

Rail Issues for Kirklees

18th January 2018

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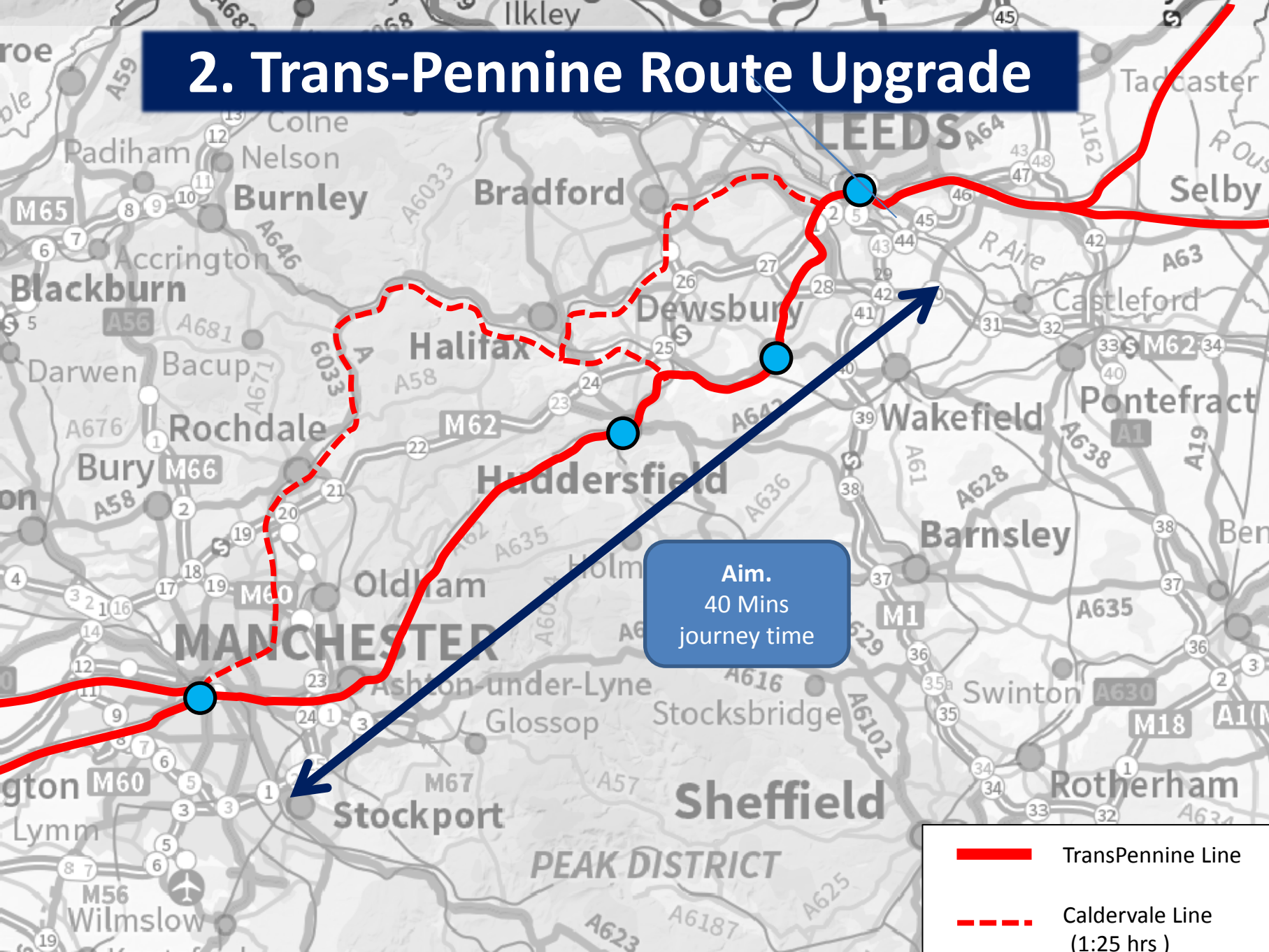
Context :

1. Rail Franchises (2023/2025)
2. Trans Pennine Upgrade/Electrification (TRU)- (2025)
3. High Speed 2 (HS2) - (2033)
4. Northern Powerhouse Rail (NPR) - (2046)
5. Local Rail issues

1. TPE Franchise (2023)

Date	Key Measure	Comment
Dec 17	<ul style="list-style-type: none">• New 125 mph rolling stock starts entering service• Capacity to Leeds in am peak + 30%	<ul style="list-style-type: none">• May to December 2018• Delayed to May 18
Dec 18	<ul style="list-style-type: none">• All retained diesel units refurbished• Free wi-fi all trains• Capacity to Leeds in am peak + 50%• 6th hourly train introduced	<ul style="list-style-type: none">• Refurbished units already appearing.• Probably Dec 2020• Delayed to May 2018
Dec 20	<ul style="list-style-type: none">• All new 125 mph trains in operation	
2023	<ul style="list-style-type: none">• End of Franchise	

2. Trans-Pennine Route Upgrade



Trans - Pennine Route Upgrade is vital to Kirklees economic prosperity !!

- **Commuting flows from Kirklees are (all modes) :-**
 - **c 20,000 to Leeds every day**
 - **c 1,500 to Manchester and Sheffield every day**
- **5 m people use Hudds station a year (2nd busiest in WY)**
- **Focus of the regions rail investment in next 10 years**

Aims 2 years ago :-

- Upgrade of existing lines to provide extra capacity and more frequent services.**
- Electrification of the full route**
- Improved journey times (49 to 40 mins -- Manchester to Leeds)**

Current position :-

- Network Rail has developed options for TRU ranging from : –**
 - no electrification,**
 - partial electrification**
 - to full electrification**
- Options to be presented to DfT Dec 2017**
- DfT to confirm preferred option Spring 2018**
- Indications are that favoured option is a partial / hybrid electrification proposal.**

What will the hybrid system be ?



Increasing speeds from	Seconds per Mile
25 mph to 30 mph saves	24.0
45 mph to 50 mph saves	8.0
75 mph to 80 mph saves	3.0
105 mph to 110 mph saves	1.6

500m of linespeed increase from 25mph to 30 mph gives the same journey time saving as;
5 miles of linespeed increase from 105mph to 110mph

Trans - Pennine Route Upgrade

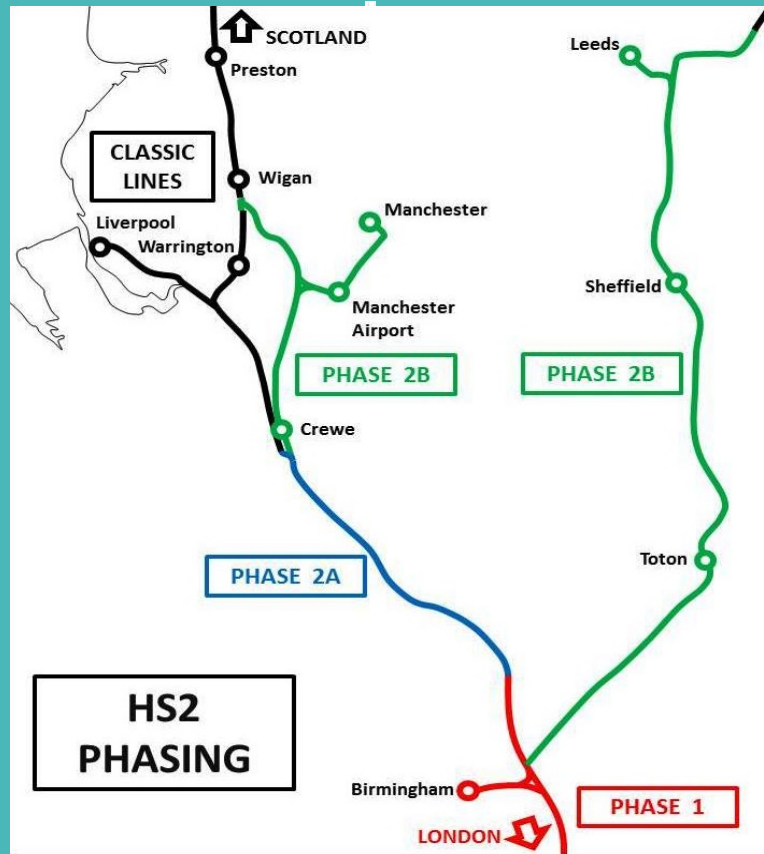
What does it mean?

- 92 Bridge and 8 tunnels require modifying or reconstruction
- Significant track re-alignment works + 10 junctions to re-model
- 4400 Overhead line structures
- 266 km Catenary and contact wire
- 2 New 25kV feeder stations (in addition to Heyrod)
- up to 175 km of track renewals
- Digital signalling



Source: "PWI Seminar 28th February 2017 Network Rail - Northern Programmes"

3. High Speed 2 (2033)



“Y” route

High Speed 2 (2033)

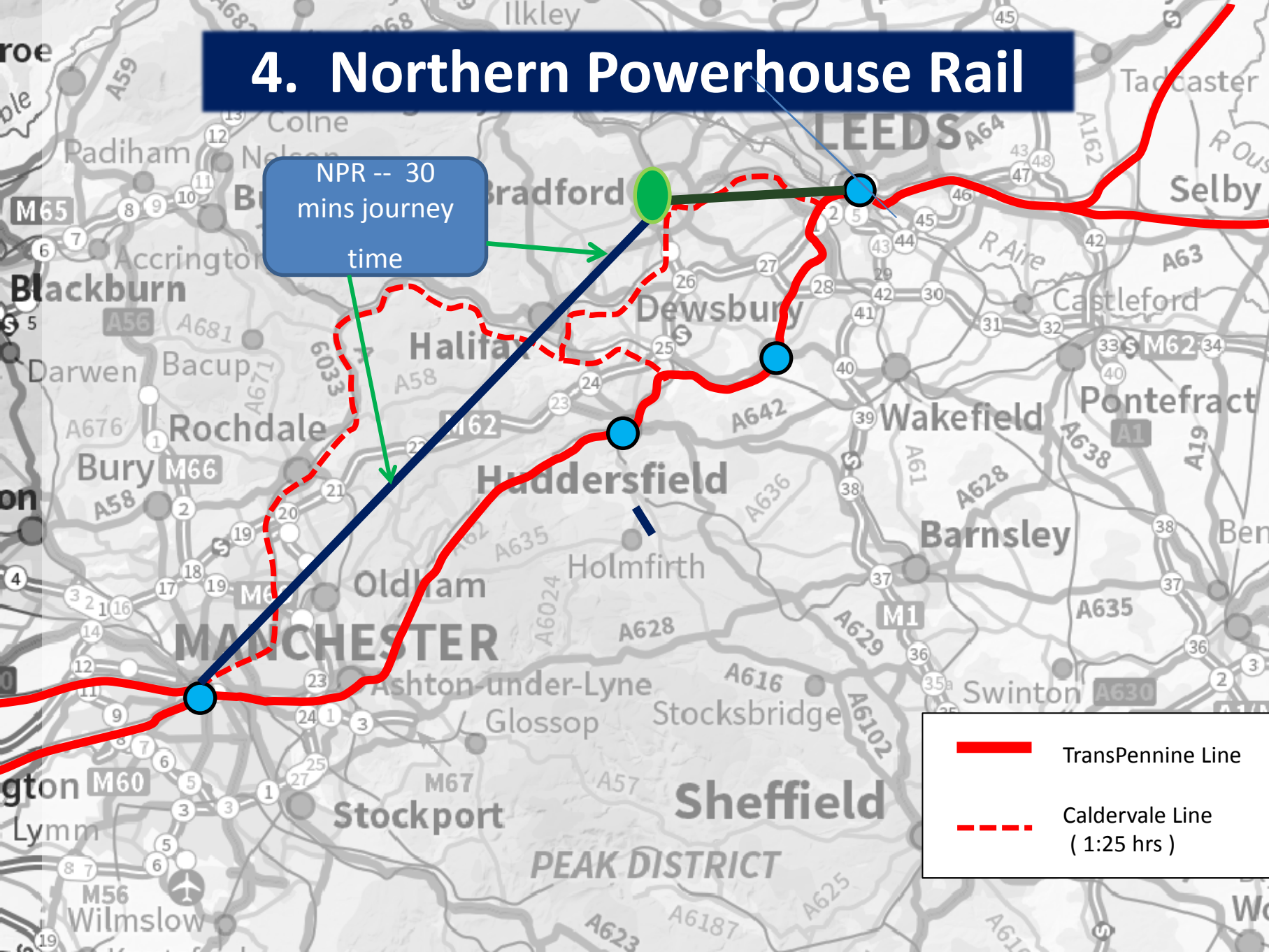
Government has confirmed its support to Eastern leg of HS2 to Leeds

Key points for WY are :-

- Establish Leeds station as a world class gateway**
- Quick and comprehensive connectivity from all WY to Leeds Station is crucial to ensure all WY economically benefits from HS2 (Trans-Pennine route Upgrade is Kirklees key part of this.)**
- We need to grasp opportunities in manufacturing / engineering and skills as part of our regions HS2 legacy.**

4. Northern Powerhouse Rail

NPR -- 30 mins journey time



- TransPennine Line
- - - Caldervale Line (1:25 hrs)

Future TfN rail aspirations

Desirable Minimum standards are :-

- Min 2 trains per hour on all passenger routes.
- Rail to directly serve all the North`s airports.
- Sunday and public holiday services to be same as weekday inter – peak.

	<u>Average speeds</u>	
Long distance routes	Inter – urban routes	Local routes
80 mph	60 mph	40 mph

5. Local Rail Issues

1. Station Gateways

- a) Huddersfield Station (£70m development)
- b) Dewsbury Station (£1m LTP scheme – 2018)
- c) Other alterations / ideas linked to TRU ?

2. Car Parking needs

- a) Mirfield station (125 spaces in 2 locations)
- b) Ravensthorpe improvements ?

3. Penistone Line

Who controls Rail ?

Issue / Project	Comments
1. Franchises	<ul style="list-style-type: none">• Franchises are written by DfT (Government) with input from Transport for the North
2. Trans-Pennine Route Upgrade	<ul style="list-style-type: none">• Network Rail have submitted options to DfT .• S of S (Transport) will determine the funding for the project – and hence which option NR will implement.
3. High Speed 2.	<ul style="list-style-type: none">• Government / S of S Transport decision
4. Northern Powerhouse Rail	<ul style="list-style-type: none">• Government - committed to the Northern Powerhouse• TfN have made some recommendations to NP Rail about improvements / route to Government / NR etc• Government / S of S Transport decision

	Issue/ Project	Comments
	5. Local Issues	
1a.	Huddersfield Station Gateway	<ul style="list-style-type: none"> • Network Rail – (track interface) • Landowner --- (goods yard) • Franchisee (TPE) -- (station) • WYCA – (funding)
1b.	Dewsbury Station (LTP Scheme)	<ul style="list-style-type: none"> • Franchisee (TPE) -- (station) • WYCA and KC – (LTP funding)
1c.	Other alterations linked to TRU	<ul style="list-style-type: none"> • Network Rail -- (track / land) • Landowner – (private ?) • Franchisee – TPE or Northern ?
2a 2b	Mirfield Station Car Parking and Ravensthorpe Station Improvements	<ul style="list-style-type: none"> • Network Rail – (landowner) • Leaseholder -- private • Franchisee – Northern/ Arriva • WYCA – (funding)
3	Penistone Line	<ul style="list-style-type: none"> • Network Rail – (infrastructure/ track) • Frequency – DfT /Franchisee (Nthn) • Stations – Franchisee (Northern) • Car parking – Landowners

- Quote from Guardian

From April 18 , TfN will be England's first sub-national statutory transport body. It has the mandate to make **recommendations** on behalf of the north to the Department for Transport, Network Rail, Highways England and HS2 Ltd.

THE

END