

26 November 2025

To Whom It May Concern

Letter of Support for TRU Stalybridge to Diggle Transport & Works Act Order

I would like to confirm the West Yorkshire Combined Authority's support for the forthcoming phase of the TransPennine Route Upgrade (TRU) programme and specifically the associated Transport & Works Act Order (TWAO).

While works of this nature can be disruptive to local communities and rail users, TRU represents a vital investment in the North's transport infrastructure and is essential for delivering improved capacity, connectivity, economic growth, and progress towards national decarbonisation goals.

Undoubtedly, the TRU programme is a transformative initiative that will address long-standing challenges on the TransPennine route, which currently accommodates a complex mix of fast express, local stopping, and freight services – on a route whose current severe constraints compromise all three. Despite its strategic importance, the route has suffered from decades of underinvestment, resulting in congestion and limited capacity to support future growth.

The TWAO - as part of the wider TRU programme - is another step forward for this major infrastructure scheme. It will eventually unlock the potential for more frequent services, faster and more reliable journey times, and enhanced resilience for both passenger and freight traffic between Manchester, Huddersfield, Leeds, and York. While the works which this TWAO will enable will physically take place not with West Yorkshire but within Greater Manchester, we have had sight of the Letter Of Support produced by our neighbours in TfGM, and we endorse their comments – indeed, this letter intentionally mirrors in large part their comments. We would, however, underline that the benefits will extend far beyond Greater Manchester's boundaries. This is true not only in terms of the wider strategic benefits of TRU for the North as a whole, but also for the communities between Huddersfield and Standedge Tunnel, such as Slaithwaite and Marsden, given the opportunity the work will enable to improve service frequency on the Manchester – Stalybridge – Huddersfield service, a long-awaited key priority for local stakeholders and for the Combined Authority.

TRU progress made thus far should be commended. Ultimate delivery of the scheme, with full electrification, modern signalling (ETCS), improved line speeds, and gauge-clearance for freight will significantly enhance the efficiency and sustainability of rail operations for East – West connectivity, with wider indirect pan-Northern benefits. We are also aware that stations

within the TWAO (and TfGM) area will benefit from upgrades and accessibility works; given the importance of flows to and from West Yorkshire, these improvements are warmly welcomed from this side too.

We would add that the planned integration with future initiatives such as Northern Powerhouse Rail will be essential for ensuring coordinated delivery and maximising the benefits of investment across the region.

We would also agree with TfGM highlighting that the implementation of robust alternative travel plans, including effective diversionary routes and reliable rail replacement services where needed, is essential. We are aware of the progress already made in these areas during the TRU works, and urge that lessons continue to be learned to ensure that best practice continues to be applied.

Timely delivery of the TRU programme – and importantly of the work linked to the TWAO - is a top priority for West Yorkshire. We encourage all industry partners to continue working collaboratively, maintaining a joined-up approach and a focus on delivering best-in-class stakeholder consultation and proactive community and passenger communications. In this spirit, we would ask that the Combined Authority continue to be kept updated on milestones and any issues arising.

Yours faithfully



Michael Sasse
Rail Development Manager
West Yorkshire Combined Authority