

Introduction to TRU and upgrades between Standedge and Gledholt

The Transpennine Route Upgrade (TRU) is a major, multi-billion-pound programme of improvements that will transform journeys across the North, better connecting towns and cities through more frequent, faster, greener trains between Manchester, Leeds and York, running on a better, cleaner and more reliable railway.

To enable this to happen in your area, we are proposing a number of upgrades between Standedge and Gledholt (Huddersfield).

This includes changes at Marsden and Slaithwaite Stations, as well as the reconstruction of various bridges and highways, to allow us to install the overhead line equipment (OLE) and additional tracks that will power faster, cleaner trains through the area.

The map shows the locations of the main proposed essential work in this area affecting bridges and stations.

A summary of what is proposed in each of these locations is provided with this consultation.

Structures and stations being improved as part of TRU



Our proposals

Alongside upgrades at Slaithwaite and Marsden Stations, we will be completing significant improvements across the route to deliver the Transpennine Route Upgrade. These works include:



Overhead Line Equipment (OLE)

Installation of overhead line equipment that will power faster, cleaner electric trains, reducing carbon emissions across the route.



Signalling

Modern signalling systems will be installed and connected to the York Rail Operating Centre improving reliability and increased capacity on the line.



Bridges

Reconstruction or modification of bridges to accommodate OLE installation and new tracks, including raising bridge decks, changes to parapets and bridge strengthening.

Our proposals – continued



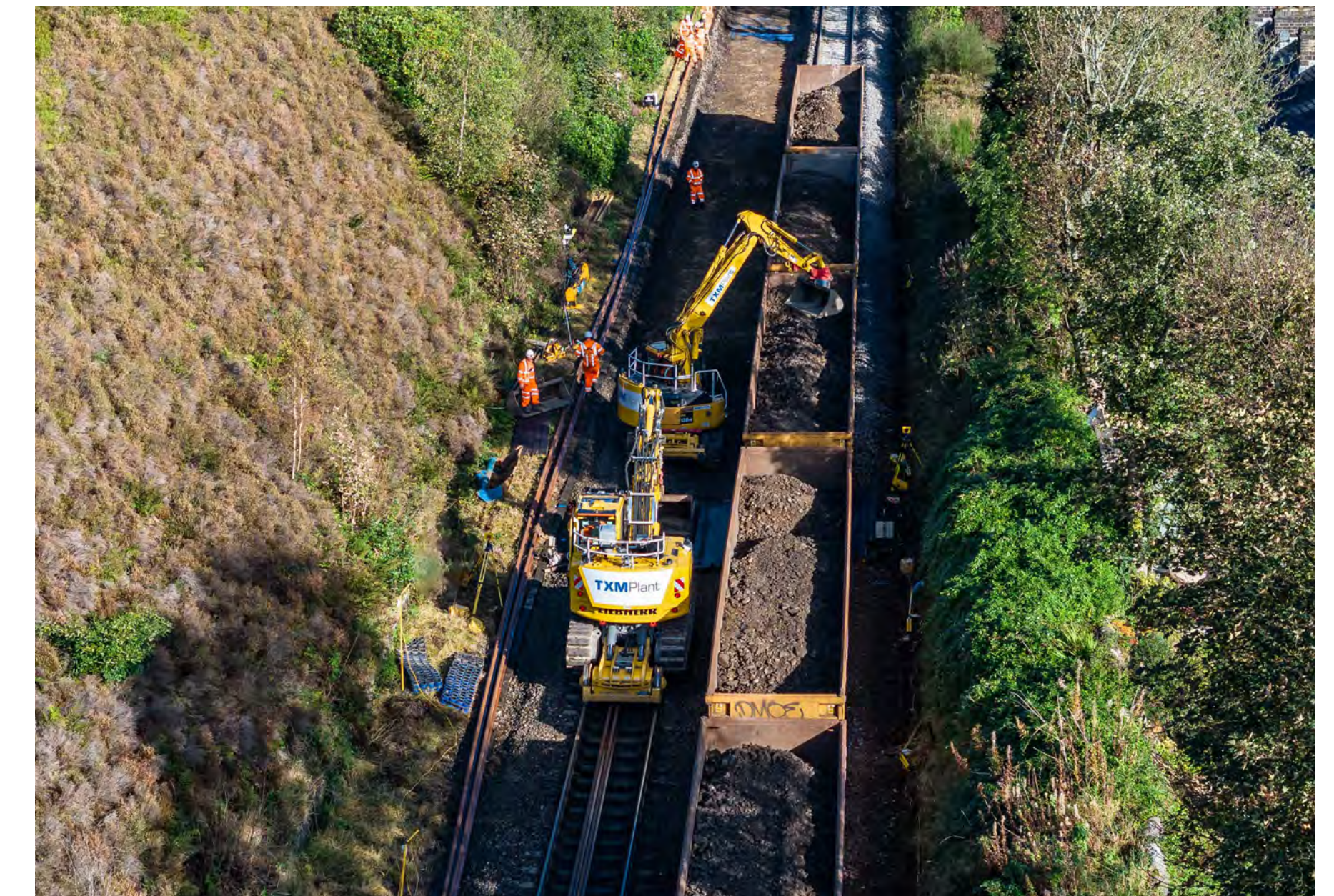
Drainage

Installation of new drainage systems to protect the railway infrastructure, improving resilience against severe weather.



Tunnels

Essential modifications within tunnels to create the clearance needed for overhead line equipment, ensuring electric trains can run safely through the route.



Track

Installation of new rails, sleepers and ballast to provide a smoother, more reliable railway, while increasing the number of tracks from two to three between Marsden and Huddersfield.

To support these activities, we will have strategic temporary compounds and access points in place across the route, allowing our teams to efficiently deliver these major upgrades that are essential to transforming journeys across the North.

Consenting approach

Network Rail can carry out much of the work required on its own land, such as track, signalling and OLE work.

We will be submitting a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport (SoS) for a range of consents to deliver some of the works including the right to use land and the closure or alteration of roads and footpaths. As part of the scheme, substantial improvements will be made to Marsden and Slaithwaite Stations.

Some additional consents and approvals, such as listed building consent (see heritage slide) and planning approval of bridge design details, will be sought from Kirklees Council in advance of the TWAO application being submitted to the SoS.



The environment

We understand that we have a responsibility to consider and minimise the impact of our work on the environment as much as possible.

The TRU Sustainability Strategy, 'Our Guiding Compass', sets out our mission to build and operate a railway that satisfies customer needs while enhancing and respecting the natural and human environment.

To understand the existing environment between Standedge and Gledholt and to inform our designs, we are undertaking various surveys and assessments. These cover traffic, noise and vibration, landscape and visual amenity, heritage, ecology and water.

Wildlife

Surveys are being carried out to identify any habitats or protected wildlife in the local area. Where protected species are recorded and may be affected by the scheme, measures will be put in place to minimise any impacts, in-line with national guidelines.

We will continue our assessments as the scheme progresses.

Plants and trees

Some vegetation removal may be required to enable works to take place. Any replacement and additional planting will be sympathetic to the surrounding area and will incorporate native plant species that have benefits for wildlife, wherever possible.

Arboricultural (tree) surveys are being undertaken to inform our plans. Tree felling will only occur where it is not possible for the scheme to avoid this.



Heritage

Our heritage is very important. We are working closely with stakeholders to make sure that the design of the proposed works between Standedge and Gledholt will bring improvements for passengers, while respecting much-loved local landmarks.



Listed building consent

We are working with Kirklees Council, Historic England and other stakeholders so we can deliver passenger benefits, whilst respecting the historic integrity of the Grade II listed structures. Network Rail will apply for listed building consent where the proposed works affect the fabric of listed structures.

Based on current designs, listed building consent is known to be required for works to the following structures:

- **Slaithwaite Viaduct**
- **Crimble Viaduct**
- **Golcar New Viaduct**
- **Milne (Longwood) Viaduct**
- **Paddock Bridge (Church Street)**

Marsden Station

We are upgrading Marsden Station to make it more accessible and improve your journey experience.

These upgrades will help deliver faster, more frequent and more reliable train services on a greener railway.

The improvements include:

- A new footbridge with lifts to provide step-free access between the station entrance and platforms.
- Longer platforms at 150m in length to accommodate longer trains with more seats for passengers.
- Platform access on all tracks, with the line expanding from two to three tracks between Marsden and Huddersfield to enable more frequent services.
- Better local connections and improved drop-off facilities.
- Enhanced passenger facilities, including new shelters, seating and information screens.
- Additional car parking will be provided.

We are also reconstructing Station Road Bridge and Station Road Pipe Bridge near Marsden Station to accommodate the installation of overhead line equipment.



Slaithwaite Station

We are upgrading Slaithwaite Station to make it more accessible and improve your journey experience.

These upgrades will help deliver faster, more frequent and more reliable train services on a greener railway.

The improvements include:

- A new footbridge with lifts to provide step-free access between the station entrance and platforms.
- Longer platforms at 150m in length to accommodate longer trains with more seats for passengers.
- Platform access on all tracks, with the line expanding from two to three tracks between Marsden and Huddersfield to enable more frequent services.
- Better local connections and improved drop-off facilities.
- Enhanced passenger facilities, including new shelters, seating and information screens.
- Additional car parking will be provided.

We are proposing a one-way system downhill under Crimble Bank Bridge next to Slaithwaite Station, which will allow for wider pedestrian footways and safer access to and from the station.

We are also reconstructing Crimble Bank Bridge to accommodate the installation of overhead line equipment and strengthening work.



Construction

Temporary construction compounds are being considered to enable work to take place between Standedge and Gledholt. These strategic sites will serve as bases for construction activities, equipment storage, and welfare facilities throughout the duration of the works.

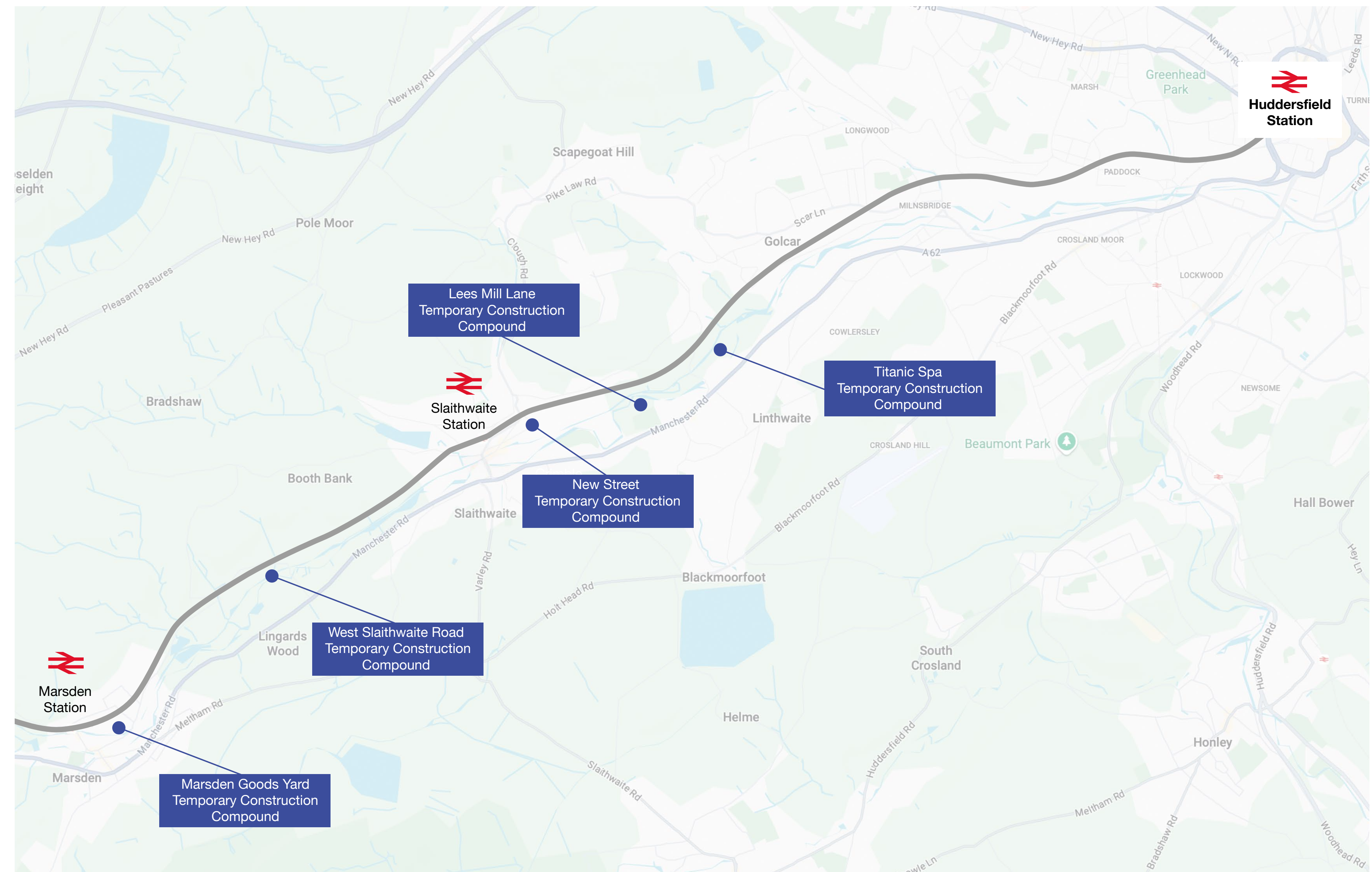
Temporary possession of land will be required for the construction compounds, and this will be sought as part of the TWAO application.

Sites under consideration include:

- Marsden Goods Yard
- Land at West Slaithwaite Road
- Land at New Street
- Land at Lees Mill Lane
- Land to the north of Titanic Spa

Please note that the locations of the construction compounds are still being determined and not all sites listed may be required.

The layouts and use of these temporary compounds will be carefully planned and managed to reduce their impact on the local community, and we will make every effort to keep any noise or disturbance to a minimum.



Construction - continued

The compounds, which will be protected by security measures and a boundary fence, will include:

- Hard standing or geo-bound areas for material storage and parking
- Temporary buildings and welfare facilities
- On-site resources for the storage and removal of waste and water
- Electrical connections or on-site hybrid electricity generation
- Gated access points for security

Standard environmental controls will be implemented across all sites and may include:

- Dust suppression
- Road sweeping
- Noise and light mitigation
- Visual boundary screening

At times, construction activities will require road, path and canal closures, as well as other potential impacts on highways and travel routes. In order to make these changes, we will seek consent through the Transport and Works Act Order application.



Access points

To enable the works between **Standedge** and **Gledholt**, we will need to access the railway at various points. Some of these access points already exist and will see an increased usage, others are proposed new access points.

Permanent new access points will be created to support the future maintenance of the railway and also temporary access points will be created for use during the construction period.

This maps shows our proposed new access points, but as the scheme develops, more access to the railway may be required.

