by allowing communities access to these improved spaces. Incorporating biodiversity improvements at stations – by working with our community rail partners and station adopter teams – TRU will enhance the look and feel of the stations for customers as well as improving and developing habitats for wildlife to thrive.



Preservation work for 'City of Trees' at Saddleworth.



Resource, reuse, recycle

The world only has a finite amount of natural resources and we all should take responsibility to minimise our impact. The extraction, consumption and disposal of resources produce carbon emissions, pollution, biodiversity loss and use of water at each stage. For these reasons, TRU will minimise our resource use and take care in how they are put back into the environment.

A large programme on the scale of TRU will have to use a vast number of natural resources and materials to build and maintain the infrastructure and trains. However, TRU is dedicated to eliminating unnecessary waste. **90%** of any waste that is generated from the construction project will be recycled or reused before looking at incineration with energy capture. TRU is also committed to diverting **99%** of construction waste from landfill.

TRU is managing these principles by completing resource efficiency reviews which includes the five key **WRAP** principles: reuse & recycling, off-site construction, materials optimisation, waste efficient

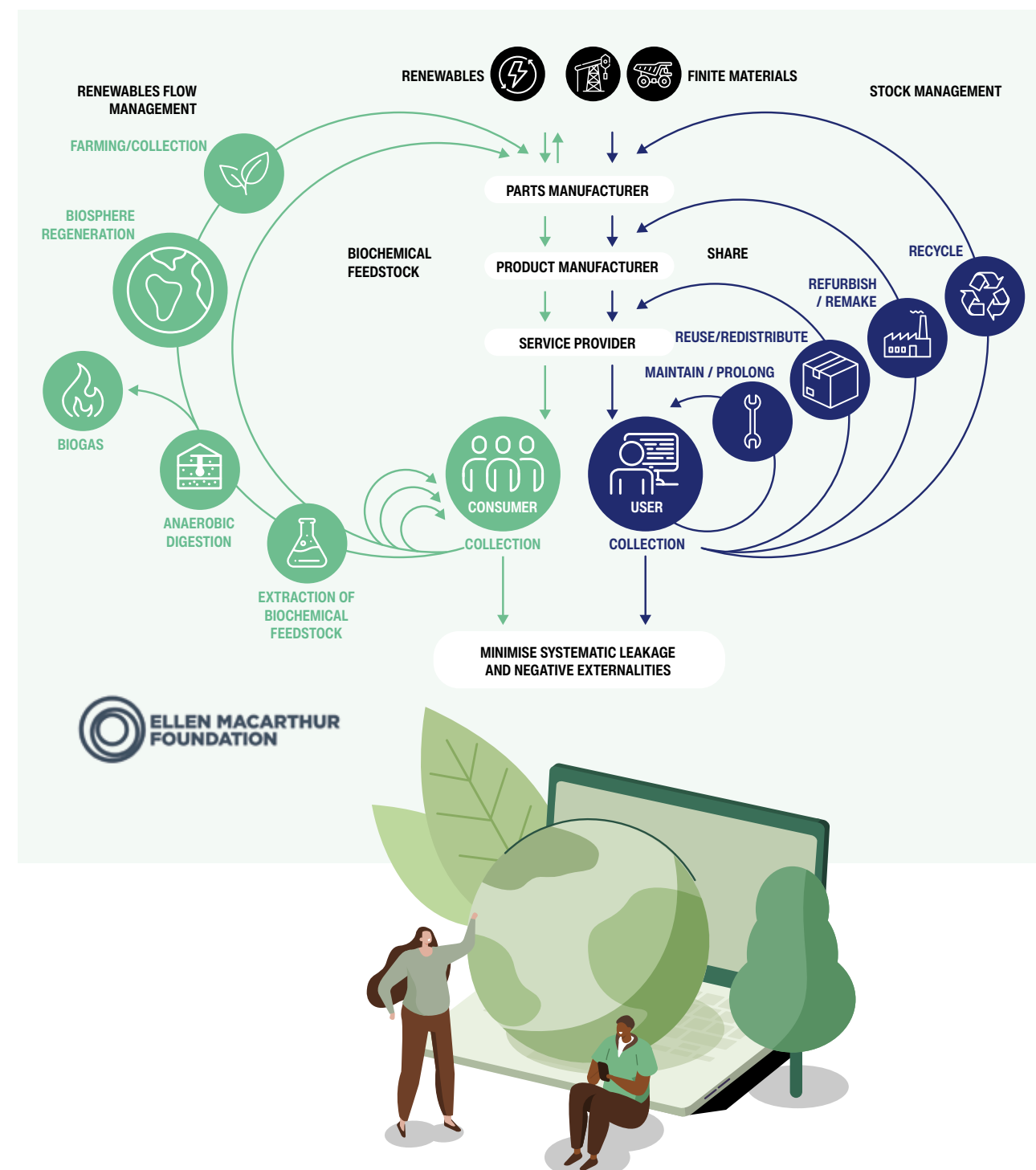
“Together TRU will look to recycle or reuse **70% of operational waste and divert all waste from landfill.”**

procurement and deconstruction & flexibility. We want to do more than just waste management and as such are committed to continually reviewing and embracing the principles of circular economy and piloting initiatives that can be shared with the wider rail industry.

It's important to note that the end state operational railway maintained by Network Rail and operated by Northern Trains and TPE will also use resources and generate waste. Together, TRU will look to recycle or reuse 70% of operational waste and divert all waste from landfill.

What is a circular economy?

A circular economy is one that gets the most use and value out of products, components and materials for as long as possible, designing-out waste at the early stages and ensuring component parts can be destructed to be used again rather than the energy required to recycle the material.



Pollution prevention

The trains operating on the Transpennine route today emit nitrogen oxides (NOx) and particulate matter (PM) into the atmosphere, which can have health impacts.

The impact of the structural changes and the electrification of the route will provide the opportunity for electric powered trains to be procured and operated. This does not just result in a reduction in carbon. By minimising the use of diesel, there will be huge improvements in air quality. A reduction in emissions will reduce the amount of potentially harmful particulate matter and nitrous oxides:

PM10 reduced by:
5 TONNES per year

PM2.5 reduced by:
4 TONNES per year

NOx reduced by:
321 TONNES per year

These improvements will provide health benefits to all existing and new customers who use the route, as well as those individuals who work at or near stations.

Which pollutants are we aiming to tackle?

PM10 can include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen and fragments of bacteria. Exposure to high concentrations of PM10 can result in coughing, wheezing, asthma attacks, bronchitis, high blood pressure, heart attacks, strokes and premature death.

PM2.5 can include dust, ash and sea-spray. It also includes the particulate matter (including soot) emitted during the combustion of solid and liquid fuels in power generation, domestic heating and vehicle engines. Exposure to fine particles can cause short-term health effects such as eye, nose, throat and lung irritation, coughing, sneezing, runny nose and shortness of breath.

Nitrogen oxides (NOx) are a group of gases that are mainly formed during the combustion of fossil fuels. The dominant portion of these gases is nitric oxide (NO). Low levels of nitrogen oxides in the air can irritate your eyes, nose, throat, and lungs, possibly causing you to cough and experience shortness of breath, tiredness, and nausea. Exposure to low levels can also result in fluid build-up in the lungs one or two days after exposure. Exposure to high levels of nitrogen oxides can damage the respiratory airways, while contact with the skin or eyes can cause burns.

“Across the route, TRU will be taking steps to improve the environment and ecosystems where people live and work – **taking steps to protect the environment for future generations** by significantly contributing to the UK’s approach to reducing carbon and fighting climate change.”



Satisfied Customers

WHAT DOES SUCCESS LOOKS LIKE? BY 2035 WE AIM TO:

- 1 Provide step-free access to a minimum 99% of the customers using the route.
- 2 Reduce unplanned disruption caused by adverse weather.
- 3 Improve our customer satisfaction.
- 4 Enhance accessibility to improve customer experience.
- 5 Offer more connectivity and sustainable travel options for customers on the First and Last Mile.
- 6 Improve safety and security of the railway along the route and around station.

“We’re working together as one industry to really understand what our customers want and need, both during and for the overall outcome of the programme. By putting them at the heart of our planning we will design, build and operate a safer, faster, more reliable, and more comfortable railway that can be used by everyone.”

HANNAH LOMAS | TRU INDUSTRY PROGRAMME
DIRECTOR AND SPONSOR FOR SATISFIED CUSTOMERS



WHAT CAN TRU ACHIEVE BY BETTER SERVING OUR CUSTOMERS?

TRU will connect the North and modernise the way the railway operates, so that customers can move with ease and comfort between all the stations along the Transpennine route.

Customer experience will be dramatically improved through more seats, faster journeys, more trains to choose from and better stations, meaning people can travel with confidence and in comfort, making rail a more attractive option for all. This helps take cars off the roads. TRU should meet the needs of the customers and be the first choice of travel between towns and cities for a sustainable North of England.

How is TRU working to improve customer satisfaction?

The TRU programme was created to improve customer experience, while driving better accessibility – creating a railway that is easy to use and adaptive to the needs of all people using the route. In order to achieve this, it is vital to understand the entire customer experience, what drives satisfaction, safety, and other modes of transport.

Customer satisfaction:

By increasing the capacity of the line, electrifying the route and new trains, TRU will increase reliability and the number of train services and improve journey times. TRU will develop new baselines and measure the key drivers of customer satisfaction relative to the programme, such as comfort, reliability, speed, number of seats, and cleanliness – measuring throughout construction and operation to deliver an improvement of the customer experience.

Safer and better connected:

Customer experience doesn't just start and end at the station or with the reliability of the trains. Safe and integrated travel is important for a seamless journey.

The major infrastructure changes that this programme will deliver also opens up the opportunity to improve the safety and security of the railway along the route and around stations. Through our 'First and Last Mile' (F&LM) Strategy, TRU is already working with Local and Combined Authorities to identify new funding streams to improve the conditions around the stations to ensure facilities and safety features are optimal.

Furthermore, the programme is looking to close and replace a number of level crossings, to improve safety along the Transpennine line of route. TRU will also improve lineside safety measures, such as fencing along the route, and supplement this with our inclusive safety education programme, where TRU is working with communities to highlight the dangers of the railway – especially with the route being newly electrified.

TRU will enhance connectivity and sustainable travel options for customers, including better connectivity to onward travel options, including supporting improved cycling provision and bus routes. Through the F&LM approach, TRU will be working with our communities to ensure we align efficiently with other transport systems and facilities throughout the railway network and at stations.



Accessible and easy to use:

TRU is also committed to making the Transpennine route more accessible – providing step free access to a minimum **99%** of the customers using the route from intermediate stations. We continue to review how we enhance this and are systematically reviewing our Diversity Impact Assessments to improve accessibility for all. TRU is engaging with community stakeholders to help us understand their needs and plan and adjust designs accordingly.

Our work goes beyond just making stations step-free extending to the experience navigating through trains, stations and the connection onto other transport modes, ensuring stations and trains are equipped with accessible information systems, clear signage, tactile paving, well-designed station furniture and acoustically considerate environments to help people of all abilities to navigate our places and spaces as they travel.

TRU will employ a 'mystery customers' programme to routinely assess the travel experience from the perspectives that represent our customers throughout construction to continually assess and improve how our stations and services operate.

Minimise weather related disruption:

TRU will deliver more frequent trains on a railway that is resilient to current weather and future climate change, providing safe and reliable travel for both freight and passengers.

TRU will reduce unplanned disruption caused by adverse weather. Minimising the need for maintenance, our robust approach to weather resilience and climate change during design will allow us to proactively identify and manage risks early in the design process.

For example, our teams have conducted a thorough review of earthworks along the route, in partnership with the Route Asset Management (RAM) and maintenance teams from Network Rail. The introduction of new forecasting models, looking at microclimates along the route is allowing TRU to assess and mitigate risk from changing weather patterns through innovative design and nature-based solutions. This will ultimately deliver more resilience, increased reliability and improved customer experience.

“By understanding the customer experience through close engagement and systematic reviews, we can design, build and operate a safer, faster, more reliable, and more comfortable railway that can be used by everyone.”



Working with our Communities



What does sustainability mean?



1. MAKING SMALL
CHANGES TO HELP
THE ENVIRONMENT
FOR THE FUTURE



2. KEEPING THE
ENVIRONMENT
THE SAME AS IT IS
NOW



3. MAKING THE
ENVIRONMENT
WORSE FOR
THE FUTURE

WHAT DOES SUCCESS LOOKS LIKE? BY 2035 WE AIM TO:

- 1 Add 25,000 volunteering hours to the community to develop job skills and shape public spaces alongside the communities that use them.
- 2 Engage with over 100,000 young people through our inclusive education programme.
- 3 Use TRU as a catalyst for regeneration by enhancing and protecting community “spaces and places” along the route, including protecting our heritage assets.
- 4 Reduce lineside neighbour complaints during construction, including mitigating any negative visual impacts where we can across the programme.
- 5 Reduce noise at stations along the route moving from diesel to electric powered trains.

“We’re working with local groups to give back to the community while we deliver TRU, including billions of pounds of social value benefits. We’ll do this through working closely with schools, colleges, universities to promote skills and employment development, aligning with communities to regenerate their spaces and places, and reducing our impact during construction through to operation.”

ANNA HUMPHRIES | TRU HEAD OF SUSTAINABILITY
AND SPONSOR FOR WORKING WITH OUR COMMUNITIES



WHAT CAN TRU ACHIEVE BY WORKING WITH OUR COMMUNITIES?

To deliver TRU, the programme has brought together an alliance of major, national and global companies to design, build, operate and maintain the route. The combined capacity, resource, and expertise of these organisations is vast. This presents an opportunity to work with them to provide added social value to communities across the route through skills and employment development, regeneration of spaces and places, and reduce the impact during construction through to operation.

Volunteering and engaging young people in inclusive education could provide a **lasting impact on spaces and places around the route** and will **improve community satisfaction**.

Through close cooperation with our community stakeholders along the route, we can understand local needs and implement solutions and mitigate the impact on local people.

How is TRU Working with our communities?

TRU is committed to protecting and enhancing communities along the route, and delivering wider socio-economic benefits, through design, construction and beyond. TRU will invest in inclusive education with tens of thousands of young people throughout our communities that focuses on their wellbeing, skills development, and safety to leave a positive impact on society.

Inspiring our communities:

TRU is developing an Inclusive Education programme to engage with over 100,000 young people. Our aim is to inspire a pipeline of diverse talent into the rail industry, connected to our Northern Jobs objectives.

TRU is working with Local Authorities, STEAM (Science, Technology, Engineering, Arts and Maths) hubs and local social inclusion charities, like Spear Leeds, to work directly with young people and to partner with education providers, prioritising economically deprived areas within 25 miles of the route.

TRU will work throughout the education spectrum, from primary schools through to colleges and universities to deliver targeted skills development workshops. As part of this we have been developing new, inspiring curriculum aligned resources with partners such as STEAM Learning, as well as innovative careers events such as Realising Rail. Alongside Local Authorities, TRU will target schools and organisations representing young people from underrepresented groups and align our internal practices so that TRU can be a catalyst for social mobility, as both an employer and an ally.

To support our inclusive education programme, TRU has committed to delivering a minimum of 25,000 hours of volunteering in the community during construction, reconnecting people with our spaces and places, at stations, compounds and along the route, through the train operating companies and Network Rail in order to sustain them into operation. Partnerships, like Transpennine Express' work with the Prince's Trust will ensure we can have a lasting impact and continue the programme's legacy on the community long into operation.

We want to make a difference together. If you would like to become a STEAM volunteer, or to suggest a school or community partner for volunteering support, contact OurGuidingCompass@networkrail.co.uk

Reducing and mitigating our impact:

Community engagement and volunteering will also be directed through forums and detailed Community Impact Assessments (CIA). For example, a CIA near Garforth inspired the programme to work with nearby Strawberry Fields Primary school to restore their vandalised nature area and hold 'Ecologist for the day' STEAM events.

These assessments produce mitigation plans that stand alongside our community engagement programme to ensure we continue to reassess, respond to and act upon local concerns and needs rapidly.

A catalyst for regeneration:

We are in the process of developing a new vision for volunteering linked to 'reconnecting people with our places'. We will create a lasting legacy through centring our Community Investment on a range of topics impacting communities around stations and compounds.

Transpennine Express works in conjunction with 24 Community Rail Partnerships (CRPs) across the North of England and into Scotland, providing funding through their budget to enable them to undertake

projects which support the Government's Community Rail Strategy. Transpennine Express and Northern attend regular meetings with each, providing business updates and assisting with steering groups, governance and events where possible. The overall goal is to support CRPs in their delivery of the strategy, for example where they can improve upon growth and modal shift, and improvement of the railway environment.

Additionally, through our 'First and Last Mile' Strategy, TRU is already working with Local and Combined Authorities such as WYCA, North Yorkshire County Council, Selby District, Leeds City Council, Kirklees, Tameside, and Oldham, as well as Transport for Greater Manchester to set how to maximise usage of the railway network and our stations to be an asset for the local communities.

Our volunteering programme will look for opportunities like the disused Micklefield Bowling Green, which we developed into a wildflower meadow, providing a beautiful, peaceful public space, and providing a 40% net gain in biodiversity.

With this approach, TRU can use our knowledge, skills and resources to engage directly with the people in our communities to develop skills, spaces and add value to the areas where we operate.



The disused bowling green in Micklefield now transformed into a stunning wildflower meadow.

Measuring the value of delivering TRU in the North

TRU is embracing new methods to measure the impact of social value by using cutting edge, innovative tools to calculate the impact of our sustainable development activities and the impact of the delivery of the programme into a monetary value.

This means TRU can measure the carbon reduced in operation and estimate how much society is benefiting due to cleaner air, reduce costs to government, business, or communities in dealing with pollution and climate change.

TRU can employ an apprentice and calculate how much the economy has gained through their earnings and tax, but also reduction in worklessness, reduction in isolation, improvements in confidence, and development of vocational skills.

Measuring the value of delivering TRU:

TRU is pioneering the use of a new tool to measure the social value created by our sustainable development approach by using the Rail Social Value Tool (RSVT), developed by the RSSB with industry partners, to capture our activities across a range of social impacts.

This online tool has been developed specifically for the rail industry in the UK, in line with HM Treasury Green Book Principles, to conduct valuations of the social value generated for individuals and society.

What value will Our Guiding Compass bring to the North?

By applying our TRU sustainable development targets to the new Rail Social Value Tool, we estimate the contributions of our work in delivering Our Guiding Compass will deliver up to £4.28bn in social value.

This would be above and beyond the benefits of increased capacity and line speed improvement. This value generated consists of social and economic benefits generated by actions instructing the design and construction through delivering this strategy in addition to TRU's wider economic impact assessments.

“This £4.28bn delivered in social value would be an additional value created from the TRU programme.”

How are we delivering £4.28bn in social value?

- ✓ **Up to £715m** from buying goods and services from local business within a 25-mile radius
- ✓ **Up to £1.6bn** from creating and safeguarding jobs and employing local people
- ✓ **Up to £29m** through employing apprentices
- ✓ **Up to £338m** through engaging students in inclusive education and routes into rail
- ✓ **Up to £1.5bn** through reducing operational carbon by electrifying the route and shifting away from cars on the road

Impact of TRU on wellbeing in the North

Major programmes like TRU have hugely profound impacts on people's wellbeing. Commutes impact our disposable income, our free time with family and friends, our levels of stress and so much more. To measure this, TRU has also undertaken a new, cutting edge economic assessment called a 'WELLBY Assessment' in order to understand what we are delivering is improving the lives of our communities.

This WELLBY Assessment was made to estimate the potential value of the wellbeing improvements in delivering TRU in addition to TRU's wider economic impact assessments.

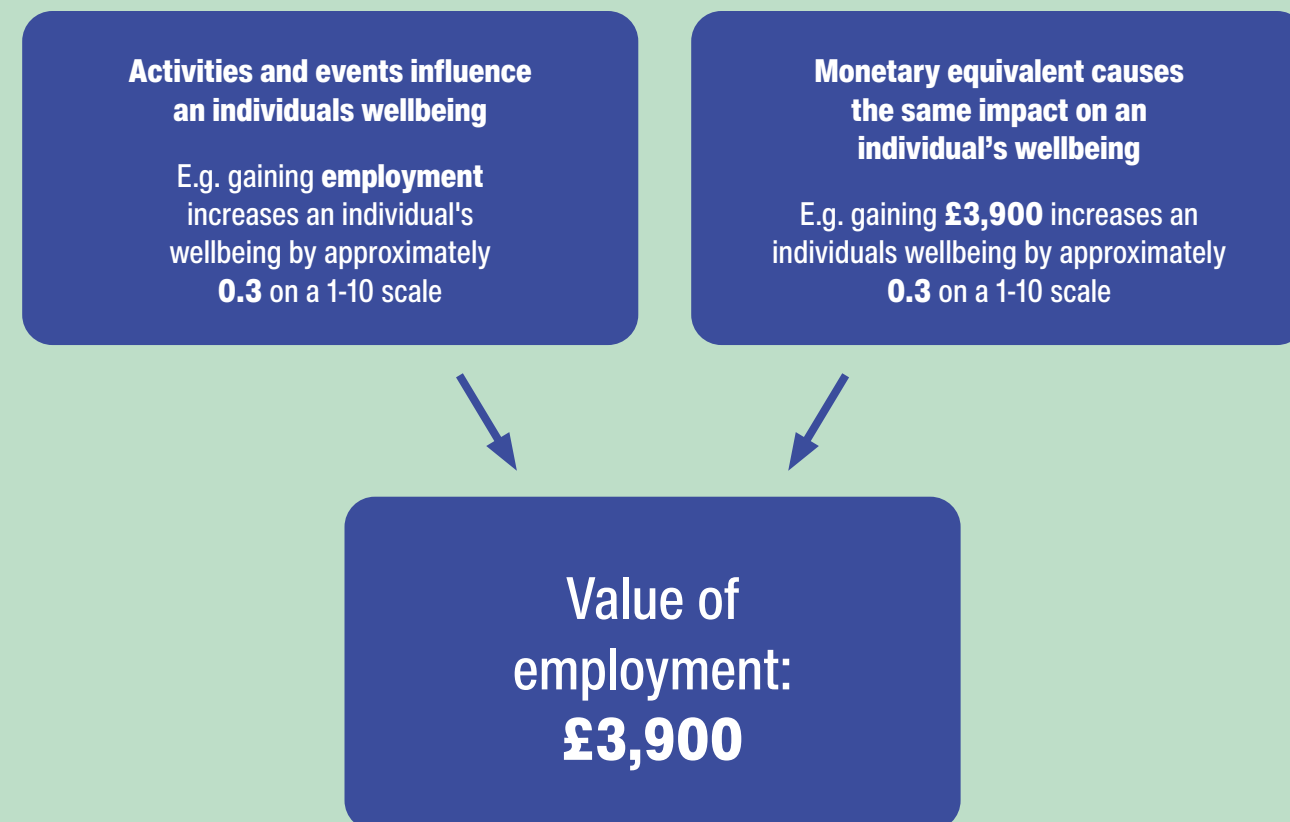
Broadly speaking, wellbeing is about how people feel as individuals and communities. For measurement purposes, personal wellbeing is defined by the Office for National Statistics (ONS) as being about "people evaluating their own lives". In practical terms, the

ONS proposes four measures to assess an individual's wellbeing:

- Overall life satisfaction
- Feeling things that they do in life are worthwhile (sense of purpose)
- Rating yesterday's happiness levels
- Rating yesterday's anxiety levels.

A WELLBY Assessment estimates the impact of the change to wellbeing by calculating the amount of additional income a person would need to receive to then experience the same change in wellbeing.

The diagram below gives a brief example of how this works:

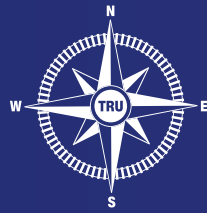


How we can contribute towards an estimated £4.9bn in wellbeing impacts?

- ✓ **£2.8bn** as better connectivity improves job satisfaction when people can access better employment opportunities
- ✓ The programme is anticipated to generate greater satisfaction with neighbourhoods, as better access to tourism and less noise will generate **£893m** in value
- ✓ New access to better active travel is expected to generate **£156m** in value
- ✓ **£636m** through reduced air pollution
- ✓ **£617m** in value through the shift in travel away from cars towards more environmentally friendly options

“The largest contributions are derived from **employment and job satisfaction**; both of these factors represent broader impacts across the community rather than only on train users.”





Beyond our compass

By working with our colleagues, our communities and key industry partners we can ensure that all 17 of the UN Sustainable Development Goals are incorporated into our plans to ensure TRU are embracing and

contributing to sustainable development at all levels.

Below, we give examples of how TRU is contributing to the global agenda on sustainable development.

Sustainable development goals and our contributions



TRU is committed to Fair and Ethical Work practices through our work charter, ensuring good pay and conditions for all involved in our supply chain for the delivery of the programme. We also work closely with community groups and charities to focus our skills and education approach on areas of high socio-economic deprivation.



Through our community volunteering and engagement, TRU works directly with charities such as The Mustard Tree in Manchester to support homeless people.



Safety of our people and our communities along the route are of paramount importance. Our approach to First and Last Mile in customer satisfaction will provide new features to make our stations and surrounding areas a better place. By engaging with local people through community impact assessments, TRU will identify opportunities to improve the health and wellbeing along the route. For example, going further to drive down pollution and improve air quality.



Our approach to inclusive Education is designed to work with educational institutions along the route to harness the talent and skills of our people to deliver great STEAM sessions and inspire the next generation of the rail industry.



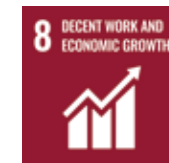
Gender Equality is a core part of our equality, diversity and inclusivity plans, where TRU is working to introduce fair practices but also encourage better gender parity in our industry.



During design and construction, we have the responsibility to assess flood risks and mitigate drainage issues to ensure that communities are not negatively impacted by poor water quality or sanitation issues as a result of the programme.



Through First and Last Mile, TRU will invest in Electric Vehicle Charging points and will review renewable energy opportunities at our stations.



Our focus on creating jobs for the North and developing a talent pipeline will help deliver the programme, but also develop skills to leave a legacy of employment in the regions we work – driving long term growth.



As a major infrastructure programme, TRU a key part of the UK's approach to greening our transport network. The electrification of the route will reduce carbon by encouraging a shift away from road transport, and implementing innovations to reduce the carbon impact of our construction are just two of the many ways TRU is taking action.



Our approach to employment and talent is to focus on under-represented groups to ensure that when we recruit or engage educational institutions, we have the greatest impact by helping groups in need of support and investment. While our station regeneration work will look to make rail travel more accessible to all.



Our focus on investing in local businesses will drive growth across the region. TRU will also work closely with community groups, focusing on the more deprived areas to enhance spaces and places, while also improving access to rail travel for vulnerable groups and actively promoting rail travel for all generations.



Resource efficiency in production and local procurement is key to reducing our impact on the environment and keeping carbon emissions as low as possible. TRU is creating a circular economy to make the most of our natural resources and minimise avoidable waste.



From carbon management to biodiversity, action on climate change is one of the core principles of the programme. Reducing emissions and air pollution will drive the agenda on a national scale. We also work to design the route for the future by implementing a detailed approach to Weather Resilience and Climate Change Adaptation to ensure the trains can operate for generations to come.



TRU will be delivered across 70-miles of track, encountering many bodies of water; our approach to biodiversity aims to protect these ecosystems and prevent damage.



TRU will deliver a minimum of 10% net gain in biodiversity on the programme, to ensure we provide a positive impact on the ecosystems surrounding the route.



As a major project funded by the Government, engagement with all levels of government, national institutions and collaborating with stakeholders is core to how we operate.



TRU brings together some of the biggest organisations in the North for the greater good. Our Guiding Compass directs our engagements with major sustainable development stakeholders, like The Wildlife Trust, and represents our commitment to being a partner for the UN Sustainable Development Goals.



Contact us:

TRU Sustainability
George Stephenson House
Toft Green
York YO1 6JT

OurGuidingCompass@networkrail.co.uk



Kevin Lawton

By email: [REDACTED]

Network Rail
Freedom of Information
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

2 December 2025

Dear Kevin

Reference number: FOI2025/01751

Thank you for your email of 9 October 2025 in which you requested the following information:

Could I please make a request for documentary evidence that supports the estimated figure of £4.5m given to Oldham's Highway Regulation Committee on 18 July 2024.

I have processed your request under the terms of the Environmental Information Regulations 2004 (EIR)¹ and can confirm that we hold this information.

Please see the table below that shows the breakdown of the cost estimates that made up the figure given to the council in 2024.

¹ The EIR, like the Freedom of Information Act 2000 (FOIA), allows people to access information held by public authorities like Network Rail. When people ask for environmental information, we need to consider the request under the EIR rather than the FOIA. In this case, I am of the view that information about construction costs for a new footbridge meets the definition of environmental information at regulation 2(1)(c) of the EIR because it is information on a measure that relates to the state of the landscape.

Details of estimate	Estimated cost
Supply & Install footbridge of the footbridge, including stairs, lighting, signage and crash prevention.	£991,000.00
Groundworks, substructure, specialised plant hire and works to infrastructure.	£251,000.00
Closure of Level Crossing and improvements to the walkway	£584,000.00
Design costs	£517,000.00
Project management costs	£194,000.00
Access and land costs	£435,000.00
Total base cost	£3,867,00.00
Risk provision*	£619,000.00
Total cost	£4,486,00.00

*The risk provision is an allowance for any extra costs until a construction methodology report is assessed, so that a final cost to deliver a footbridge proposal can be determined.

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Zoe Church
Information Officer

You are encouraged to use and re-use the information made available in this response freely and flexibly, with only a few conditions. These are set out in the [Open Government Licence](#) for public sector information. For further information please visit our [website](#).

Appeal rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Compliance and Appeals team at Network Rail, Freedom of Information, The Quadrant, Elder Gate, Milton Keynes, MK9 1EN, or by email at ComplianceandAppealsFOI@networkrail.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".