



Trans-Pennine West Electrification

Project

Trans-Pennine West Electrification

Client

UK Department for Transport

Location

Between Manchester and
Stalybridge, UK

Start Date

2011

End Date

2018

Duration

60 months

Contract Value

£100m

Services Provided

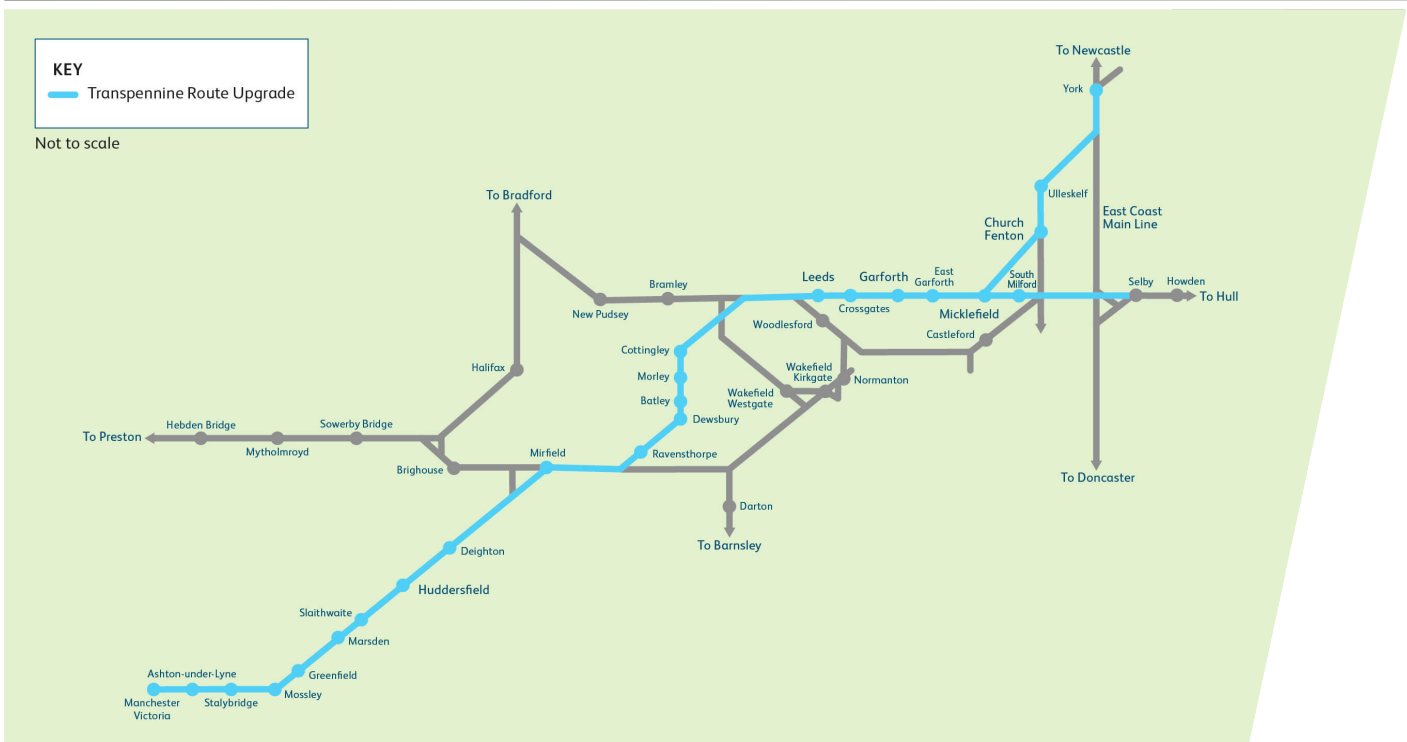
Electrification & power supply
and railway performance & whole
life cost analysis programme
management and feasibility design

Background

In mid 2009, the Department for Transport (DfT) published Britain's Transport Infrastructure: Rail Electrification. It confirmed government support for a programme of Electrification, including Liverpool to Manchester railway.

The Lancashire Triangle (i.e. Huyton Junction to Springs Branch Junction and Manchester to Euston Junction railway) added later in the year to form what has become known as North West Electrification (NWEF).

The DfT reconfirmed support for NWEF in November 2010 following a Comprehensive Spending Review and subsequently added further additional railway routes (Trans Pennine) following a further spending review in November 2011. A further review was undertaken in 2015 which reaffirmed the DfT's commitment to the project, whilst adjusting the overall project timeframe by extending it to 2018.



Scope of Works

The work comprises:

- ▶ structure clearance works
- ▶ parapet compliance works
- ▶ installation of permanent road rail access points
- ▶ installation of 25KV overhead line electrification
- ▶ provision of a new National Grid power supply point

- ▶ provision of additional power distribution supply points
- ▶ immunisation of existing signalling and telecommunication equipment
- ▶ migration of affected local telecommunication transmissions to FTN bearer network
- ▶ signalling alterations to facilitate journey time improvements.

Key Project Outputs

The Trans-Pennine West Electrification Project will facilitate the introduction of electric rolling stock servicing existing and proposed new routes.

The works include improvements in capacity and journey time and will subsequently afford enhanced diversionary capability for passenger and freight services.