

TRANSPORT AND WORKS ACT 1992

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

**THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN
(DEWSBURY) IMPROVEMENTS) ORDER**

DOCUMENT NR04: STATEMENT OF AIMS

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1. INTRODUCTION

1.1 Introduction to Statement of Aims

- 1.1.1 This Statement of Aims (“the Statement”) provides a brief overview of the aims of Network Rail Infrastructure Limited’s (“Network Rail”) application for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (“the Order”).
- 1.1.2 The purpose of the application for the Order is to provide Network Rail with powers to authorise the upgrade and electrification of the existing railway serving the Transpennine route between Huddersfield and Westtown (Dewsbury), together with the delivery of station improvements works at Huddersfield and the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe (“the Scheme”). The purpose of the Scheme is to increase capacity and improve journey time and performance reliability of rail services on the Transpennine route between both Huddersfield and Westtown (Dewsbury) and Manchester, Leeds and York.

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2. SCHEME DESCRIPTION

2.1 Scheme Overview

- 2.1.1 The Huddersfield to Westtown (Dewsbury) section of the Transpennine route is the route section subject of the Scheme (“the Scheme Route”). The purpose of the Scheme is to increase capacity, improve journey times, and improve the reliability and resilience of passenger train services that serve both the Scheme Route and the Transpennine route between Manchester, Huddersfield, Leeds and York. To achieve this purpose, the Scheme comprises a number of interventions which are described in section 2.2 below by reference to six specific ‘work areas’. The locations of these six work areas are shown on Figure 1 below.

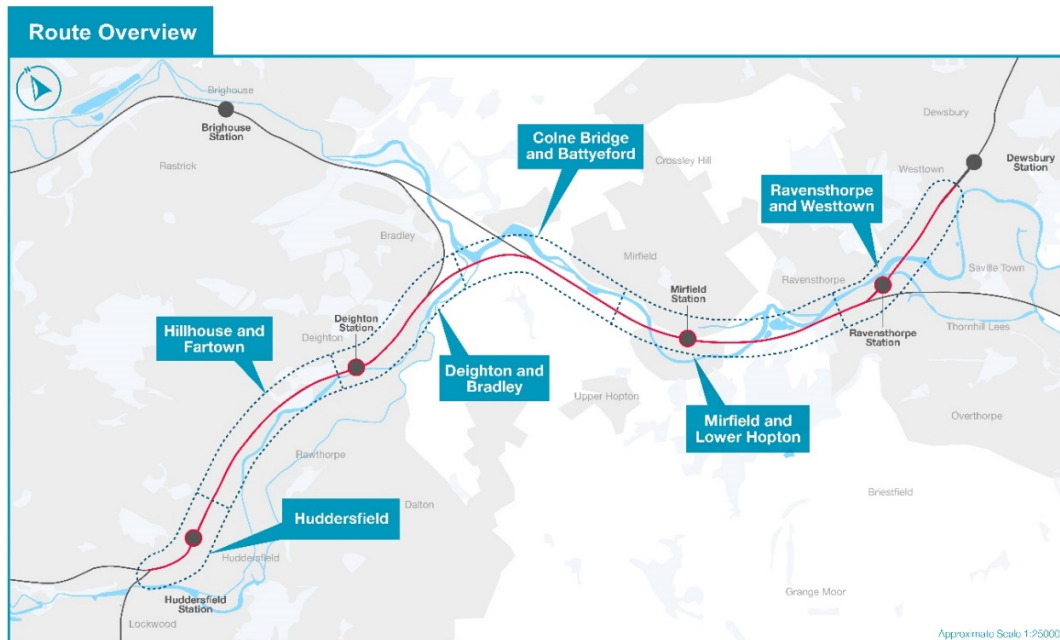


Figure 1 - Plan showing the six work areas

- 2.1.2 The key elements of the Scheme works described below that are required to achieve this purpose are the installation of a four track railway across the Scheme Route, the provision of railway grade separation works at Ravensthorpe and station works at Huddersfield, Deighton, Mirfield and Ravensthorpe. In addition, the Scheme will also assist with the decarbonisation of the railway network by providing for the electrification of the Scheme Route.

2.2 Description of the Scheme Works

- 2.2.1 In summary the Scheme works in the six works areas will include:-

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- Work Area 1 - Huddersfield –Track upgrade works within the existing Gledholt and Huddersfield railway tunnels to the west of Huddersfield station to facilitate electrification. Significant station and track layout improvement works to and at Huddersfield station (Grade I listed), increasing the number of platforms from 6 to 7 (including the provision of an additional ‘through’ platform) and associated platform lengthening works. Platform lengths at Huddersfield Station will also be increased to accommodate the operation of longer, 8 car rolling stock on the Transpennine route. Passenger access works will also be provided at the station (comprising a new footbridge with lifts and staircases and the extension of the existing passenger subway) to accommodate the improvements to the station’s platform layout. Four tracking works for the Scheme Route will commence at Huddersfield station. To accommodate the provision of electrification equipment through the station, works to alter and reconstruct the existing station canopy over the platforms will be required.

Electrification equipment will also be installed across the existing Huddersfield viaduct with the railway tracks across the existing viaduct structure increased from 2 to 4 tracks.

- Work Area 2 - Hillhouse and Fartown – Overbridge / underbridge reconstruction works and the provision of railway earthworks are required between Hillhouse and Fartown to facilitate the installation of a four track railway and electrification equipment through this work area. At Hillhouse works are also required to provide railway sidings to facilitate the provision of a permanent stabling facility for passenger trains. In addition, a major construction compound for the Scheme works will be located at Hillhouse together with the provision of a temporary station facility for use during the construction of the Scheme works at Huddersfield station.
- Work Area 3 - Deighton and Bradley – Works are required for the reconstruction of the existing Deighton station in its current location and to reconstruct existing overbridges / underbridges to facilitate the installation of a four track railway and electrification equipment through this work area. The station reconstruction works at Deighton will include the demolition of the existing platform layout and the re-provision of 2 new island platforms, the construction of a new station footbridge (with lifts and staircases) and the provision of a new station forecourt.
- Work Area 4 - Colne Bridge and Battyeford - A section of new railway (1 km in length) is to be constructed at Heaton Lodge to facilitate the provision of new fast lines. The slow lines will be located within the existing operational railway boundary whereas the new fast lines will be constructed to the south of the existing track passing through a new 6-10m deep cutting. This will increase the available line speed from 75mph to 100mph through this area. Works to reconstruct or alter existing overbridges / underbridges will also be required through this work area to facilitate the installation of a four track railway and electrification equipment.

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- Work Area 5 - Mirfield and Lower Hopton - The reconstruction of Mirfield Station in its current location to facilitate the installation of a four track railway. These station works will include works to improve station access through the provision of a new station footbridge (with lifts and staircases), station platform reconstruction works and works to rationalise the operational requirements at the station. Works to reconstruct or alter overbridges / underbridges and to alter the existing Mirfield viaduct will be provided to facilitate the installation of a four track railway and electrification equipment.
 - Work Area 6 - Ravensthorpe and Westtown - Four tracks will be provided from Mirfield as far as the new Ravensthorpe East junction by the River Calder. The fast lines are positioned to the south of the railway alignment throughout, with a vertical grade separation to be provided at Ravensthorpe due to the proposed track alignment conflicting with the existing Wakefield Lines at Ravensthorpe. This grade separation is proposed at the existing Thornhill LNW junction where the separate lines currently diverge. The grade separated junction will then take the new fast lines over the Wakefield lines. The grade separated junction will be formed of an intersection structure and embankments which will then carry the railway onto a new viaduct over the Calder and Hebble Navigation and the River Calder before re-joining the existing railway corridor at Westtown. These works comprising a new section of railway 1.3km in length. The grade separation and associated railway works in this area also result in a requirement to relocate Ravensthorpe Station to the west of Calder Road. The rail alignment will also be straightened (away from a reverse curve) toward Dewsbury (near Thornhill Road) to increase the available line speed. To facilitate these works and the installation of electrification equipment works to reconstruct, alter or infill existing overbridges / underbridges will also be required.
- 2.2.2 Included within all of the work areas described above will be the construction of electrification equipment (including the provision of overhead line equipment) to electrify the railway within the Scheme Route. The provision of these electrification works will assist in the decarbonisation of the railway network and will also improve journey times across, and the resilience of, the Scheme Route. Whilst not all the Transpennine route is to be electrified, it is important that the Scheme Route is to be electrified in order to realise the benefits outlined below.
- 2.2.3 Also, across these work areas for the Scheme, Network Rail will be seeking powers to acquire land and the subsoil of land, interests in land (including the imposition of restrictive covenants) and to temporarily acquire and temporarily use land to enable Network Rail to construct, operate and maintain the Scheme works.

3. SCHEME AIMS & BENEFITS

3.1 Current Operation

3.1.1 The Transpennine route is a key strategic rail route across the North of England with the core route linking Manchester and York, via Huddersfield and Leeds.

3.1.2 More people travel on the railway today than ever before. Demand for passenger and freight services is high and is expected to rise significantly in the future. The Transpennine route, as a key strategic route, is one of the busiest lengths of rail at peak times on the national rail network and is identified for significant growth in the future. The Transpennine route is also identified as a key transport corridor for providing connections between cities in the North of England so to support the delivery of economic growth and “levelling up” opportunities across the North of England.

3.1.3 The Transpennine route currently handles a mix of fast express, local stopping services and freight, but has not seen significant infrastructure investment in enhancements to increase capacity for many years. Therefore, the Transpennine route network is increasingly becoming crowded and congested, journeys are slow and unreliable and due to the current infrastructure provision being relatively dated there is limited existing capacity to accommodate growth on the existing rail infrastructure.

3.2 Existing Constraints on the Huddersfield to Westtown (Dewsbury) section of route

3.2.1 The Scheme Route includes 13km of track and four stations at Huddersfield, Deighton, Mirfield and Ravensthorpe. Previously the Scheme Route (circa 40 years ago) was operated as a four track railway and the existing Deighton Station did not exist. Following the removal of the four track railway the remaining two track railway was re-modelled to accommodate new infrastructure such as Deighton Station and to accommodate the speed performance and signalling infrastructure applicable for a two track railway. These changes to the infrastructure and operation of the Scheme Route have therefore constrained the ability for the Scheme Route to be returned to a four track railway without significant interventions. See Figure 2 below showing the existing and proposed layout.

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3.2.2 Currently the Scheme Route acts as a key constraint on the capacity and reliability of the whole Transpennine route. The key constraints on the Scheme Route are:-

- *Track Capacity:* The Scheme Route is almost entirely two tracks, with one track in the up direction (toward Manchester), and one track in the down direction (to Leeds). With there only being one track in either direction across the majority of the Scheme Route, fast (express) services currently routinely catch up the slow (stopper) services, which adversely affects service performance and resilience by causing delays to the fast (express) services and capacity issues. Due to these constraints this means that currently there is not the capacity to increase the number of services able to use the Scheme Route and so in consequence able to use the wider the Transpennine route.
- *Huddersfield Station:* Currently has three through platforms, with all other stations in the Scheme Route platforming both up and down lines. With only three through platforms the station in its current layout presents a significant capacity constraint to regulate services and manage the network efficiently. A problem further exacerbated once four tracks are installed across the Scheme Route.
- *Line Speeds:* There are speed limits in place at various locations across the Scheme Route, with slower speed limits of 75mph (rather than 100mph) in the Heaton Lodge area, and between the existing Ravensthorpe Station and Dewsbury Station. Previous interventions have increased track speeds as far as practical, but they are still not of a sufficient speed to significantly contribute to improvements in journey times across the Scheme Route.
- *Conflicting train movements:* There are conflicting train moves within the Scheme Route where the Wakefield lines joins the Transpennine route at Ravensthorpe, see Figure 2 below. In the areas of the Scheme Route where these train movement conflicts exist, the inclusion of more train services crossing and/or using the Transpennine route will create more capacity problems, as due to the current track capacity of the Scheme Route only a certain number of train 'paths' can be utilised at any one time. Therefore, any increase in train service on the Scheme Route without any interventions to improve its capacity will increase the existing pressure on maintaining the performance and reliability of train services as more train services and routes use the Scheme Route.

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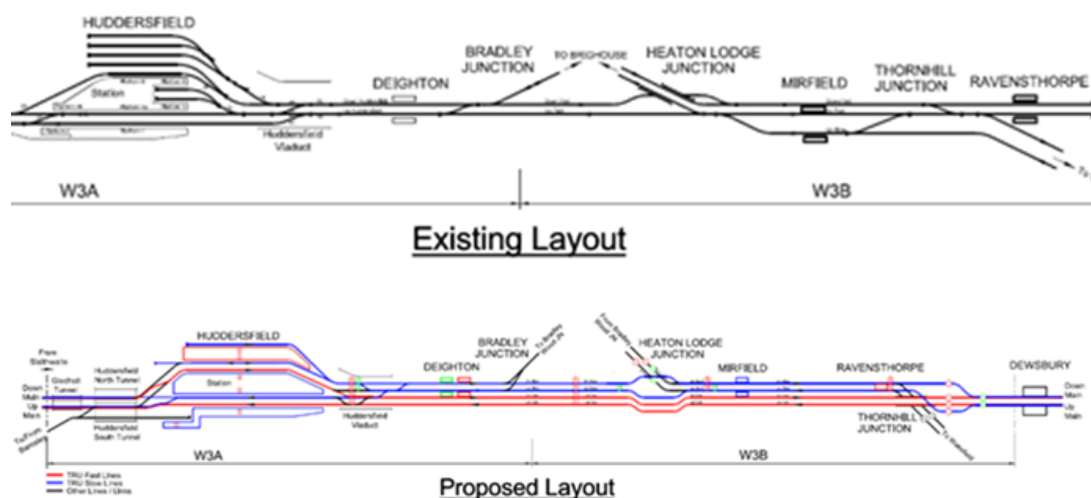


Figure 2 – Existing and proposed line diagrams

- **Reliability:** The Scheme Route is typically where performance and reliability issues for Transpennine route services are regularly encountered. There can be up to four different types of service that use the Scheme Route at any given point in a day. Currently the Scheme Route accommodates:-
 - high speed, inter-regional services that typically stop at 'hub' stations, such as Leeds, Dewsbury, Huddersfield and Manchester;
 - local urban services that stop at local stations such as Deighton, Mirfield and Ravensthorpe;
 - trains services from other routes, such as the Calder Valley and Bradford route; and
 - freight services wishing to access and use the Scheme Route.

Accordingly, the Scheme Route is one of the most congested sections of the Transpennine rail network, with limited places for train performance to be managed. Therefore, should a train failure occur on the Scheme Route this will often mean a full blockage of the Scheme Route in either the up or down direction due to a limited number of places to manage rolling stock to ensure train movements can continue in both directions.

3.2.3 As currently operated, the Scheme Route is a non-electrified section of the railway network. Whilst switching from diesel trains to bi-mode and full electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives, electrification also has benefits for train performance, with faster acceleration and more efficient braking being made possible.

3.2.4 The key constraints that exist on the Scheme Route, as explained above, currently adversely affect the performance, reliability and capacity of train services serving the Scheme Route. In addition, these same constraints also

act as a ‘bottleneck’ for the entire Transpennine route so as to also adversely affect the performance, reliability and capacity of train services across the Transpennine Route. Therefore, the realisation of the full benefits of the Scheme are required both to improve train services serving the Scheme Route and train services serving the entire Transpennine route.

3.3 Scheme Aims & Benefits

- 3.3.1 The Scheme Route is the main bottleneck on the Transpennine route where significant capacity and performance issues are currently encountered. Therefore, the Scheme is a key contributor towards the delivery of the wider Transpennine Route Upgrade (TRU) programme and the full realisation of the aims of the overall TRU programme of works, being the programme which provides the TRU framework for investment and network management to better meet capacity requirements.
- 3.3.2 Through the provision of a four track railway throughout the Scheme Route, the Scheme will provide the capability to segregate both freight and passenger trains (slow and express). This will allow services between Huddersfield and Dewsbury, in both the up and down directions, to operate without having to use the same lines therefore reducing a key conflict on the Transpennine route. The delivery of the Scheme will enable the Scheme Route to provide a key location where services can be managed so to limit any detrimental impacts on the performance of train services. By having dedicated fast and slow lines for the Transpennine route through the Scheme Route, freight and regional services can then be separated more regularly. This will then allow for more services (and types of services) to be operated on the individual lines. Also, should a train suffer a reliability issue within the Scheme Route currently this can leave only one track to operate bi-directionally. By increasing the number of tracks through this Scheme this will provide more flexibility to move different services between the up and down lines.
- 3.3.3 Currently the Scheme Route has various speed limits. Whilst these speed limits will remain on the slow lines, the Scheme through the provision of a four track railway with dedicated segregated fast line provision, will allow for faster line speeds on the fast lines (100mph throughout). This will improve journey times across the Scheme Route and will increase the flexibility to timetable more train paths on the Scheme Route and the wider Transpennine route.
- 3.3.4 The Scheme will also deliver four fully accessible, and compliant stations (at Huddersfield, Deighton, Mirfield and Ravensthorpe), with step-free access, drop-off arrangements, and blue badge parking made available at all these stations. These being facilities which were previously only available at

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Huddersfield Station. The addition of two dedicated ‘fast lines’ on the Scheme Route, will mean that the local urban services serving Deighton, Mirfield and Ravensthorpe stations (using the ‘slow lines’) will have more operational capacity on those ‘slow lines’ and less interaction with fast inter-regional services. This will improve the performance and reliability of these local urban services as they will not be impacted by potentially delayed or prioritised fast inter-regional services operating on the dedicated ‘fast lines’.

- 3.3.5 The new railway grade separation to be provided by the Scheme at Ravensthorpe will remove a key conflicting train movement currently performed by trains accessing/exiting the Wakefield lines in this location. With the works as planned, the fast (express) services will not cross the slow lines in this location. The relocation of Ravensthorpe Station will also enable services on the Wakefield lines to stop at the relocated Ravensthorpe Station.
- 3.3.6 The Scheme will provide more resilience to the Transpennine route in times of perturbation, by increasing the number of tracks available in both the up and down directions. In addition, the Scheme’s provision of increased platform capacity at Huddersfield Station (coupled with track layout improvements at the station) will increase the number of platforms available at Huddersfield Station and so allow for more train crossing moves to the west of the station. This is critical in managing increased numbers of services through the Scheme Route, ensuring their performance requirements are met, and journey times are achieved. The delivery of the Scheme will allow for the ability to platform a train in either direction at a number of platforms at Huddersfield Station to ensure there are fewer bottlenecks and less requirement to ‘queue’ at the station.
- 3.3.7 The Scheme will also deliver new track, and electrification equipment, which will be more reliable than the older rail assets which currently exist on the Scheme Route so improving the reliability of the Scheme Route and the train services operating on it.
- 3.3.8 This Scheme will deliver a fully electrified section of the Transpennine route, with train fleet changes being made to allow bi-modal trains to make use of the benefits of an electrified section. This accords with Network Rail’s Decarbonisation Strategy (“the Strategy”) that seeks electrification of routes, and areas, where appropriate. TRU was identified specifically in the Strategy and so the Scheme Route being electrified supports that aim. Electrification also assists with journey time and performance by allowing trains to accelerate faster, and brake more efficiently.
- 3.3.9 From March 2019, passenger numbers on the national rail network have been significantly down on past years. This being due to the impact of COVID-19

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and the measures taken by the Government, Network Rail, and train operating companies to keep people safe in the times of a global pandemic. Accordingly, services have been reduced, and demand has taken a sudden, and significant downturn.

3.3.10 The Scheme though continues to be required as its key purpose is to address the current capacity and performance issues experienced on the Scheme Route which existed before the pandemic and will continue to exist if not addressed. The Scheme Route has suffered from a lack of investment in the past, and the Scheme is required not only to address that lack of investment, but also to support wider regional development and connectivity improvements between the cities of the North.

3.3.11 Following discussions with the Department for Transport (DfT), and Network Rail, it is anticipated, and to be planned for, that rail passenger numbers and demand will return to pre COVID-19 levels, and continue their original growth trajectory once the crisis of the pandemic is passed. Accordingly, with the full TRU programme likely to be delivered by 2028 it remains a requirement to deliver the Scheme and TRU so to provide the North of England with a modern railway route that can provide the transport connectivity needed to support economic growth and “levelling up” opportunities across the North of England.

3.4 Aims of TRU

3.4.1 To address both the current challenges on the Transpennine Route and to support aspirations to support economic growth and “levelling up” opportunities across the North of England, this Scheme is being delivered as part of the wider TRU programme. TRU is a series of projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the Transpennine route, improve overall reliability and resilience on the Transpennine route, and provide environmental benefits from modal shift to rail and the part electrification of the Transpennine route. TRU, of which the Scheme is a core part, proposes investment now to solve today’s challenges, plan for future growth, contribute to decarbonisation, and lay the foundations for the future development of proposals for the Northern Powerhouse Rail (NPR). The TRU route is shown in Figure 3 below.

3.4.2 Due to the size, differences, and complicated nature of the works required to upgrade the existing rail infrastructure between Manchester and York, TRU is being designed as a phased programme of interventions with those interventions being delivered as separate projects, alongside each other. The Scheme is referred to as TRU Project W3. The full package of TRU projects

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are listed at Appendix 1. The package of TRU projects are listed in Appendix 1 by reference to the latest Rail Network Enhancement Pipeline decision gateway which they have passed, 'Decision to Design' or 'Decision to Develop'. In combination these TRU packages will deliver the overarching TRU benefits detailed further below, but individually they will also realise their own benefits. The individual benefits of the Scheme are set out in this section 3 above.

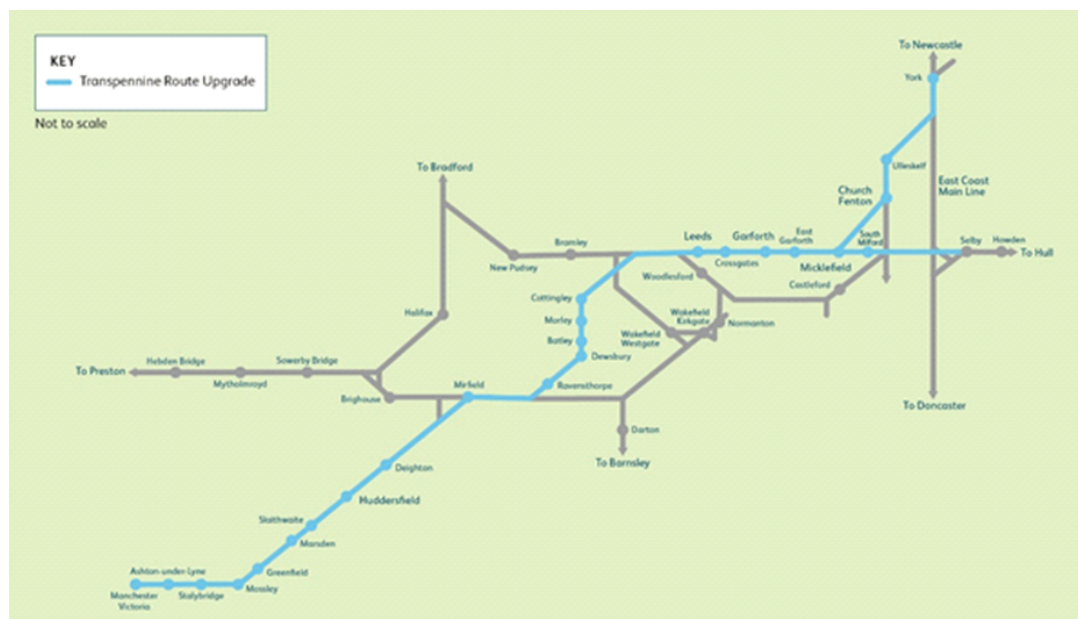


Figure 3 - Plan of TRU Route from W3 Client Requirements Document (CRD)

3.4.3 Whilst the TRU benefits as defined below are realised with the delivery of each of the individual projects, it is important to note, that without this Scheme, the following overall TRU aims could not be achieved.

3.4.4 TRU will aim to deliver:

- An improved journey time for Leeds – Manchester Victoria of 43-44mins (*This Scheme delivers on this journey time improvement aim through the provision of dedicated fast lines, increased fast line running speeds of 100mph and electrification throughout the extent of the Scheme Route*);
- An improved journey time for York to Manchester Victoria of 67-69mins. (*This Scheme delivers on this this journey time improvement aim through the provision of dedicated fast lines, increased fast line running speeds of 100mph and electrification throughout the extent of the Scheme Route*);
- Capability to operate 8 'express services' an hour on the route. (*This Scheme delivers on this capacity improvement aim by removing the existing bottleneck through the provision of a four track railway throughout the Scheme Route, removing conflicting train movements at Ravensthorpe through the provision of a grade separated junction and improving train*

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movement capacity at Huddersfield Station through the provision of additional platform capacity and track layouts);

- Capability to operate 6 ‘local services’ an hour on the route. *(This Scheme delivers on this capacity improvement aim by removing the existing bottleneck through the provision of a four track railway throughout the Scheme Route so allowing for the relocation of the ‘express’ services to the new dedicated fast lines. It also delivers on this capacity improvement aim by improving the capacity of local stations at Deighton, Mirfield and Ravensthorpe);*
- Performance of the Transpennine Route to be 92.5% of higher each period. *(The Scheme delivers on this reliability aim by removing the existing bottleneck through the provision of a four track railway and the electrification of the railway throughout the Scheme Route, removing conflicting train movements at Ravensthorpe and providing upgraded modern railway equipment throughout the Scheme Route);*
- Freight paths/rights to be retained as existing. *(This Scheme delivers on this freight capacity aim by removing the existing bottleneck through the provision of a four track railway throughout the Scheme Route so allowing for the relocation of the ‘express’ services to the new dedicated fast lines which allows for freight to run on the slow lines with the ‘stopper’ services);* and
- A contribution to Network Rail’s Decarbonisation Strategy and climate policy. *(This Scheme contributes to Network Rail’s strategy and policy by delivering the electrification of the railway throughout the Scheme Route).*

3.5 TRU, the Scheme & Future Rail Enhancements

- 3.5.1 The Scheme and TRU are to be delivered in advance of any future major rail infrastructure projects in the North of England that may potentially be delivered through the NPR or High Speed Rail 2 (HS2) programmes. As detailed in the Funding Statement submitted with the Order (see document NR05), the DfT and Government have committed to the delivery of the Scheme and have committed to the allocation of funding for the delivery of the Scheme.
- 3.5.2 However, given the geographical similarities of the Scheme and TRU with the ongoing development of potential future major rail projects for the North of England, the Scheme and the TRU programme have been subject to extensive engagement with rail industry stakeholders and Government to ensure that the proposals in the Scheme and TRU are complimentary to the development of these future projects, and do not alter their ability to be delivered.
- 3.5.3 As highlighted in paragraph 3.5.1 above, the Scheme has committed funding allocation (as part of TRU) to enable its delivery now. This is because the

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main purpose of the Scheme is to resolve the capacity and operational issues that exist on the existing Scheme Route (and the Transpennine route) today, and not to primarily cater for forecast demand in future years. The development of both NPR and HS2 assumes that the Scheme and the TRU works have already been delivered before their works have commenced. As such the delivery of the Scheme and TRU forms the baseline when calculating the benefits NPR and HS2. Furthermore, the programme for the delivery of NPR and HS2 works mean that any significant interaction with the Scheme Route and the wider Transpennine Route would not occur until the late 2030's / early 2040's.

- 3.5.4 There are interactions across the TRU programme where efficiencies of scope can be progressed now, particularly with the close proximity of possible options for NPR projects. However, the remit of the Scheme, and the deliverables within each of the Scheme's work areas, do not alter when assessed against where NPR efficiencies could be incorporated. To that end, the Scheme (TRU Project W3) is classified as a 'no regrets' project that is required in its current scope to progress both for the benefit of the wider TRU programme, and any future NPR works.

APPENDIX 1 – GROUP PROJECTS

Group 1 – Decision to Design

- W1 – Manchester Victoria-Stalybridge: Junction Speed improvements, line speed increases and electrification
- W2a – Stalybridge: Key capacity enhancements around Stalybridge station which facilitate better performance, also with line speed benefit
- W3 – Huddersfield-Ravensthorpe: Electrification and major project to quadruple lines and provide a grade-separated junction at Thornhill, near Ravensthorpe
- W4 – Ravensthorpe-Leeds: Various line speed, signalling, station and electrification work
- W5 – Morley: Work at Morley station to ease curvature and enhance the line speed
- E1 – North of Church Fenton-York: Electrification and line speed increase

Group 2 – Decision to Develop

- W2b – Stalybridge-Huddersfield: Development of final scheme scope to GRIP 3
- E2 – Leeds Departures: Development of final scheme scope to GRIP 3
- E3 – Crossgate-Micklefield: Development of final scheme scope to GRIP 3
- E4 – Micklefield-Church Fenton: Development of final scheme scope to GRIP 3
- Stations: There are 11 stations on the route that will require a review of the options available regarding step free access and other enhancements – GRIP 3

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