

Report to: Transport Committee

Date: 14 May 2021

Subject: **TransPennine route upgrade TWAO response**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1. To provide an update to Transport Committee on the Network Rail's submission of the Transport and Works Act Order (TWAO) in relation to the Trans-Pennine Route Upgrade.
- 1.2. To provide an update to the Committee of the Combined Authority's proposed response in relation to the TWAO submission.

2. Information

Transport and Works Act Order

Background

- 2.1 The Trans-Pennine Route Upgrade (TRU) was first announced in 2011. It is a programme of investment to deliver a high performing, reliable railway for passengers, with more seats, more trains and faster journeys between Manchester and York via Huddersfield and Leeds.

- 2.2. On 31 March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the proposed improvements between Huddersfield to Westtown (Dewsbury). On the same date, Network Rail made an application to Kirklees Council for listed building consents under the Planning (Listed Buildings and Conversation Areas) Act 1990 in connection with the proposed works.
- 2.3 Upgrading the section of railway between Huddersfield and Westtown is key to delivering the benefits passengers want along the Transpennine route and is regarded as “no-regret” intervention by the rail industry. The current layout of railway in this area limits the number and the speed of trains operating on the route which affect the reliability of services on this route. While the government has not made a decision on the scope of the full TRU and it is still subject to the publication of the Integrated Rail Plan, the submission of TWAO represents a key milestone for the delivery of the TRU.
- 2.4 TWAO is a statutory process to authorise the construction, maintenance and operation by Network Rail of works on the Transpennine line between Huddersfield and Westtown (Dewsbury). The proposed Order would authorise works to construct a new railway, including the upgrade and reconstruction of the existing railway, railway electrification works and associated works between Huddersfield and Westtown (Dewsbury). It would also authorise the construction of station improvement works at Huddersfield station and works for the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe.
- 2.5 Network Rail completed two rounds of consultation in March and October of 2020. 85% of respondents who fed back through the first round of consultation supported the scheme.

Proposed TWAO response

- 2.6 The deadline for submitting a response to Network Rail in relation to TWAO will be on 17 May 2020.
- 2.7 It is proposed that the Combined Authority will submit a response to Network Rail with the following key points:
- To reiterate the Combined Authority’s support to the implementation of TRU and the TWAO submission due to its benefits to passengers, communities and the economy in this region.
 - **NPR and TRU:** A new NPR line from Manchester to Leeds via Bradford is our preferred option and will form the north’s inter-city east-west trunk route and TRU can be focussed to better serve the inter-regional, local and freight markets. Both TRU and NPR are required to boost economic growth, to bridge the productivity gaps and to level up. These two routes have different roles to play in the north’s east-west rail connectivity.

- **Delivered in full:** Whilst we welcome the submission of the TWAO, we urge the Government to provide commitment to the delivery of TRU in full without further delay with full electrification, optimised line speed improvements, W12 gauge for freight, European Train Control signalling and accessible stations throughout the route.
- **Leeds station capacity:** Leeds station capacity is a known problem and bottleneck in the railway in the north, not only causing issues on the current timetable but limiting any future enhancements in this region and the North. We urge the Government to prioritise work on resolving the capacity issues at Leeds and surrounding areas including track and station capacity.
- **Communication plan:** A clear communication plan to be shared and agreed in advance with the CA, so that we can help to raise the awareness of the project and help with the passenger travel disruption planning. This should be developed alongside with a collective approach to Travel Demand Management with the Combined Authority and the relevant district Councils in order that travel advice is offered to all travellers including rail and bus passengers, pedestrians and cyclists.
- **Disruption and mitigation:** We understand that there will be disruptions to services, passengers and communities during the construction of TRU and we are seeking Network Rail to continue to work with our officers and politicians and share the disruption strategy at the earliest opportunity to mitigate the potential impacts to local residents and businesses. In addition to disruption for rail passengers, local journeys by bus and road will also be disrupted and it is crucial that the mobility of local communities is not adversely affected. We request that the following plans be developed and in place as part of the TRU development.
 - A Station Travel Plan (STP) established for each affected station which seeks to maintain connectivity for the key journeys made by station users. This may require a bespoke approach to rail replacement. The STP should also identify how the project affects access to and from the station. Each STP to be reviewed dynamically as the project develops jointly by Network Rail, the TOCs, the Combined Authority and the relevant district Council and provide a legacy for station travel planning after the project is completed.
 - At each point where the scheme is anticipated to impact on the highway, a plan is devised and agreed with the local Council and the Combined Authority to mitigate impacts on all road users and to prevent severance/ isolation for communities impacted. In addition to traffic management provisions, this may involve funding diversionary bus services and/ or shuttle services.

- **Train services:** Once the scope and funding of TRU is confirmed, we would like Network Rail and the rail industry to work closely with us so that we can shape the train services that meet the needs of this region. We have set out our 'Ambition for TRU' in [Item 6 - TRU update - Appendix 1.pdf \(modern.gov.co.uk\)](#).
 - **Skills:** The Transport agenda is inextricably linked with skills and employment. TRU could provide opportunities for training and employment to up-skill the labour force of this region. We urge the government to include a skill premium of up to 5% as part of the TRU project based on the recommendation of the Future Ready Skills Commission. The additional money raised through a skills premium and devolved to areas would fund future workforce needs, support social mobility through better connection of local skills strategies and investment ensuring projects deliver their full social and economic potential and deliver the benefits to the communities the investment is intended for.
 - Based on the environmental statement, the Combined Authority will also provide high level comments around areas such as air quality, traffic and transport, climate effect and vulnerability, equality and diversity, socio-economic impacts.
 - A draft response will be circulated to Transport Committee members before the submission of TWAO response.
- 2.8 Aspects of the project involve works to the tunnel carrying the rail line beneath the area of Huddersfield which includes the bus station. The Combined Authority will be seeking the necessary assurances and indemnities from Network Rail to safeguard its interest as a landowner and facilities operator.
- 2.9 It is envisaged that Kirklees Council will submit their own response covering all local issues, matters related to planning, land acquisition and listed building consents.
- 3. Tackling the Climate Emergency Implications**
- 3.1 The full implementation of TRU with full electrification will help to encourage modal shift to public transport and tackle climate change.
- 4. Inclusive Growth Implications**
- 4.1 It is important that stations along the Transpennine route should be fully accessible and the railway continues to provide access to employment and training opportunities across West Yorkshire during and after the construction of TRU.
- 5. Equality and Diversity Implications**
- 5.1 In our TWAO response, we have highlighted that developing inclusive growth that is accessible to all is vital to transforming our economy. We urge Network

Rail to incorporate the principle of inclusive growth in every stage of development. Consideration of equality issues should be incorporated in the engagement process and communication plan. Businesses affected will need support in order to minimise disruption to their business operations and potential jobs losses. The principles of inclusivity, diversity and equality should be incorporated in the design of the stations and the network, mitigation measures, disruption planning, employment of the workforce and the operation of the railway. Design should take into consideration our aging population and those with long term health conditions, it is important that these groups are considered throughout the process in order to ensure there are no physical barriers to travel.

6. Financial Implications

6.1 There are no financial implications directly arising from this report.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no additional staffing implications directly arising from this report.

9. External Consultees

9.1 Officers of the Combined Authority have worked closely with officers of Kirklees Council to ensure consistency in responses.

10. Recommendations

10.1 That members of the Committee note the submission of the TWAO by Network Rail.

10.2 That members of the Committee provide views on the proposed response set out in paragraph 2.7.

11. Background Documents

The full TWAO submission can be found in

<https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/huddersfield-to-westtown-dewsbury/>

12. Appendices

None