

News Release from Network Rail

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A PLAN FOR GROWTH: NETWORK RAIL LAUNCHES STRATEGY FOR YORKSHIRE AND HUMBERSIDE

A plan to provide more seats, more services and better journeys for rail users throughout Yorkshire and Humberside was unveiled today as Network Rail published a far-reaching strategy to boost capacity and shorten journey times.

Covering routes such as Leeds to Bradford, York and Hull to Leeds and Manchester, and Sheffield to Manchester as well as important freight corridors to the ports, the Yorkshire and Humber Route Utilisation Strategy (RUS) sets out how Network Rail will deliver a railway capable of meeting the growing demand for rail services over the next ten years.

Demand for both commuting into important economic centres such as Leeds, Sheffield and Manchester, and freight services has grown considerably in recent years. The plan identifies a range of schemes that should be implemented subject to funding availability to ease the pinch-points and improve journeys for passengers and freight users.

The publication of the strategy follows an extensive consultation with key industry stakeholders including passenger train and freight operators, passenger groups, Office of Rail Regulation, Department for Transport, local authorities and regional development agencies.

Under the strategy rail users can expect extra services, longer trains with more seats, as well as shorter journey times. The plan also includes options to extend platforms and schemes to improve junction layouts to increase capacity and reduce delays. Freight routes in the region will also benefit through gauge enhancement schemes, allowing larger containers to be moved by rail, providing a boost for the region's ports.

Richard Lungmuss, route director for Network Rail, said: "Over the last decade, more and more people are choosing to travel or move goods by rail, but this success brings with it many challenges.

"After a successful consultation process, we now have a robust and purposeful strategy to deliver a rail network for Yorkshire and Humberside that can meet this

growing demand. We appreciate all the contributions to both the development process of the strategy and to the consultation."

The options to increase capacity and create better rail journeys throughout the region include:

Schemes currently funded for implementation from 2009 – 2014

- Train lengthening schemes and additional peak shuttle services to relieve overcrowding as additional rolling stock becomes available on many routes
- Increase platform capacity at Leeds station to cater for more and longer trains.
- Introduce more short distance cross-Leeds services using a new turnback facility to the east of the city near Micklefield.
- Reduce journey times and increase capacity between Leeds and Manchester to allow an additional hourly service on the Diggle route.
- Journey time reductions on other routes
- Platform lengthening schemes to increase capacity on a number of lines
- More passenger train depot facilities
- New or improved turnback facilities at Horsforth, Castleford, the Micklefield area to improve timetable reliability and performance
- Gauge enhancement schemes for freight services on some key arteries
- Remodelling of Shaftholme Junction to increase capacity and improve functionality
- A fourth running line at York Holgate and associated improvements

Schemes to be considered 2014-2019 once funding is secured

- Continued train and platform lengthening for many routes
- An extra service each hour to be introduced between Sheffield and Manchester.
- Improved journey times between Leeds – Sheffield via Barnsley, between Sheffield and Manchester and between Bradford and Manchester.
- Extra capacity for freight, particularly on routes where further growth is driven by gauge enhancement.
- Introduction of the new intercity express rolling stock with more seats on London – Yorkshire routes. New IEP rolling stock could also improve links between London not on electrified routes
- Additional services between Rotherham and Sheffield via a doubled Holmes Chord.
- New generation diesel trains to replace Pacer/Sprinter fleet
- Capacity enhancements between Leeds and Manchester via Diggle
- Doubling of the Dore & Topley station curve and new loops in the Hope Valley.

- Additional crossover at Bradford Interchange and some signalling upgrade work.
- Improvements between Wrawby Junction and Brocklesby and between Hessele road junction and Gilberdyke as part of a signalling renewal scheme.

Towards 2019 and beyond

- Capacity and performance improvements in the Doncaster station area
- Further gauge improvements for freight
- Signalling upgrades between Sheffield and Nunnery Junction to improve flexibility and reliability
- Re-opening, or constructing new lines where necessary and feasible to expand capacity in the event of extra growth in demand

Notes to Editors:

- The strategic routes covered by the RUS are primarily the North cross-Pennine, North and West Yorkshire, and South cross-Pennine, South Yorkshire and Lincolnshire routes.
- The RUS process is led by Network Rail on behalf of the rail industry. A number of rail industry organisations are involved in the process including train operating companies, freight operating companies, ATOC, the ORR, Passenger Focus, DfT, South Yorkshire PTE, West Yorkshire PTE, and local authorities.
- The Yorkshire and Humberside RUS adjoins the infrastructure covered by the already published strategies for the East Coast main line, and the North West, and Lancashire and Cumbria, as well as the East Midlands RUS which is due to be published later this year. A RUS for freight was also published in 2007. A Network RUS examining further electrification in the region is currently going through the consultation process.
- Click on the following link to find out more about the RUS programme:
<http://www.networkrail.co.uk/asp/4449.aspx>

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About Network Rail

Network Rail is the 'not for dividend' owner and operator of Britain's railway infrastructure, which includes the tracks, signals, tunnels, bridges, viaducts, level crossings and stations - the largest of which we also manage

We aim to provide a safe, reliable and efficient rail infrastructure for freight and passenger trains to use

Our website: <http://www.networkrail.co.uk>