

**The Network Rail (Stalybridge to Diggle
(Saddleworth) Enhancements) Order**



TRANSPORT AND WORKS ACT 1992

**Transport and Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

**THE NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER**

DOCUMENT NR05: FUNDING STATEMENT

Rule 10(3)(a))

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*NR05 Funding Statement**November 2025***1. FUNDING STATEMENT**

1.1.1 The cost of implementing the works sought to be authorised through the proposed Network Rail (Stalybridge to Diggle (Saddleworth) Improvements) Order (“the Order”), including the costs of acquiring land which is, or may be, blighted land within the meaning of section 149 of the Town and Country Planning Act, and undertaking associated work such as environmental mitigation as necessary, will be met from the funding envelopes identified for the Transpennine Route Upgrade W2B Project (“the TRU W2B Project”).

1.1.2 The Government has confirmed its funding commitment for Network Rail to develop and deliver the overall Transpennine Route Upgrade (“TRU”), including the TRU W2B Project, through its published Rail Network Enhancements Pipeline (“RNEP”) (updated following the Government’s 2025 Spending Review (SR25)), published in June 2025.

1.1.3 Schemes within the RNEP, such as the TRU W2B Project, then progress through decision gateways to secure funding for delivery. As part of this process the TRU W2B Project secured Programme Business Case 2 approval in February 2024 which confirmed that the TRU W2B Project has secured a Decision to Design plus approved funding for programme protection activities*.

1.1.4 TRU and the construction of the TRU W2B Project will span two railway investment periods: Control Period 7 (2024 to 2029) and Control Period 8 (2029 to 2034). The cost of implementing the TRU W2B Project works to be authorised by this Order is £224,922,162. These costs fall within the funding envelope for this element of the TRU Programme. In addition to the funds already available to Network Rail in Control Period 7 to progress the TRU W2B Project, further funding will be made available for the delivery of the TRU W2B Project from the identified funding allocation for TRU in accordance with the RNEP governance process. This provision will be sufficient to deliver the TRU W2B Project works to be authorised by this Order as part of TRU, provided it has the required consents and continues to represent value for money.

1.1.5 The Department for Transport has confirmed the Government’s commitment to TRU and the TRU W2B Project works to be authorised by this Order along with the allocation of funding subject to ongoing consideration to ensure the project delivers the best results for both rail users and taxpayers.

*Programme protection activities include further survey activities/ ground investigations and development of the schemes detailed design/delivery procurement strategy to support a Final Business Case submission (anticipated June 27).