

**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**

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**DOCUMENT NR05: FUNDING STATEMENT**

**Rule 10(3)(a)**

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**The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order**

*Document NR05 – Funding Statement*

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## **The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order**

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1. The cost of implementing the works sought to be authorised through the proposed Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (“the Order”), including the costs of acquiring land which is, or may be, blighted land within the meaning of section 149 of the Town and Country Planning Act, and undertaking associated work such as environmental mitigation as necessary, will be met from the funding envelopes identified for the Huddersfield to Westtown Transpennine Route Upgrade W3 Project (“the TRU W3 Project”).
2. The Government has confirmed its funding commitment for Network Rail to develop and deliver the overall Transpennine Route Upgrade (“TRU”), including the TRU W3 Project, through its published Rail Network Enhancements Pipeline (“RNEP”) (Autumn 2019 Schemes Update) published in October 2019. Schemes within the RNEP progress through decision gateways to secure funding and the Autumn 2019 update to the RNEP confirms TRU, including the TRU W3 Project, have secured a Decision to Design. This Autumn 2019 update to the RNEP was an update on the Government’s publication in March 2018 of the RNEP which at paragraph 4.7 confirmed Government committing £3bn to the development of the TRU Programme. In April 2020 the Department for Transport and Network Rail approved a further £589m of funding to progress design and early works for projects on TRU including the TRU W3 Project and to complete a detailed design scope for the TRU investment programme.
3. TRU and the TRU W3 Project will span three railway investment periods: Control Period 6 (2019 to 2024), Control Period 7 (2024 to 2029) and Control Period 8 (2029 to 2034). The cost of implementing the TRU W3 Project works to be authorised by this Order is £1,458,929,838. These costs are estimated to comprise £479m in Control Period 6, £945,929,838 in Control Period 7, and £34m in Control Period 8. In addition to the funds already available to Network Rail in Control Period 6 to progress the TRU W3 Project further funding will be made available for the delivery of the TRU W3 Project from the identified funding allocation for TRU in accordance with the RNEP governance process. This provision will be sufficient to deliver the TRU W3 Project as part of TRU, provided it has the required consents and continues to represent value for money.
4. The Department for Transport has confirmed the Government’s commitment to TRU and the TRU W3 Project along with the allocation of funding subject to ongoing consideration to ensure the project delivers the best results for both rail users and taxpayers (see Annex 1).

# The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

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## Annex 1: DfT letter to Network Rail on Programme Funding Availability



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5th March 2021

John Reed  
Industry Programme Director, TRU  
Network Rail

Dear John,

### Transpennine Route Upgrade Funding Availability

Further to recent discussions, I am happy to provide Network Rail with confirmation of funding availability for the Transpennine Route Upgrade (TRU), to support the submission of Network Rail's Transport and Works Act Order (TWAO) application for consent to deliver Project W3 of TRU.

Funding will be met from the Rail Enhancements Budget. The TRU investment programme will span a number of investment control periods. In Control Period 6 (2019 – 2024) the funding requirement assumed for the TRU Programme is £2.14bn; this includes budget provision towards the W3 costs as set out in the NR Estimate of Costs.

In Autumn 2019 Government published its update to the five-year Rail Network Enhancements Pipeline (RNEP) listing projects to increase the capabilities of the rail network in England & Wales. Schemes within the Enhancement Pipeline progress through decision gateways to secure funding and the publication confirms that the TRU Programme has secured a Decision to Design.

In July 2020, the Department for Transport confirmed the Government's commitment to TRU with the approval of a further £589m of funding to progress design and early works for projects on TRU, including Project W3. In addition to funds already available in Control Period 6, the Secretary of State anticipates that he will make funding available from future budgets in Control Period 7 to continue this project, provided it has the required consents and continues to be value for money.

In July 2020, the Secretary of State for Transport, and Northern Powerhouse Minister Grant Shapps said:

*'People across the north rightly expect action, progress and ambition and this government is determined to accelerate improvements as we invest billions to level up the region's infrastructure.'*

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With the Chancellor, Rishi Sunak adding:

*'Levelling-up opportunity will be key in our recovery from coronavirus and our long-term success will rely on having world-class infrastructure in all parts of the country. The Transpennine rail upgrade shows we are delivering on our promises to the north.'*

There is ongoing scrutiny of both costs and programme for TRU, as per all significant infrastructure projects, but the government and the Department are committed to the successful delivery of TRU, starting with the success of the TWAO.

Yours sincerely,

A handwritten signature in black ink, reading 'Farha Sheikh'. The signature is fluid and cursive, with the first name 'Farha' and the last name 'Sheikh' clearly distinguishable.

Ms Farha Sheikh  
Programme Director - TransPennine Route Upgrade  
Department for Transport

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