

**The Network Rail (Leeds to Micklefield
Enhancements) Order**



TRANSPORT AND WORKS ACT 1992

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

**THE NETWORK RAIL (Leeds to Micklefield Enhancements)
ORDER**

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The Network Rail (Leeds to Micklefield Enhancements) Order*NR04 Statement of Aims**July 2023***1. INTRODUCTION**

- 1.1.1 An application has been made by Network Rail Infrastructure Limited (“Network Rail”) to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992 (the “1992 Act”) for the Network Rail (Leeds to Micklefield Enhancements Order (“the Order”) under sections 1 and 5 of the 1992 Act.
- 1.1.2 This Statement provides a brief overview of the aims of Network Rail Infrastructure Limited’s (“Network Rail”) application for the Order.
- 1.1.3 The purpose of the application for the Order is to provide Network Rail with powers to authorise the upgrade of the existing Transpennine route between Leeds and Micklefield, together with the closure of multiple (5) level crossings (Peckfield, Barrowby Lane, Barrowby Foot, Garforth Moor & Highroyds Wood), and diversions to rights of way to facilitate that, as well as alterations and replacements of some existing bridges (“the Scheme”). The purpose of the Scheme is to increase capacity and improve journey time and reliability performance of rail services on the Transpennine route, along with the electrification of the railway between Leeds and Micklefield. By removing level crossings the Scheme will also improve safety on the Route.

2. SCHEME DESCRIPTION**2.1 Scheme overview**

- 2.1.1 The Leeds to Micklefield section of the Transpennine route is the route section subject of the Scheme (“the Scheme Route”). The purpose of the Scheme is to close existing levels crossings, provide alternative routes, and allow for other infrastructure alterations to allow for increased capacity, improved 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.

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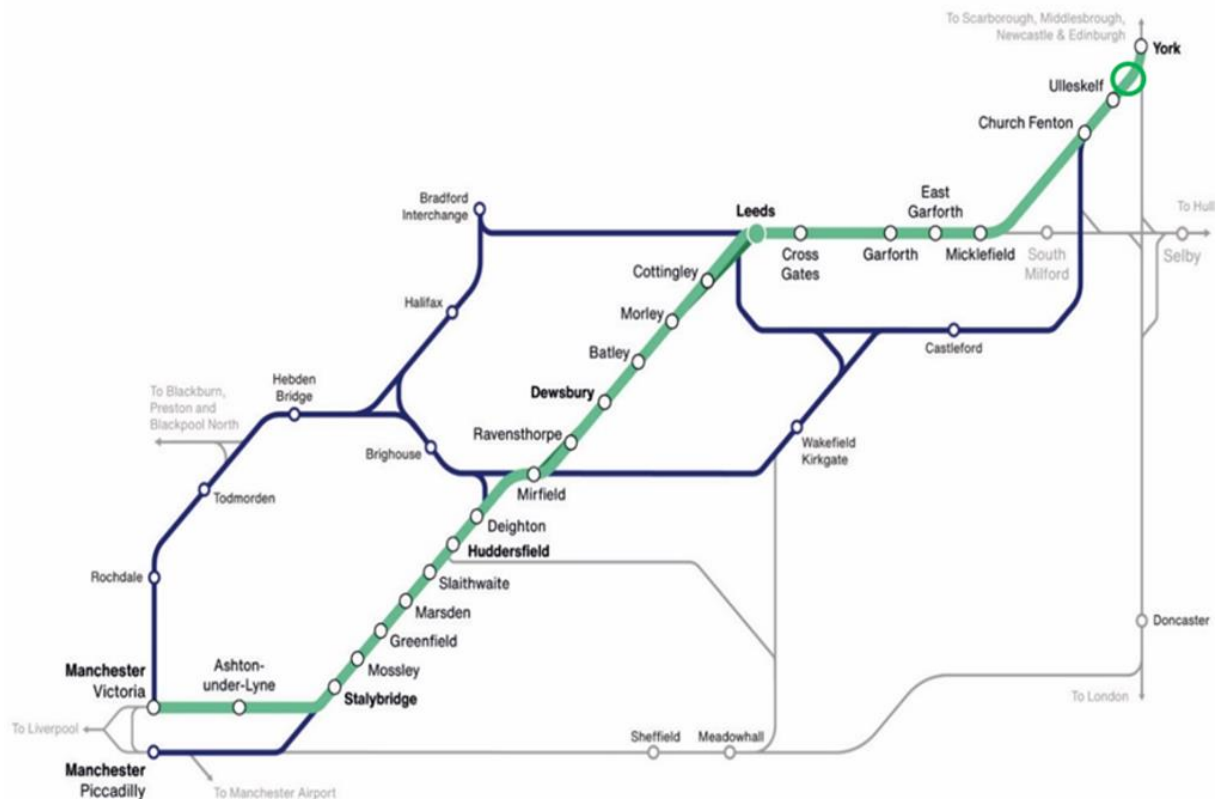


Figure 1 The Transpennine route

2.2 Description of Scheme Works

2.2.1 In summary the Scheme works will include the following:

- **Peckfield Level Crossing** is an existing public bridleway crossing with a telephone, located 340 m west of Micklefield Railway Station; within the metropolitan borough of the City of Leeds, West Yorkshire. Peckfield Level Crossing provides access between Pit Lane to the north of the railway (aka Lower Peckfield Lane) and Pit Lane to the south of the railway. The scope of the Scheme at this location comprises the adoption of one of the two available options. The following listed items are related to Option 1.
 - The Closure of the Peckfield Level Crossing and extinguishment of the public right of way (PRoW) (bridleway) over the crossing.
 - The creation of a new public right of way footpath between the Great North Road and Pit Lane to the north of the Railway to provide pedestrian access to residential properties and a link to the PRoW on Lower Peckfield Lane.
 - The Pit Lane Highway Works to upgrade Pit Lane / Lower Peckfield Lane to the north of the railway (including three passing points) and to provide a small car parking area for residents of railway cottages.

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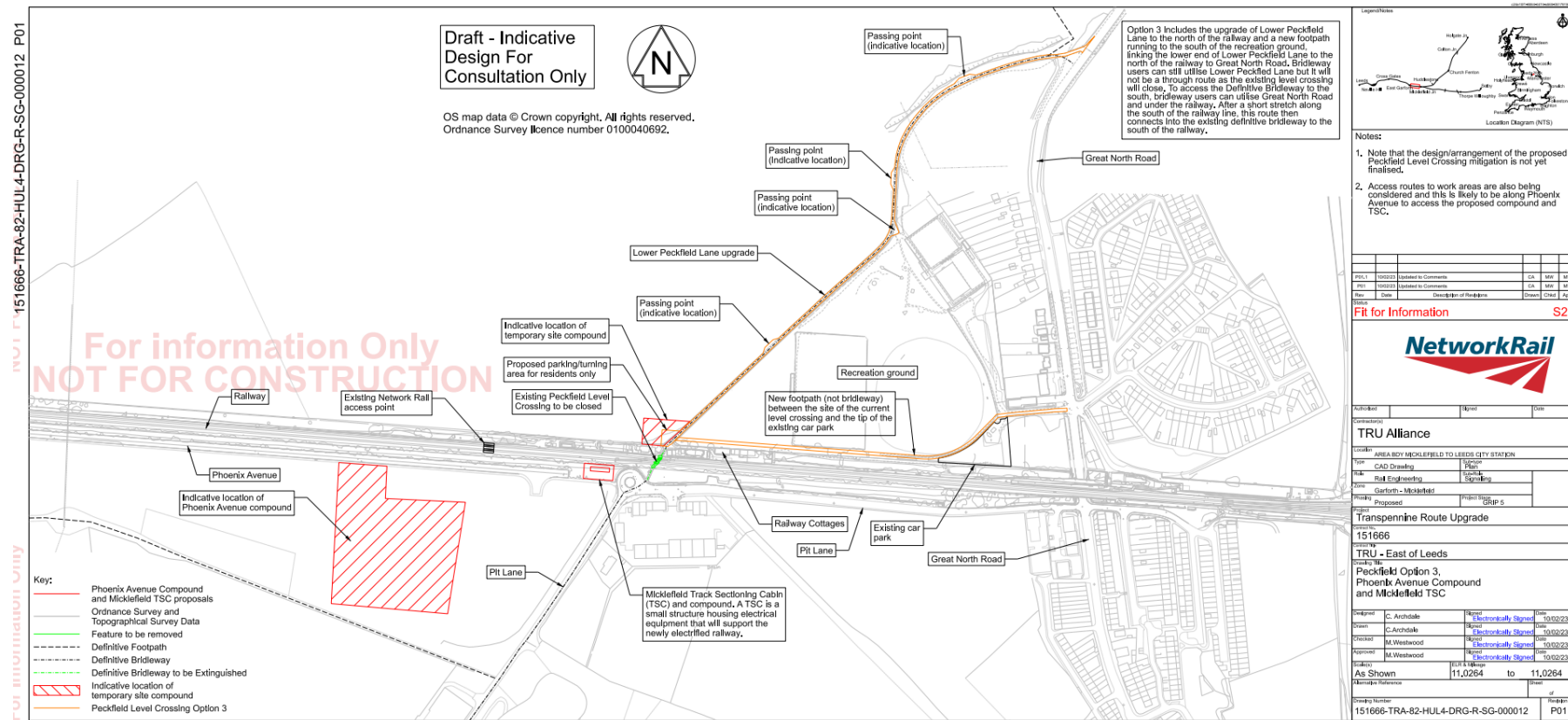
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- The bridleway section between the level crossing and Great North Road, via Lower Peckfield Lane to the north of the railway, is to be downgraded to a footpath.
- Option 2 is almost identical to Option 1, but instead of horses being required to use a greater length of the Great North Road, a bridleway will be created from the railway cottages, running parallel with the railway, along the boundary of the recreation ground, to where it joins Great North Road at passes underneath the railway to Pit Lane.
- Both options are shown in Figures 2 and 3 below.

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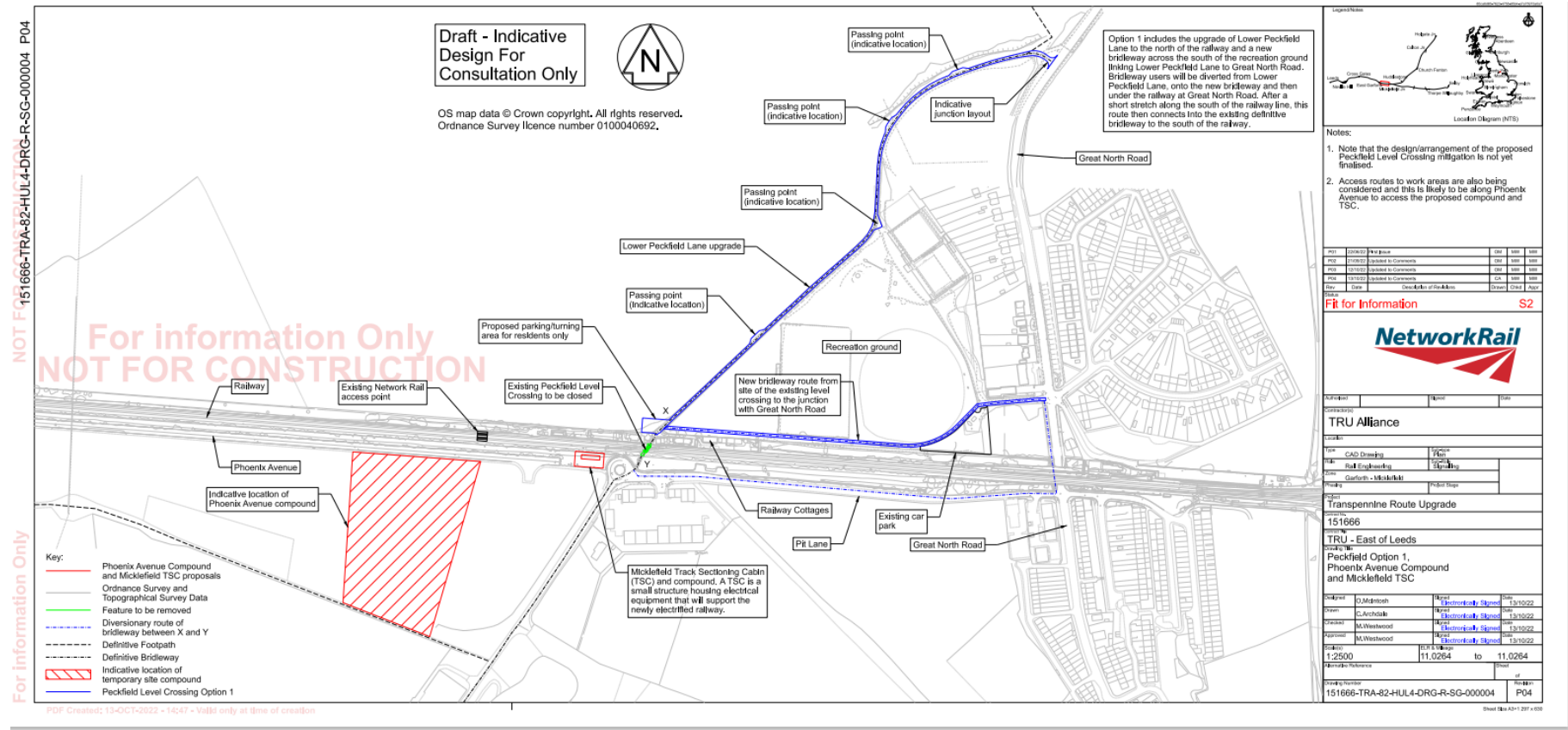


Figure 3 Peckfield Level Crossing Option 2

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- **Garforth Moor Level Crossing Closure** - The closure of Garforth Moor level crossing and associated Public Right of Way and the construction of an alternative access to allotment land from the Barwick Road public highway
 - **Highroyds Wood Level Crossing Closure** - The closure of Highroyds Wood level crossing and associated Public Right of Way and the diversion of the Public Right of Way. Construction of steps and timber handrail on southern side of underpass and A-frames on the northern side. This level crossing closure and PRow diversion proposal is the subject of a current application under S119A of the Highways Act 1980
 - **Barrowby Lane and Barrowby Footpath Level Crossing Closure** - Barrowby Lane Level Crossing is a bridleway crossing that connects Barrowby Lane to the south of the railway, leading to Nanny Goat Lane to the north of the railway. The crossing is located 1.2m west of Garforth Railway Station within the metropolitan borough of the City of Leeds, West Yorkshire.
- 2.2.2 The new Barrowby Lane bridge is proposed to be located 100 metres to the west of the existing bridleway crossing.
- 2.2.3 The scope of the Scheme at this location comprises of the following listed items:
- Construction of the New Barrowby Lane Bridge, ramped bridleway bridge to replace existing level crossings, located 100 metres to the west of the existing bridleway crossing.
 - Creation of new PRow (bridleway) over ramped bridge.
 - Creation of new PRow (footpath) over stepped bridge.
 - Permanent acquisition of land to install the New Barrowby Lane Bridge.
 - Set up of The Barrowby Lane Bridge Compound and construction access for bridge installation, located to the south west of the New Barrowby Lane Bridge.
 - Creation of new PRow (bridleway) on Barrowby Lane between the access points to the Barrowby Lane level crossing and the Barrowby Foot level crossing, and the new bridge (New Access Tracks to New Barrowby Lane Bridge) Replacement of two field gates on Barrowby Lane.
 - Closure of Barrowby Foot Level Crossing and extinguishment of Public Right of Way (public footpath Garforth 6).
 - Closure of Barrowby Lane Level Crossing and extinguishment of Public Right of Way (public bridleway Austhorpe 9).
 - Temporary access requirements from Barwick Road to the New Barrowby Lane Bridge.

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- Land for landscape and ecological mitigation planting
 - **Micklefield Track Sectioning Cabin (TSC)** - land off Phoenix Avenue, Micklefield for the construction of a TSC ('The Micklefield TSC'), with vehicular parking and area of land on the north side of Phoenix Avenue down to the current road-rail access point. Permanent rights of access along Phoenix Avenue from Ridge Road (A656). The Micklefield TSC will be located 50 metres to the west of the existing Peckfield Level Crossing.
 - **Replacement Austhorpe Lane Bridge** – Demolition and reconstruction of the Grade II listed public highway Austhorpe Lane Overbridge (HUL4/21) and Austhorpe Lane Footbridge (HUL4/21A) and the construction of a new dual-purpose overbridge (the 'Replacement Austhorpe Lane Bridge') incorporating a two-lane carriageway highway (5.5 metres) and 2-metre footway on the western side.
 - **Replacement Ridge Road Bridge** - Demolition and reconstruction of the Ridge Road Overbridge (HUL4/14) (the 'Replacement Ridge Road Bridge') incorporating a two-lane carriageway highway (6 metres), one 1.45 metre footway and one 2 metre footway. Ridge Road Overbridge is a Grade II listed structure and a public highway (A656) and is located 1.6 km east of East Garforth Railway Station
- 2.2.4 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 improve journey times across, and the resilience of, the Scheme Route.
- 2.2.5 Also, within 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 theses Scheme works.

3. SCHEME AIMS AND 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 is a key strategic route and is one of very few routes to have recovered in terms of passenger numbers, to pre-covid

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levels. It 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, with a significant move post-Covid to leisure travel, with demand being seen across the day and through weekends. 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 section of the Transpennine Route between Leeds and Micklefield sees over 400 trains each day, with up to one freight or passenger train passing through every five minutes at least. This is one of the busiest stretches of railway in the North of England.

3.1.4 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 of the Scheme Route

3.2.1 The Scheme Route currently experiences a number of constraints relating to the capacity, reliability and modernisation of the whole Transpennine route. The key constraints on the Scheme Route are:

- Private & Public Rights of Way exist across the existing level crossings included in the Scheme providing at grade access across the railway to pedestrians.
- Track Capacity: The Scheme Route is almost entirely two tracks from Leeds to Micklefield which adversely affects service performance and resilience by causing delays to the fast (express) services and capacity issues.
- Line speed: Currently 70-80mph, this is planned to be increased up to 100 mph to deliver required benefits.
- Physical land requirements and clearances to install electrification equipment
- The Transpennine route has historically suffered from limited investment and therefore railway assets will require renewal in order to operate at current or higher speeds as planned performance (meaning more trains at increased line speed). The closure of the level crossings will enable the

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Scheme to be delivered which will deliver longer term benefits such as a reduction in operational and maintenance costs.

- 3.2.2 As currently operated, the Scheme Route is a non-electrified section of the railway network. 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 to train performance, with faster acceleration and more efficient braking being made possible, which brings additional benefits with regards to safety.

3.3 Scheme aim and benefits

- 3.3.1 The Scheme will facilitate the delivery of the wider Transpennine Route Upgrade (“TRU”) programme and the full realisation of the aims of the overall TRU programme of works, which provides the TRU framework for investment and network management, to better meet capacity requirements. More detail on wider benefits can be seen below at 3.4.

- 3.3.2 **Improved Safety:** The Scheme’s most prevalent benefit is delivery of a safe way of passage for existing level crossing users across a number of level crossings, either via alternative routes, or new crossing structures. This will remove key conflicts between trains and public and provide 24/7 access across the railway.

- 3.3.3 **Efficiency and reliability of the railway:** The closure of the level crossings, along with the installation of electrification equipment will help to provide the capability to regulate both freight and passenger trains (fast and slow). This will reduce key conflicts and increase the capacity of the railway network across the Transpennine route. It is an absolute requirement that the level crossings are closed before the new timetable is in operation, as combination of new line speed, electrification, and additional capacity would increase the risk to crossing level users to unacceptable levels.

- 3.3.4 **Modernised signalling** will mean shorter headways between trains, meaning they can run closer together through more effective digital controls in place, and this in turn will allow for increased capacity in the number of trains that can be on the Route at any one time.

- 3.3.5 **Reduced operating and maintenance costs:** The closure of the level crossings will result in the removal of assets that need to be inspected, maintained and operated. The Scheme will also deliver new track and electrification equipment, which will be more reliable than the older rail assets

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which currently exist on the Scheme Route so improving the reliability of the Scheme Route and the train services operating on it.

- 3.3.6 **Reduction of delays to trains and other highway users:** The closure of the level crossings will reduce the number of incidents which have a detrimental impact on train performance. Improved efficiency on the railway means fewer heavy vehicles on the highway network causing traffic issues and contributing to air pollution. An effective railway means more freight trains will be able to operate which in turns brings about economic and environmental benefits.
- 3.3.7 The ultimate benefit of closing the level crossings will improve capacity, allowing an increase in train frequency and line speed which means faster journeys for passengers. It will also lead to a more resilient railway so in the event of any incidents, Network will be able to recover more effectively, therefore minimising disruptions to passengers. Incidents at level crossings are often vehicle or pedestrian collisions, and result in significant time impacts for investigation and preparation of the train line to be opened again. The closure of the proposed at grade level crossings will reduce the number of incidents of this type; this will help to greatly mitigate performance and disruption to passengers.
- 3.3.8 The Scheme will assist in delivering a fully electrified Transpennine route. This accords with Network Rail's Decarbonisation 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.

3.4 Aims of TRU

- 3.4.1 To address both these 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 part electrification of the Transpennine route. TRU, of which the Scheme is an important part, proposes investment now to solve today's challenges, plan for future growth, and contribute to decarbonisation.

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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 E2-4. The full package of TRU projects 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 Projects 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 the section above.

3.4.3 TRU will aim to deliver:

- An improved journey time for Leeds – Manchester Victoria of 43-44mins;
- An improved journey time for York to Manchester Victoria of 67-69mins;
- Capability to operate four ‘express’ and two ‘semi-express’ services an hour on the route;
- Capability to operate two ‘local services’ an hour on the route;
- Performance of the Transpennine Route to be 92.5% of higher each period;
- Freight paths/rights to be retained as existing; and
- A contribution to Network Rail’s Decarbonisation Strategy and climate policy.

3.4.4 Whilst the TRU benefits above are realised with the delivery of each of the individual projects, it is important to note, that without this Scheme, and all of its component parts, the aims of TRU could not be achieved.

4. SUMMARY

4.1.1 The Scheme will contribute to fulfilling the TRU Programme’s objectives of journey time improvements, capacity improvements and reliability and resilience of services, by the closure of level crossings, facilitation of electrification equipment by bridge changes and replacements, and Network Rail also believes provides a safer railway for those existing users of the level crossings.

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APPENDIX

¹Appendix 1 Group Projects

Group 1 – Decision to Deliver

- 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 Design

- 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

¹ Decisions made on 'Decision to Design' and 'Decision to Develop' are made with regard to the Rail Network Enhancements Pipeline (RNEP). The Enhancements Pipeline Board must approve each projects transition into each stage, and ensure the deliverables can be achieved for money stipulated, and the benefits warrant further investment