

NW&C Route Wks 1 - 6 - 2025 Disruptive Access Workshop Group

Meeting Title	NW&C Route Wks 1 - 6 – EAS 2025 Disruptive Access Workshop
Date	Tuesday 2nd May 2023
Location	MS Teams
Authors	Gareth Spencer



Full Name	Email Address	Company
Alex Hawes		GT Railway
Alexandra Richards		Network Rail
Amy Evans		Network Rail
Andrew Lotarew		Network Rail
Andy Mansfield		Network Rail
Andy Osborn		Network Rail
Bettina Rosaria		Network Rail
Carly Hainie		Network Rail
Colin Rowley		West Midland Trains
David Smith		Freightliner
Davina Lamond		Network Rail
Edward Jarvis		Network Rail
Gareth Spencer		Network Rail
George Ellis		Network Rail
Hassard Stacpoole		Network Rail
Jack Alder		ARL
Jon King		Avanti West Coast
Jonathan Cossham		Network Rail
Kerry Furnival		Network Rail
Kevin Edmeads		GBRF
Lanita Masi		EMR
Matthew Dyer		Network Rail
Michael Hodder		Network Rail
Paul Higgs		Network Rail
Paul Parcell		Network Rail
Peter Warhurst		Northern Railway
Richard Perrin		East West Rail
Rizwan Khan		Network Rail
Rob Creasy		Network Rail
Ryan Rudd		Network Rail
Sara Taylor		Network Rail
Scott Stephens		Cross Country Trains
Simon Barrett		Chiltern Railways
Steve Higgins		Network Rail
Steve Spilletts		Network Rail
Stuart Morris		TPE
Susan Olohan		TFW
Tony Brennan		Network Rail

Agenda
<ul style="list-style-type: none"> • Housekeeping • Weeks 1 - 6 • AOB/Actions

NW&C Route Wks 1 - 6 - 2025 Disruptive Access Workshop Group**Housekeeping**

Mike advised that in this session we will go through the major disruptive work to be carried in Weeks 1 - 6 of EAS 2025.

We will go through each week and assess all of the work in each week.

Mike advised that the session is being recorded solely for the purpose of minute taking and welcomed any objections to this.

Mike advised recordings would be deleted once the minutes have been written and distributed.

Mike asked that where objections to work become apparent could we also try to offer alternate dating's that would suit.

Week 1Work in this Week

- 29hrs Wembley Stadium - West Ruislip - PLTR: Sudbury Hill Harrow Station Drainage
- 30hrs Lichfield – Colwich - HS2: Harvey's Rough Flyover (Slows Only)
- 29hrs Hanslope – Hillmorton - PLTR: Toll House
- 27hrs Preston – Lancaster - PLTR: Oxheys
- 27hrs Carlisle – Gretna - CD Signalling: Kingmoor Resignalling, PLTR: Caldew (U&D Main available to diesel 1035 - 2200 Sun)
- 12hrs Longsight Sth - Manchester Piccadilly (Oxford Road Excl) - Manchester Piccadilly S&C Ardwick Ladder Squadron Tamp

Responses

Colin R noted the Lichfield Slow Lines has been discussed previously, although WMT have asked about the possession strategy due to the impact to Rugeley.

Mike noted this is reasonable, once we know more then we will pass this on.

Colin noted this same comment echoes throughout the whole year for all the Lichfield-Colwich blocks.

Peter W noted the Preston-Lancaster 27hrs would have to sit earlier in the Winter.

Davina noted we have tried to do this as much as possible, but East Coast is blocked after week 44 so we have little other options.

Peter asked what pre-Christmas looks like in a given year.

Mike noted we have had discussions with East Coast about divvying up the year a little more smoothly rather than fixing to week's 1-12 rigidly, although in this year Kingmoor Resignalling dictates things for us, although after 2025 we hope to be able to move out of this period for works north of Preston and keep them within Winter, although for this year Kingmoor causes the issue.

Peter appreciates this but it is still a hard sell on top of extended Bank Holidays and is something that Northern would object to.

Peter noted NR would need to find a good sell for this for it to be accepted.

Mike noted with other factors there isn't really a good sell for this.

Peter asked how critical this work is.

Davina noted the Oxheys is drainage work prior to the track renewals, as it is drainage we could look at the programme, would a 1200 Sunday finishes reduce some issue.

Peter noted this would mitigate a lot of issue.

Davina noted she could look at this as drainage has some more flexibility to be able to finish at 1200.

Peter noted this would really help.

ACTION Davina to look if Oxheys Drainage can be worked for 1200 Sunday finishes.

Mike added to Peter that there is some OLE work in this area that we don't understand the footprint of, but when we do we could possibly integrate access for track with this work.

Peter noted he appreciates there is forthcoming requests for significant access in the North West.

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Jon King noted he broadly agrees with Peter, although he would add that with the alignment with the Carlisle and Gretna works, as we saw earlier this year these sorts of alignments make the Preston Passenger Handling easier to manage, so he would advocate for alignment.

Jon noted he would advocate for mid-week access in this area, although Freight would likely object, would Saturday/Sunday access work.

Steve Higgins noted that fatigue is the big issue here.

Steve added that with the PLTR works overlayed with Kingmoor, we need to see how this works.

Mike asked David Smith how Saturdays would work for them.

David noted all day Saturday wouldn't work for them.

Steve noted if they couldn't get all day then it messes with the rostering and the fatigue.

Jon King noted they used to see some blocks around here from 1130 as it means you can get someone somewhere but can't get them home, so it doesn't work for them.

Jon added that he appreciates as we move forward we will see more and more access being required and the big issue is where to put these blocks, the question surrounds blocking East and West at the same time in quieter periods of the year to get a lot of work done in one big hit, for Avanti this would be January.

Mike noted we can advise the English and Scottish Governments that we plan to do this if we give plenty of notice and have very good reason, but this good reason is the issue when it comes to the Scottish Government who are very vocal about keeping an electrified route open.

Jonathan added it would depend on the type of work being done and the magnitude of the work as to whether we could sell it.

Steve Higgins added that there isn't any scope to move Kingmoor to the left.

Mike noted there wouldn't be a view to do this based on previous conversations.

Steve asked where we stand on the mid-week proposal as he could make something work.

Kevin Edmeads noted this would be difficult for them and they would push for weekends.

Jonathan noted that East Coast have mid-week SLW access and they are crammed with capacity so we wouldn't be able to divert anything their way.

David noted they couldn't accept mid-week access as they have a lot of traffic between Crewe and Scotland and they couldn't do this without massive diversions.

Mike noted mid-week access could work in some places depending on the location, this area is a difficult one to make work.

David noted he could potentially agree to 0800-1800 mid-week, although this probably wouldn't sit for TOCs.

Mike noted we have these options being tabled, but nothing seems less worse than what we already have, given the situation we are in it would seem doing this in Spring is less worse than doing this later in the Summer.

Peter noted the Spring does still show increased demand for travel.

Mike summarised that Davina will explore her options with the drainage work, we will also review the OLE requirements when we have site of this.

Kevin noted a separate session on this will be useful.

Mike noted he needs to set up a session to discuss work earlier in the year and this could be incorporated to save bogging down diary's with loads of meetings.

Mike asked Davina if work could be added to week's 41-43 is we got all weekend instead of just Sundays.

Davina noted this is something that could be reviewed and looked into.

ACTION Mike to canvas for availability for a North West review.

Stuart asked in relation to week's 41-43, didn't Steve Higgins need access in this time.

Steve noted he does have aspiration to do something in these weeks.

Jon King noted the latest Box Plan seems largely different from the one we worked off at the last March workshop and so an ad-hoc session would be useful.

Mike noted more work has come in and will be picked up at the Mop Up.

NW&C Route Wks 1 - 6 - 2025 Disruptive Access Workshop Group**Week 2**Work in this Week

- 29hrs Wembley Stadium - West Ruislip - PLTR: Sudbury Hill Harrow Station Drainage
- 29hrs Stafford – Bushbury - PLTR: Brinsford
- 30hrs Lichfield – Colwich - HS2: Harvey's Rough Flyover (Slows Only)
- 52hrs 0140 Sat - 0540 Mon - Euston - West London Jn Lines A,D,E,X & Plats 12-16 - HS2: Platform 16 Construction (HIGH SIDE)
- 27hrs Preston – Lancaster - PLTR: Oxheys
- 27hrs Carlisle – Gretna - CD Signalling: Kingmoor Resignalling, PLTR: Caldew (U&D Main available to diesel 1035 - 2200 Sun)

Responses

Scott Stephens noted there is little contention in these weeks for Cross Country, although this largely depends on Westerns plan, hopefully diversions via Colwich and Sutton will be possible by this time as we expect other TOCs to do and so we may see increased requirement for this diversion amongst various operators.

Mike noted he added this Lichfield-Colwich work quite late last week and he has made the project aware he will be reviewing it further.

Kevin asked if the Webley-West Ruislip blocks are exclusive of West Ruislip with access from Greenford.

Mike noted they are.

Jonathan suggested changing the blocking point to South Ruislip.

Mike made this change.

Simon Barrett asked if they can reverse at South Ruislip.

Davina noted this should be fine but she will check what the trains are doing.

Week 3 Good FridayWork in this Week

- 54hrs Bushbury – Stafford - 3rd Party: Four Ashes Interchange Overbridge Works, PLTR: Brinsford
- 30hrs Lichfield – Colwich - HS2: Harvey's Rough Flyover (Slows Only)
- 101hrs Crewe Station - Crewe Hub: Stage 8c Core (CN158 a/b pts), Crewe Hub: Alsager Resignalling Prep
- 100hrs 0140 Fri - 0540 Tue – Euston - South Hampstead - HS2 ONW Signalling: 6x interlocking relock, HS2: Platform 16 relocation
- 39hrs (Week 3) Relief Lines - 1400 Sat - 0500 Mon - Willesden Jn (Acton Branch) – Wembley Yard South Jn - Harlesden Embankment
- 100hrs (Easter)Relief Lines - Willesden Jn (Acton Branch) – Wembley Yard South Jn - Harlesden Embankment
- 1400 Sat 12 April - 0500 Tue 27 May Up Willesden Relief Line Blocked and Isolated Throughout
- 29hrs Hanslope – Daventry PLTR: Courteenhall, Maintenance
- 100hrs Camden Jn - South Hampstead - HS2 ONW Signalling: 6x interlocking relock
- 76hrs South Hampstead – Watford - Works Delivery: FB38 The Ridgeway Recon (10m 177y), PLTR: G&C Met Bridge
- 13hrs Preston – Lancaster - PLTR: Oxheys
- 27hrs Carlisle – Gretna - CD Signalling: Kingmoor Resignalling, PLTR: Caldew (U&D Main available to diesel 1035 - 2200 Sun)
- 54hrs Ordsall Lane – Kearsley/Deal St - Windsor Br Sth/Windsor Br Nth – Walkden - CD Enhancements: Salford Crescent Enhancements
- 10-days Peak Forrest - Chinley Nth/Edale – Chinley - CD Renewals: VB104 Chapel Milton Viaduct (clash with TRU Diggle block)

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Mike noted the Willesden Jn access will close one line most weekends with additional access taken at Bank Holidays to close both lines.

Mike asked George if deliverability discussions have been had.

George noted that without a contract for the contractor they are unwilling to do any assessments on it and so we are looking to get a contract in place so the contractor can review if this is deliverable.

Mike noted for now we will continue as we are until we know any more from the Project.

George noted this has been escalated and he will continue to push with this.

Jack Alder noted it was mentioned in previous meetings, in weekends where both lines are taken we need to keep City Lines open to allow access to the depot.

Bettina is happy with this and noted it has been raised elsewhere.

Ryan Rudd noted the Harlesden drainage work, these didn't get cancelled prior to the freeze and so still appeared in V3, although these won't appear in V4.

Jon noted in terms of Harlesden blocks, when slow lines are blocked we will still need to get Avanti units up to Wembley.

Steve Spillels noted this will be worked through as and when required.

Mike noted to George that we will stay connected on the Willesden work as things develop.

George will keep Mike in the loop.

Rob Creasy noted he sent a request to Mike for Greek Street at Stockport, this is being reviewed and we may look to align this with other access, this is likely to need reviewing at the Mop Up.

Mike noted he may have missed this email, but this will be picked up at the Mop Up.

Week 4 Easter**Work in this Week**

- 72hrs Birmingham International - Installation of Automated People Mover
- 30hrs Lichfield – Colwich - HS2: Harvey's Rough Flyover (Slows Only)
- 101hrs Crewe Station - Crewe Hub: Stage 8c Core (CN158 a/b pts), Crewe Hub: Alsager Resignalling Prep
- 100hrs 0140 Fri - 0540 Tue – Euston - South Hampstead - HS2 ONW Signalling: 6x interlocking relock, HS2: Platform 16 relocation
- 76hrs North Wembley – Watford - Works Delivery: FB38 The Ridgeway Recon (10m 177y), PLTR: G&C Met Bridge, PLTR: South Newton, S&C: Kensal Green (TMD Arrival & Departure Lines isolated)
- 54hrs Watford - Bourne End - PLTR: Red Lion Bridge
- 100hrs (Easter)Relief Lines - Willesden Jn (Acton Branch) – Wembley Yard South Jn - Harlesden Embankment
- 1400 Sat 12 April - 0500 Tue 27 May Up Willesden Relief Line Blocked and Isolated Throughout
- 100hrs Camden Jn - South Hampstead - HS2 ONW Signalling: 6x interlocking relock
- 76hrs South Hampstead – Watford - Works Delivery: FB38 The Ridgeway Recon (10m 177y), PLTR: G&C Met Bridge
- 54hrs Lancaster – Carnforth - CD Renewals: CGJ7 UB9 Williamsland
- 76hrs Caldew – Gretna - PLTR: Moss Band (Esk), CD Signalling: Kingmoor Resignalling (48hrs)
- 54hrs Weaver Jn - Halton Jn - CD Renewals: UB5 M56 Bridge
- 10-days Peak Forrest - Chinley Nth/Edale – Chinley - CD Renewals: VB104 Chapel Milton Viaduct (clash with TRU Diggle block)

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Responses

Mike noted that he hasn't heard much detail regarding the Installation of the Automated People Mover for HS2.

Andy M noted he has raised internally regarding the Installation of APM, he has been assured further detail will be provided by the Mop Up Session.

Jon King provided the following link in the chat regarding the Automated People Mover:

<https://www.hs2.org.uk/in-your-area/local-community-webpages/hs2-in-solihull/automated-people-mover/>

Crewe Hub Easter Works

Easter 2025 101 hours – all subject to design



Coal Yard to Weaver

OHL Renewal - Wire Run through Neutral section and SPS install
Winsford Weaver resignalling - Signal head changeovers to LED

Crewe Core

4 x S&C renewal - Manchester lines
TAG and Trace - Station
OHL - SPS platforms 6-12
Signalling - install of signal gantries south Junction

Independent lines

S&C renewal - Gresty Road Junction

Alsager

Signalling - prep and install for commissioning on week 16
Signalling - Rehearsals for commissioning on week 16

Chapel Milton Viaduct

Background

Constructed circa 1865, CNB1/104 Chapel Milton Viaduct (15 no. spans) carries a single bi-directional line over open land, public footpaths and Black Brook water course, on the Rowsley to New Mills via Millers Dale line between Chapel-en-le-Frith and Chinley.

Millstone grit segmental stone barrel arches with engineering brickwork in the crown. Spandrels, abutments, voussiors, piers and parapets are all formed of millstone. The internal spandrel construction comprises 4 no. brick masonry ribs with voids between.

Scope

Infill of voided spandrels/piers. Vegetation removal. Design and installation of a suitable structural concrete ballast tray with up stands, i.e. pre-cast concrete 'L' shaped units behind parapets, incorporating waterproofing and drainage systems. Track lift shall be considered within the design and the existing parapet addressed to ensure it complies with current standards/track lift. Full refurbishment of brick work defects as per latest DE (stitching and grouting cracks, re-pointing and replacing brickwork, cracking to the piers to be addressed by stitching or other approved method). Project Team to produce schematic drawings of all weathered/defective stonework or brickwork, bulged areas, open joints, fractures, etc.

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Rationale

The primary driver for the scheme is Safety and Condition*.

Voided Spandrel walls - increased risk of sudden failure of the stone slabs resulting in operational restrictions to the network.

Numerous issues with bulging of the spandrels, fractures to the piers and dropping/flattening of the arch barrels. These defects suggest that the internal spandrels may be in a poor state of repair.

In December 2021, It was reported a loss of ballast in an area of 500x500mm x 700mm deep, through a hole caused by a broken or fallen slab to Span 7. The ballast fell through the hole into the voided cavity behind the spandrel walls. (See photos 12&13). The scope for the remedial work for voided spandrels and piers has now been developed and design is required to provide a robust solution, resulting in an increase in duration and cost.

Access

10 Days required ideally at Easter 2025 to install pre-cast concrete deck units and waterproofing. This involves removal of all track, ballast, installation works, reinstatement and tamping

Access is required between Peak Forest SB & Chinley SB on NW9005 and also on NW9001 between Edale & New Mills South Jn and on the Chord line between Chinley South Jn & Chinley East Jn



Photo 1: Upside Elevation



Photo 2: Topside



Photo 3: transverse and longitudinal fractures to soffits



Photo 4: Hole in track

Scott Stephens noted that when it comes to diversions via Solihull, they will want this diversion for the Saturday, Sunday and Monday.

Jonathan has this noted.

Davina noted the Kensall Green S&C will be South Hampstead-Wembley Central with 100hrs on the Slows and 54hrs on the Fast Lines.

Mike made this change.

Davina asked Tony if she can get engineering haulage out of Basford Hall at Easter.

Tony noted it should be fine.

Kevin Edmeads asked about the 54hrs in the South and asked if this is Sunday/Monday.

Mike noted they would likely be.

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Kevin asked if the Midland Mainline or East Coast are blocked.

Mike noted that the National Maps show 4days between Luton and Cricklewood on the Midland Mainline and also a 4 day block north of Cambridge and through Bury St Edmunds.

Kevin noted this is a clash as no traffic can come out of Felixstowe on the Good Friday and Saturday..

Bettina noted the National Maps seems wrong for Anglia, it isn't meant to Bury St Edmunds, it should be Norwich to Ely.

Kevin noted in this case they could go out of Felixstowe and up through Peterborough.

Bettina noted it would only be an issue on the Saturday morning with the TS11's.

Bettina noted they are looking at how to plan out the TS11's.

Kevin noted that John Dwerryhouse already knows GBRF's views on this.

Kevin noted he will discuss this with Anglia.

Mike noted we can raise at National Deconfliction.

Kevin noted that when they send traffic to Trafford Park they can still go via Leicester-Nuneaton-WCML-Colwich-Stone-Macclesfield and through 13&14 at Piccadilly.

Mike agreed this should be fine.

Kevin noted Darren sent an email about the Chapel Milton access but this has changed largely now from 125hr to 10-days, Kevin will speak to Darren.

Mike noted a key thing is what TRU are doing in this period.

Stuart noted he thinks they have Diggle blocked.

Kevin noted there should still be routes available, although he is unsure what they are doing for Southampton traffic on Western.

Mike noted it doesn't seem they are doing anything based on the maps.

Jack Alder noted he has a concern in the Euston area, we seem to have the DC Lines blocked and the Slow Lines which block access to TMD and we also won't be able to access fleet in Camden Carriage Sidings.

Jack also noted regarding Kensall S&C, he would imagine this is on the mainline rather than Kensall Green junction to keep access by the City Lines to Wembley Carriage Sidings.

Jack noted his concern is surrounding access to a lot of their fleet if they need it.

Steve Spilletts noted we will sort the DC Lines and tidy things up when Steve catches up with Mike.

Mike noted he tries to give a view of the overall disruption but Steve will split things up a lot better with his knowledge of the area.

Colin asked about the Watford-Bourne End block, is this All Lines.

Mike noted it would be.

Colin noted they would need to turn around at MK.

Colin noted there are also issues with Rail Replacement with International out as well as Crewe.

Mike agreed it will be challenging and it is something we need to understand far more than we do now.

Peter W noted the Lancaster-Carnforth 54hr, can we have further detail justifying the access.

Rob noted this waterproofing the structure and so will be track and installing the waterproof membrane.

Peter asked for a couple of slides if possible.

ACTION Rob to provide slides for his 54hrs Lancaster-Carnforth access in week 4.

Peter noted he would assume there is a good likelihood of the DU tamping on the Sunday at Carnforth North, but Northern would be looking to get to Carnforth from the Barrow direction.

Mike noted he has asked the maintenance team if these 27 odd hours are appearing in weeks outside Bank Holidays then would it be better to align tamps with them rather than sit them at Bank Holidays, so this is something being looked at.

Peter noted we need to bear in mind that this pushes the termination further back from Carnforth to Grange.

Peter noted regarding Chapel Milton will clash with Euston going over Easter for a passenger handling view, if Diggle is also blocked we are pushing everything via Chiltern.

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Mike noted they have a TRU integration session after this workshop so we will raise this.
 Peter noted that experience shows Manchester-Sheffield-London is a key route when Eastern is blocked.
 Mike noted there were some issues with the May Day weekend just gone.
 Hassard confirmed there were some issues, we need to ensure we align and ensure information is cascaded correctly to allow operators to diagramming efficiently.
 Hassard noted if we agree things here we need to ensure that EMR are properly liaised with at an early stage to mitigate risks.

Mike asked Rob if he has any constraints with the Chapel Milton work or can they do it whenever.
 Rob noted the weather is a key factor with the Chapel Milton Viaduct so it is between Easter and October that is the optimal time to do it.
 Mike noted so Spring to early Autumn is the ideal space.
 Rob confirmed this and noted late October is the latest they could go.
 Peter noted they would want it outside of school holidays and also some justification of the 10-days vs 9-days as 9-days is always easier to manage.
 Peter added that in terms of SLW, with the current infrastructure and crossovers in place, we would be looking New Mills South to Earles, which won't get much through as both of the crossovers are the wrong way round.
 Peter asked with the duration extending, can we do anything similar to Farnworth Tunnel with temporary crossovers at either end of a shorter section.

Paul Parcell noted that he has Denbigh Hall North planned in for 16hrs in week 4, there is also Watford South and Willesden North West at London Junction in week 6, so overall this would around 40hrs, so would it be worth swapping these over.
 Mike noted he needs a session with Paul to look at his access as well as Ed's ahead of the Mop Up where we can review this.

David Smith noted the 100hrs at Crewe, is this still going ahead as it was mentioned some of the stage works were going last week.
 Tony noted we are sticking with the plan we have at the moment until anything develops.

David noted he is aware of the 10-days for Chapel Milton, they aren't happy about it and would ask if the Chinley South to Chinley East section is required.
 Rob noted they do need this due to the tight constraints.
 David noted they would need a route via Buxton and so would need a route via Stockport.
 Jonathan noted he is looking at the Quail Map and this is going to be difficult to do.
 David noted we would need North West, North East and TRU to talk to each other on this one.
 Mike noted the requirement for Chapel Milton and the alignment with TRU is something we need to have further discussions with.

Jon King noted with the Bolton route blocked, we would need to ensure the Chat Moss is open to allow some diversions.

Jon noted in terms of Crewe, the car park issues at Stoke-On-Trent need sorting.

Jon noted in terms of the Watford-Euston blocks, it looks like there is nothing North of Bourne End on all 4 days, if Watford-Bourne End were done on Saturday/Sunday, there would an assumption that you could get trains to Watford Junction from the north on the Friday and Monday
 Mike noted we need to be mindful that Paul has noted he has some Tamps that need to be dated and so we need sight of what all of the access will look like and review what will work as there may be subtle difference on each day.

Kevin asked, in the south can we access Wembley Yard from Anglia.
 Mike noted there should be access from the North.

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Mike noted the Relief Lines are shut for the 4-days of Easter so you wouldn't get in that way.
 Kevin asked if going via the North London Lines can they go via Kensal Green Junction High Level.
 Steve Spilletts noted this should be fine going down the City Lines, but he will pick this up with Mike, if Kevin lets Mike know his requirements then this can be reviewed when he meets with Mike.
 Kevin noted it is just a general enquiry at the moment regarding the Good Friday and Saturday to understand what they can do.
 Steve noted he would say they should be able to get into Wembley Yard from Up and Down High Level.

Kevin asked Rob about Greek Street and which side of Stockport this is.
 Rob noted this is on the South Side of the station.
 Mike noted this is why we have never aligned with Ardwick Ladder due to needing the station.
 Rob noted it is being Edgeley No2 and Stockport No1.

Kevin asked about the 10-days for Chapel Mill and if they can run via Buxton.
 Rob noted this is fine it would be more of a capacity issue via Peak Forrest and Great Rocks.
 Kevin agreed it is the capacity issue of going out and heading south.
 Jonathan noted the crossover is not there at the minute.
 Kevin noted most of their traffic from here is for HS2 and so we would need to ensure we aren't disrupting these flows when HS2 are doing major works.
 Mike noted he has thought of this.
 Kevin noted his worry is that not all of the traffic would be able to run and so it diminishes the ability of HS2 to deliver work if the loads can't be delivered.
 Mike noted we will need to explore this further in terms of when this work ends up being dated if it doesn't stay here, we need to be mindful of what HS2 are doing at the same time.

Bettina noted on Anglia they are doing the Stage 3 commissioning for Signalling C3R and apart from the TS11 clash for freight, the 4-day Lee North to Norwich clashes with the Hope Valley blocked for EMR.
 Bettina noted that JD has been talking to NW&C but it is worth raising.
 Mike noted if this Chapel Milton is a clash for EMR as well we need to look at redating this.
 Mike noted a session with Rob could be required.
 Rob agreed.

Lanita note with the Hope Valley block coinciding with the West Coast isn't great, there is also the Crewe block that blocks both ends for their services and then with the Anglia completely traps most of EMR's services.
 Mike noted that we definitely need to look at redating Chapel Milton.

David Smith noted as Kevin touched on, we do need to be mindful of any HS2 freight requirements due to the capacity constraints and we also need Stockport clear.
 David noted in terms of dating he would suggest Christmas.
 Mike noted Christmas isn't an option due to weather requirements.
 David noted we have to remember that recently we have seen different weather patterns.
 Mike noted he would suggest Summer Holidays for this.
 David noted this would work for Passenger but not for Freight, his least worst option was Easter.
 Mike noted once we have worked through this we will see where this sits best based on what is going on Nationally.
 David noted the view of things from him is either Christmas or Easter.

Week 5**Work in this Week**

- 39hrs 1400 Sat - 0500 Mon - Relief Lines Willesden Jn (Acton Branch) – Wembley Yard South Jn - Harlesden Embankment
- 1400 Sat 12 April - 0500 Tue 27 May Up Willesden Relief Line Blocked and Isolated Throughout
- 14hrs 2130 Sat - 1200 Sun - Preston – Lancaster - PLTR: Bay Horse

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- 27hrs Caldew – Gretna - CD Signalling: Kingmoor Resignalling - U&D Main available to diesel 1035 - 2200 Sun

Responses

Mike and Steve noted the U&D Main being available to Diesel in this week and subsequent weeks may be more useful to some, although if it offers no use then we could block all lines and potentially remove access later on. David Smith noted it offers no use at all.

Steve noted there is the Scot Rail traffic to consider.

Mike will speak to David Kerr.

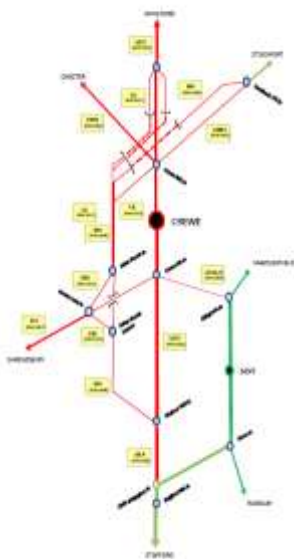
Steve noted if he can use the time he will to remove access later on.

Week 6 May DayWork in this Week

- 72hrs Birmingham International - Installation of Automated People Mover
- 10hrs Barnt Green - Stoke Works - S&C Tamp: Bromsgrove
- 30hrs Lichfield – Colwich - HS2: Harvey's Rough Flyover (Slows Only)
- 77hrs Kidsgrove - Crewe Sth - Crewe Hub: Alsager Resignalling
- 52hrs 0140 Sat - 0540 Mon - Euston - West London Jn Lines A,D,E,X & Plats 12-16 - HS2: Platform 16 Construction, PLTR: Abbey Road (29hrs All Lines) - HIGH SIDE
- 54hrs Wembley – Watford - CD Renewals: LEC1 FB47 Mons Cottage (12m 1306y), PLTR: COT Kenton, PLTR: G&C Met Bridge, S&C: Kensal Green Tamp
- 72hrs Relief Lines - Willesden Jn (Acton Branch) – Wembley Yard South Jn - Harlesden Embankment
- 1400 Sat 12 April - 0500 Tue 27 May Up Willesden Relief Line Blocked and Isolated Throughout
- 77hrs Crewe Station Crewe Hub: Stage 8d Core (CN151 a/b pts), Crewe Hub: Stage 8c FUW (CN158 a/b pts)
- 76hrs Weaver – Wigan S&C: Dallam, PLTR: Golbourne
- 48hrs Caldew – Gretna - CD Signalling: Kingmoor Resignalling

Responses**Crewe Hub May Day Works**

May Day 77 hours – all subject to design

**Coal Yard to Weaver**

Winstford Weaver resignalling - Signal head changeover to LED

Crewe Core

Plain line renewal – Platform 11
TAG and Trace - Station
OHL - SPS Northard
South Junctions
Signalling - install of signal equipment south and North Junctions
Crewe Steelworks SB life Extension works

Independent

Lines
S&C renewal - Greedy Road Junction

Alsager

Signalling - prep and install for commissioning on week 16
Signalling - Rehearsals for commissioning on week 16

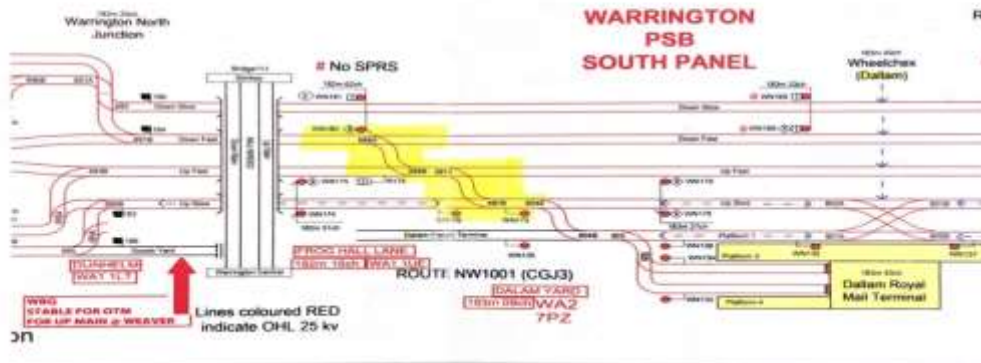
NW&C Route Wks 1 - 6 - 2025 Disruptive Access Workshop Group

Dallam S&C

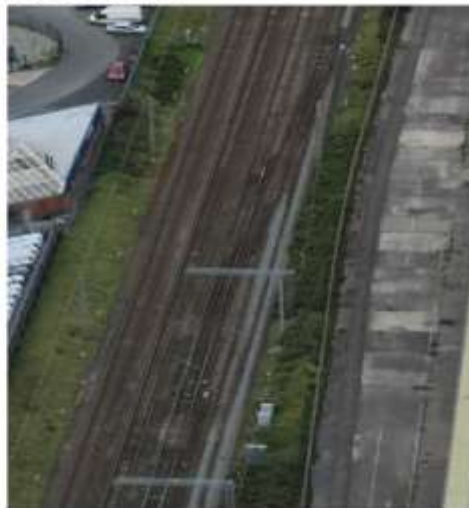
Dallam Jn

2 x 72 hours to renew 688A, B & 687A,B as well as substantial track lowers & lifting wires as currently to low to renew S & C

Signalling equipment to be renewed with points and new location cabinets also no access to Royal Mail terminal due to train positioning and Signal disconnections in possession associated with S&C Renewals. Also no mid week access so unit has to be welded & Stressed.



Very Low wires at O/B below



Susan Olohan noted they have a bit of an issue with busses going Shrewsbury-Manchester, Chester-Crewe and Chester-Manchester and there is also the passenger perspective of Manchester traffic heading to the North Wales coast, if you block Chester-Manchester this piles everyone onto the Northern services via Northwich. Susan noted this doesn't work for them aligning everything together.

Mike noted there is the freight issue if we don't align this to a Bank Holiday.

Susan noted there is a lot of demand from Manchester to North Wales and this impact causes a lot of issue.

Jonathan noted it is the Dallam work that causes the issues.

Mike asked Davina if Dallam could be done in a series of 54hrs.

Davina noted she could.

Mike asked operators if Dallam would be accepted in a series of 54hrs outside of Bank Holidays.

Davina noted it would be 3x54hrs and 1x29hr.

Peter noted he supports the North West to North Wales challenge.

Mike asked if Manchester diversions with East Coast closed is acceptable.

Jonathan noted this wouldn't work as the more we divert this way means we have to take certain services out.

Peter noted we will have to do this for the Crewe blocks and we don't know what the plan looks like on the post-Dec 2022 structure, so if we can get an answer for a Crewe block that can be used in other weekends for a Dallam block, as with Dallam you can go Crewe-Cheadle Hulme-Manchester, whereas with the Crewe blocks anything has to go Stoke-Macclesfield-Manchester

Jonathan noted that with Cross Country reinstating the Bristol-Manchester it adds to the issue.

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Mike asked Tony if the requirement to block Crewe-Chester could be decoupled from the main Crewe blocks. Tony noted it is the renewal of Platform 11 that blocks the route to Chester, so it couldn't be separated. Tony suggested we all go away and look at plans and then a meeting with Crewe, Davina and Mike would be worthwhile.

Mike agreed this would be worthwhile.

ACTION Tony, Mike and Davina to discuss the impact in week 6.

Peter asked from the Crewe perspective, can we get to Sandbach?

Tony noted there will be full access to Sandbach.

Peter asked about Springs Branch and getting on and off the depot.

Davina noted they can get to and from the depot.

Peter asked for this limit to be changed to Springs Branch rather than Wigan.

Mike changed this.

Davina asked Tony about access from Basford Hall for her trains.

Tony noted this is something they will need to discuss.

Davina asked if going south with these trains would work.

Tony noted this is likely to be the better option.

Tony noted Basford Hall will be under MROC control at this time and so different ways of working may be in place.

Jon King noted that broadly speaking, with how much access there is for Dallam and Golbourne, putting some into mid-weeks, Avanti's view is to keep it in Bank Holidays.

Mike noted we will need to understand what is and isn't viable.

David asked about Dallam, there isn't any S&C work on the down slow, so could this be open for SLW.

Davina noted she has asked this question but could this be diesel only?

David noted they could possibly diesel haul over this section.

Steve Higgins noted to be wary of the ALO concerns.

Davina noted this is already being considered.

Tony noted David wouldn't get through Crewe at all, so there is likely to be little benefit for Freightliner.

Susan O noted if she could run Diesel's over a single line this would massively help her.

Davina has noted this and will look into the art of the possible.

Steve H noted this has been looked at previously and it is difficult.

Mike noted we should still explore for this instance, if only to negate this as an option.

AOB

Steve H noted we need a session for engineering haulage especially with the impacts when Crewe is closed.

Mike asked Kerry if she has concerns with what has been heard.

Kerry noted there is some concern and a session to work through what is required and what can be accommodated.

Steve noted looking at where we could out stable units in appropriate places ahead of blocks.

Mike noted it would largely be Davina's haulage that is the issue, Mike asked Tony if he requires haulage.

Tony noted he does need haulage but being right next to Basford Hall means he won't have much issue getting trains where he needs them.

Mike asked what Kerry needs.

Kerry noted the requirements would be useful.

Davina noted she would work through this.

Andy O noted he thought there was going to be dedicated SCO resource supplied to look at the haulage requirements whilst there is disruption around Basford Hall.

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Kerry noted she will chase this up as she has heard of some discussion around this.

Action Summary Sheet EAS 2025 Disruptive Access Workshop Weeks 1-6 2nd May 2023		Action Owner
ACTION Davina to look if Oxheys Drainage can be worked for 1200 Sunday finishes.		Davina Lamond
ACTION Mike to canvas for availability for a North West review.		Mike Hodder
ACTION Rob to provide slides for his 54hrs Lancaster-Carnforth access in week 4.		Rob Creasy
ACTION Tony, Mike and Davina to discuss the impact in week 6.		Tony Brennan Mike Hodder Davina Lamond