Public Document Pack

Transport for the North
Rail North Committee
Supplementary Agenda

Date of Meeting	**Tuesday 10 June 2025**
Time of Meeting	**11.00 am**
Venue	**Kala Sanga Arts Centre, Bank House, 41 Bank Street, Bradford, BD1 1RD**

Filming and broadcast of the meeting

Meetings of the Transport for the North are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Item No.	Agenda Item	Page
6.0	**Devolution and Integration of Rail in the North** To consider and note the updates (presentations) for Northern and Transpennine Trains. **Lead:** David Hoggarth, Tricia Williams, Matt Rice and Chris Jackson Presentations to follow	3 - 16
8.0	**Infrastructure Update** To consider the update on rail infrastructure development and delivery activity. **Lead:** Charlie French Appendices to follow	17 - 46

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Northern Update

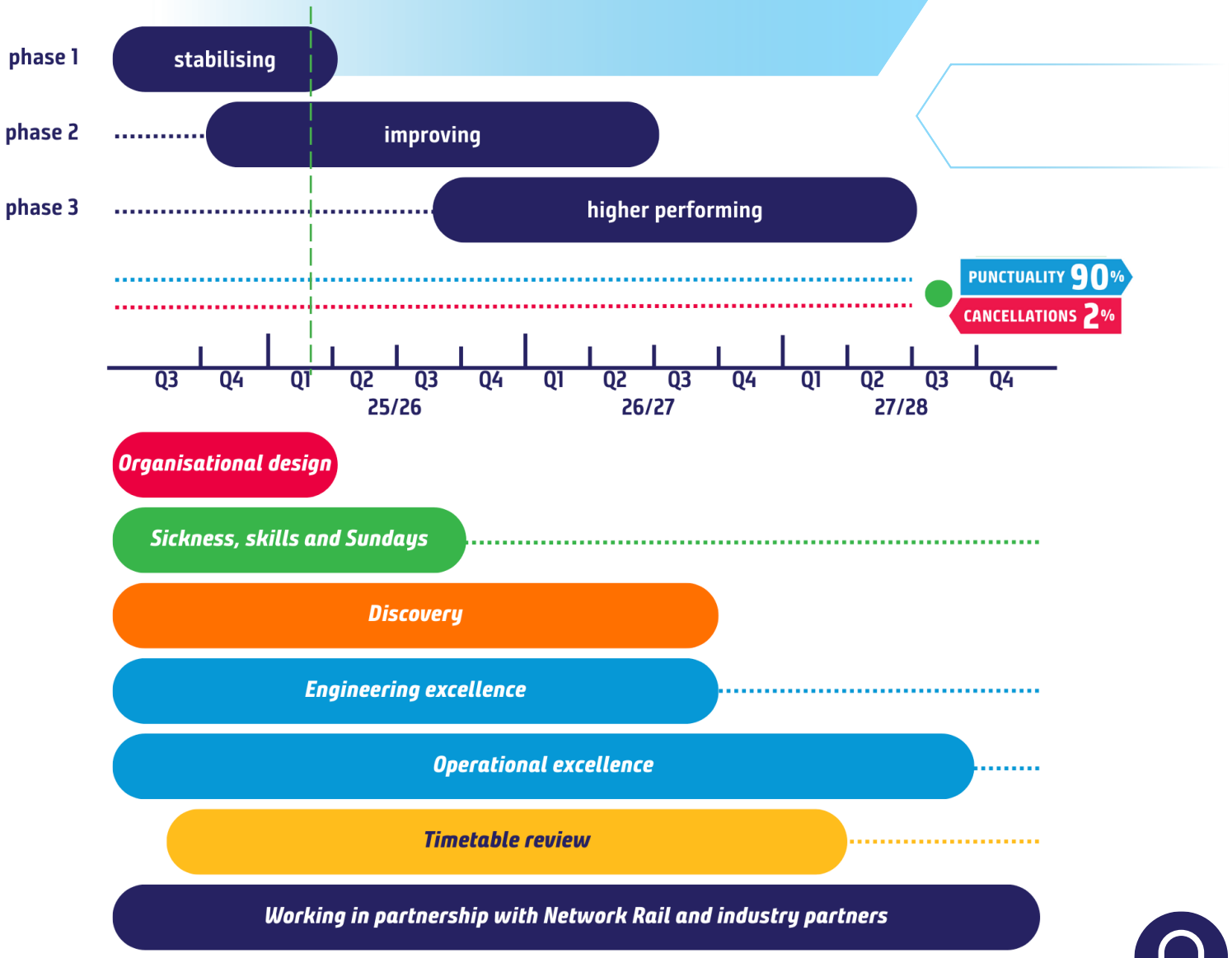
Rail North Committee

10/06/25

Performance Improvement Programme

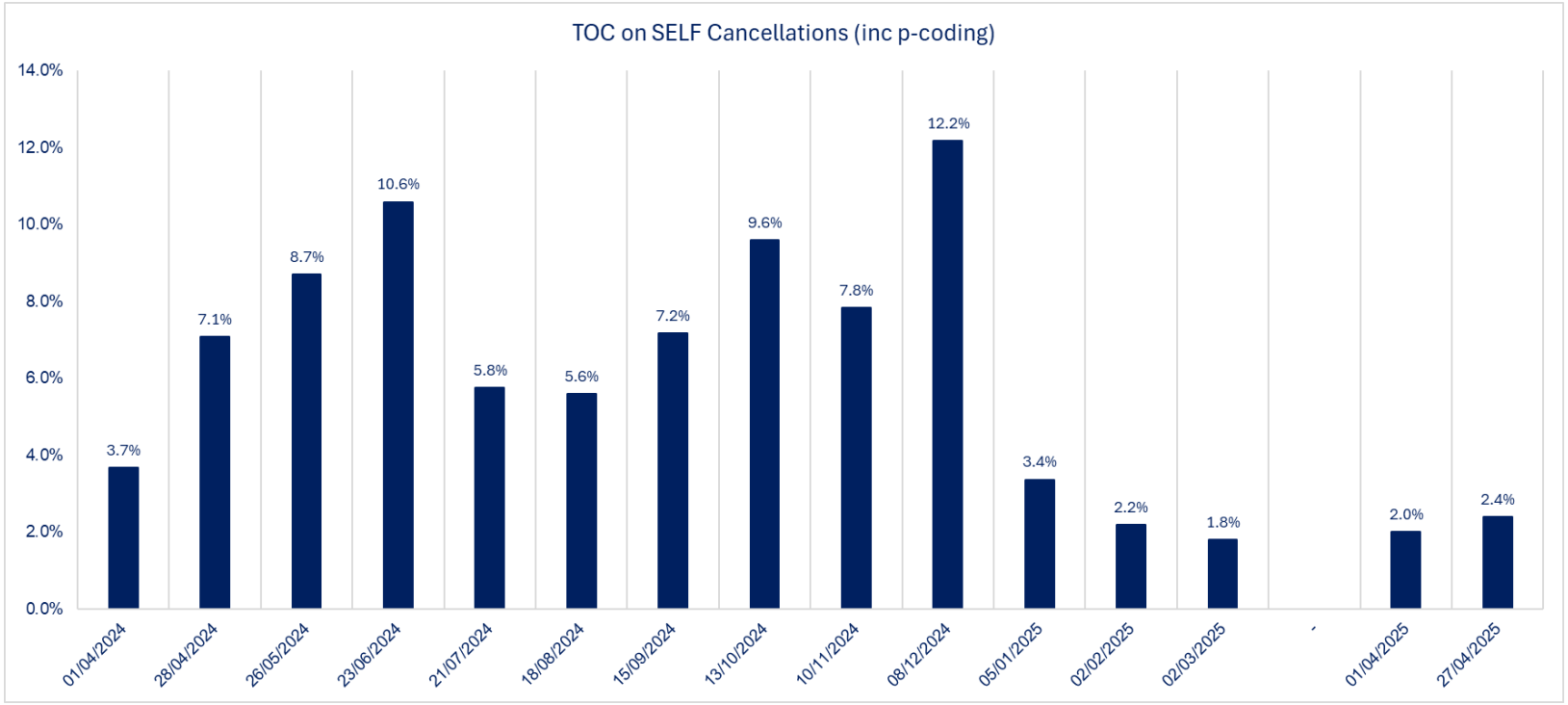
- The long-term performance improvement programme (90/2) sets out to drive sustainable improvement – complex deep-rooted issues require systemic changes which take time.

- Work is made up of six themes being delivered across three phases:
  - Phase one: stabilising
  - Phase two: improving
  - Phase three: higher performing



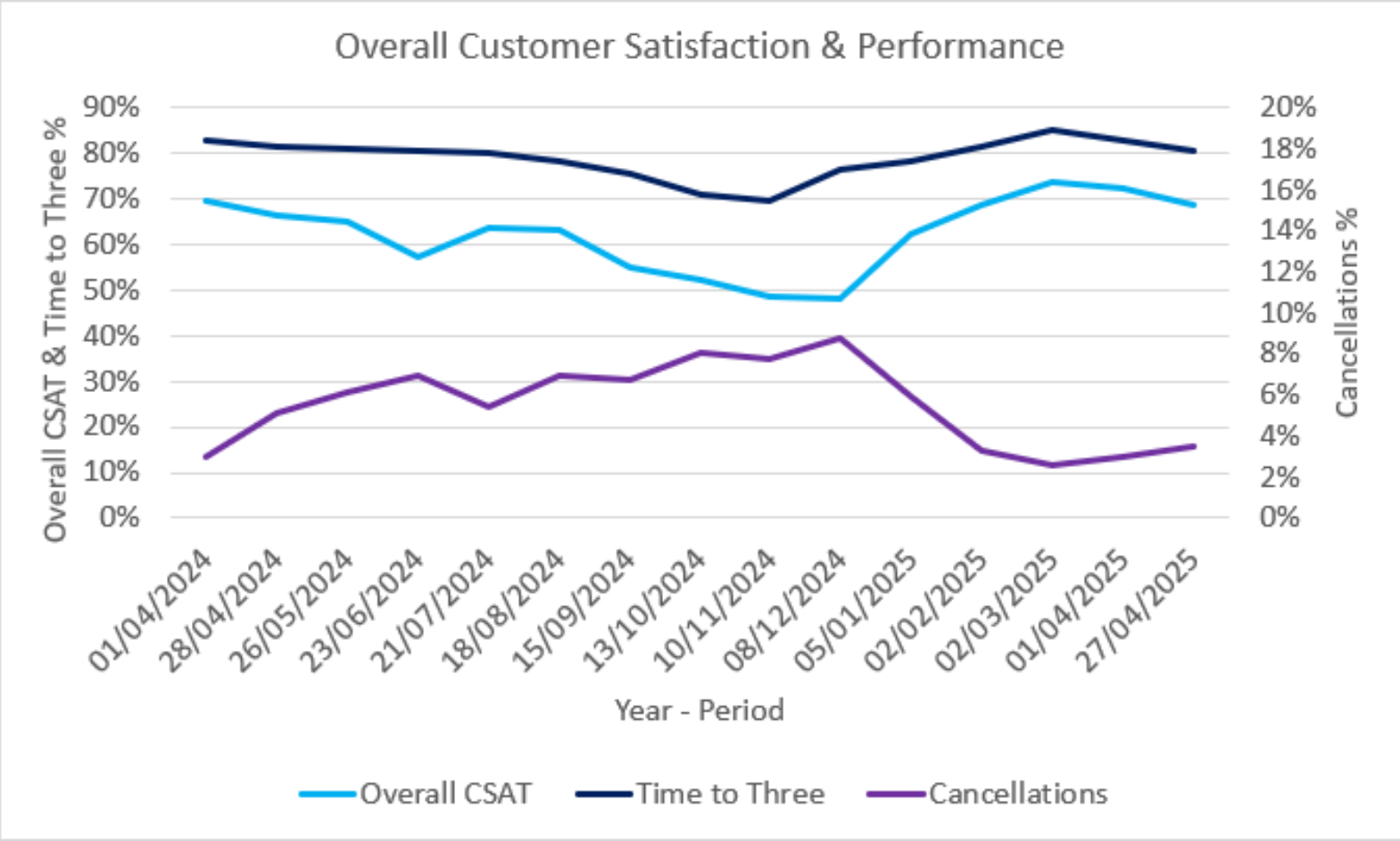
Stabilising performance

- TOC on SELF cancellations have been stabilising following the introduction of the performance improvement programme.
- Supported by:
  - The introduction of short term plan on Sundays in the North West
  - Improved train crew availability due to lower sickness absence and Driver Rest Day Working Agreement which supports training.
- While timetable changes can present a performance risk, the May timetable was successfully implemented and has delivered more capacity on some routes; some additional services and a trial of late night services on the east coast between Hull and Scarborough



Stabilising performance, building trust with customers

As performance stabilises, it has a positive impact on customer satisfaction.



CSAT – Customer Satisfaction

Making a positive impact



12 trains in trial of priority seat covers



Passenger assistance app for colleagues

+9% growth in Northern journeys*



+330,000 journeys on new Northumberland line

18% increase in commuter market**





86% report confidence boost from 'Try the train' programme***

Prototype driver simulator under testing



7500 driver training days delivered in 2025

Impactful marketing







Go do your thing

*year on year
**on previous year
*** 86% of those involved became more confident in planning a train journey

NORTHERN

Thank You

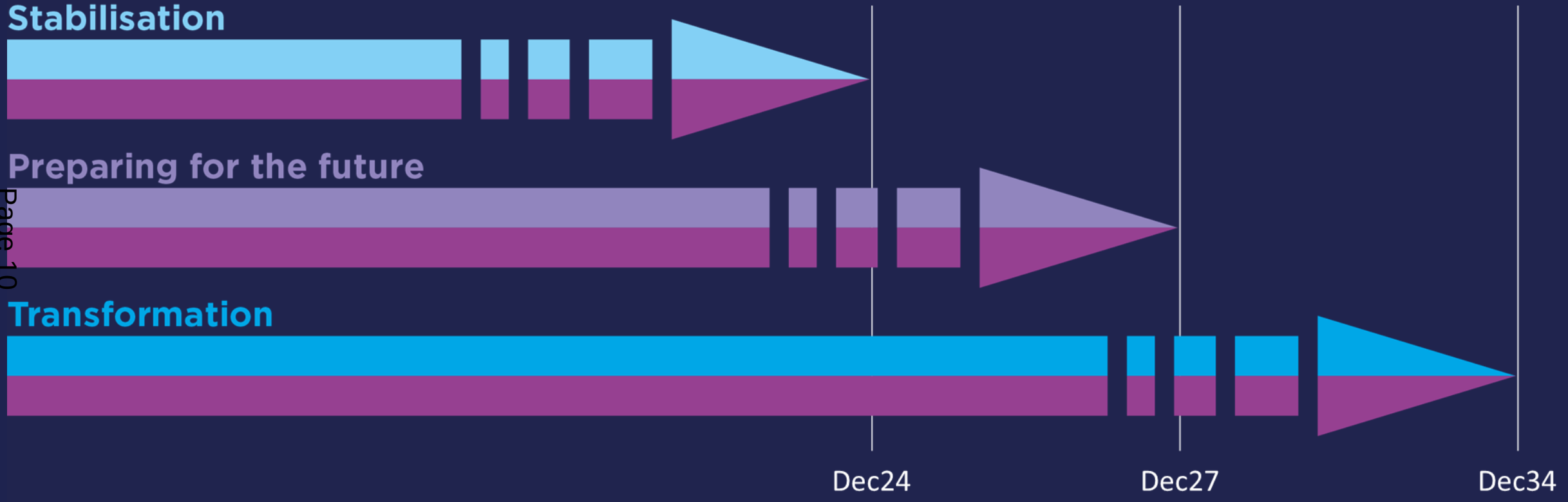
Rail North Committee

Chris Jackson, Managing Director

10th June 2025



Together, we're going places.


Stabilisation
Preparing for the future
Transformation
Dec24
Dec27
Dec34

Stabilising the business

As we move from our stabilisation phase towards preparing for the future, let's look at how the plan has helped us to raise the bar over the past few years...

It's been a time of change and progress, and our collective efforts have shown that **together, we're going places.**

Colleague engagement has increased dramatically

39% OCTOBER 2022 → **77%** MARCH 2025

Improving things for people at TransPennine Express

Stakeholder satisfaction with performance has increased by

5% MARCH 2023 → 94% MARCH 2025

89%

42% increase in customer numbers

54% increase in revenue

Absence rate is down to **4.06%**

91% SAFEGUARDING ACCREDITATION SCORE

We're focused on keeping colleagues and customers **SAFE**

WE'VE DELIVERED ON DRIVER TRAINING

20,000 DAYS OF DRIVER TRAINING COMPLETED IN THE PAST 18 MONTHS

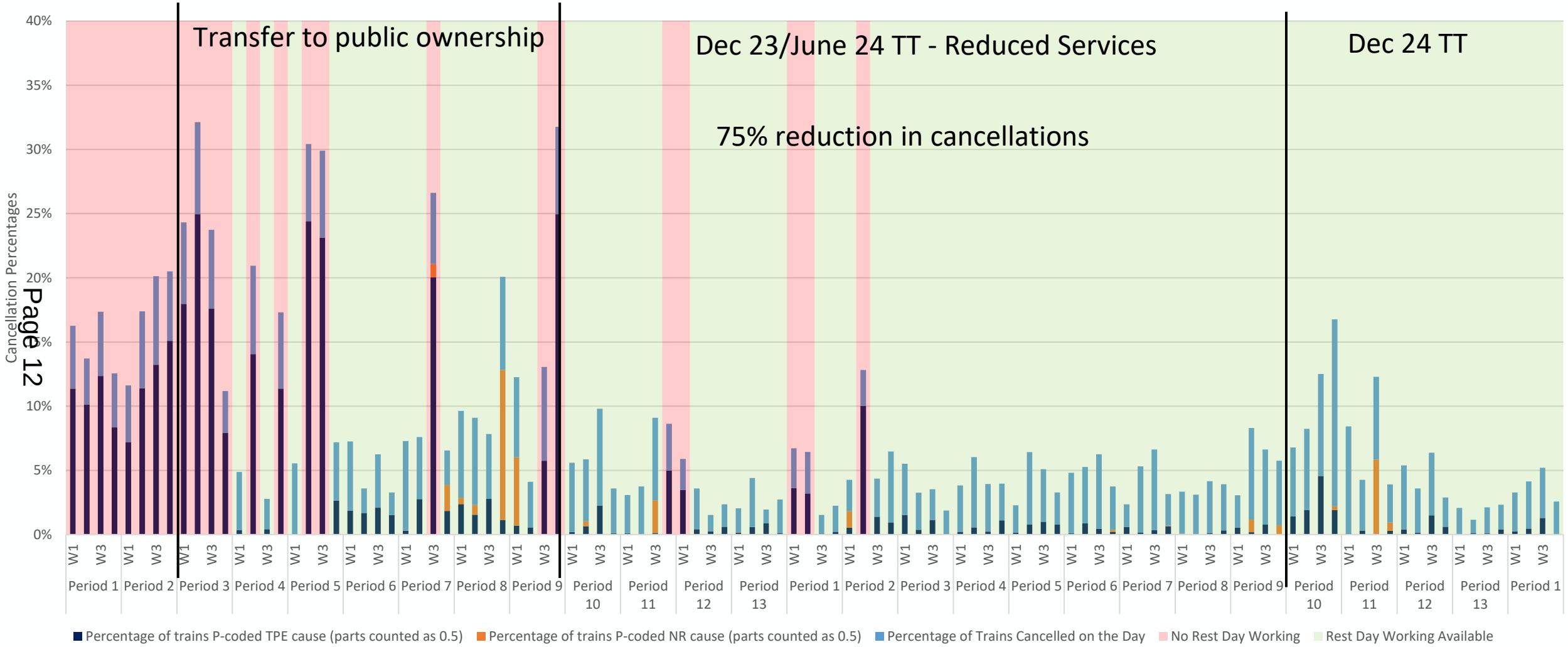
88 NEW DRIVERS RECRUITED

92 TRAINEE AND QUALIFIED DRIVERS HAVE BECOME OPERATIONAL

\+ on average, each driver has become qualified on TWO NEW ROUTES

× **75%** reduction in cancellations SINCE MAY 2023

On the day cancellations

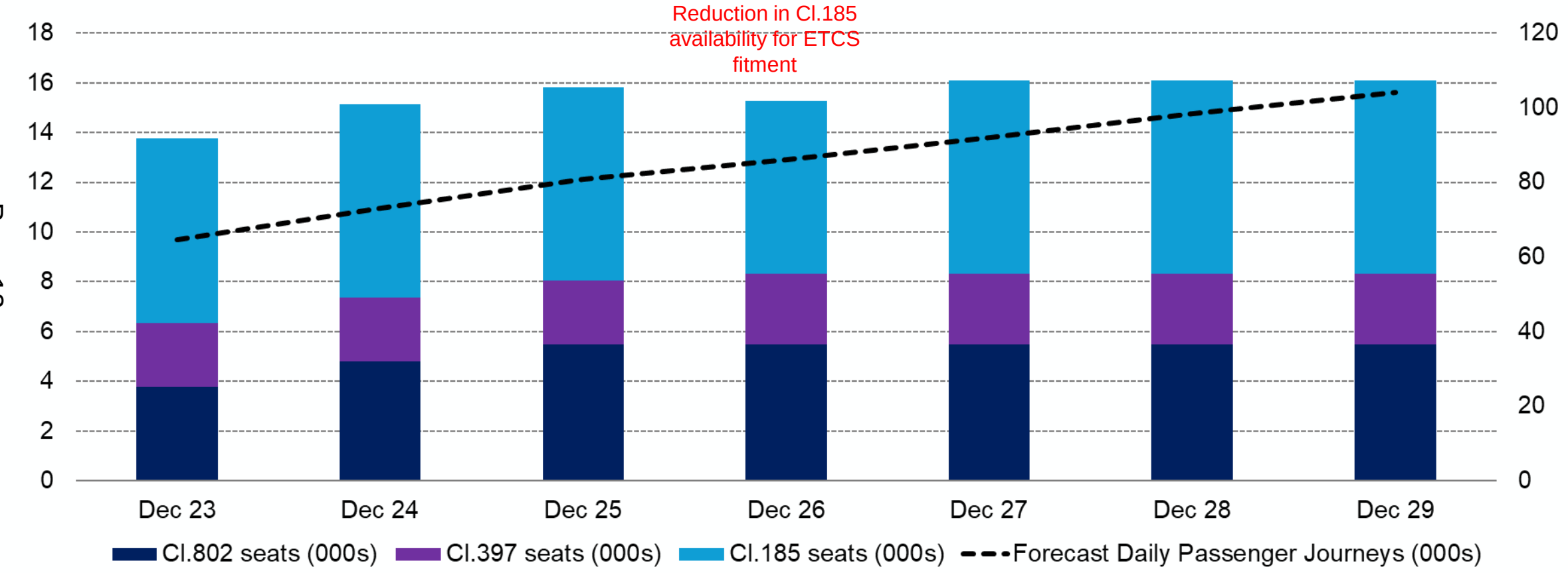


TRANSPENNINE EXPRESS

Together, we're going places.

Preparing for the future

Investments in stabling and maintenance will enable full fleet deployment to accommodate growing demand to 2030

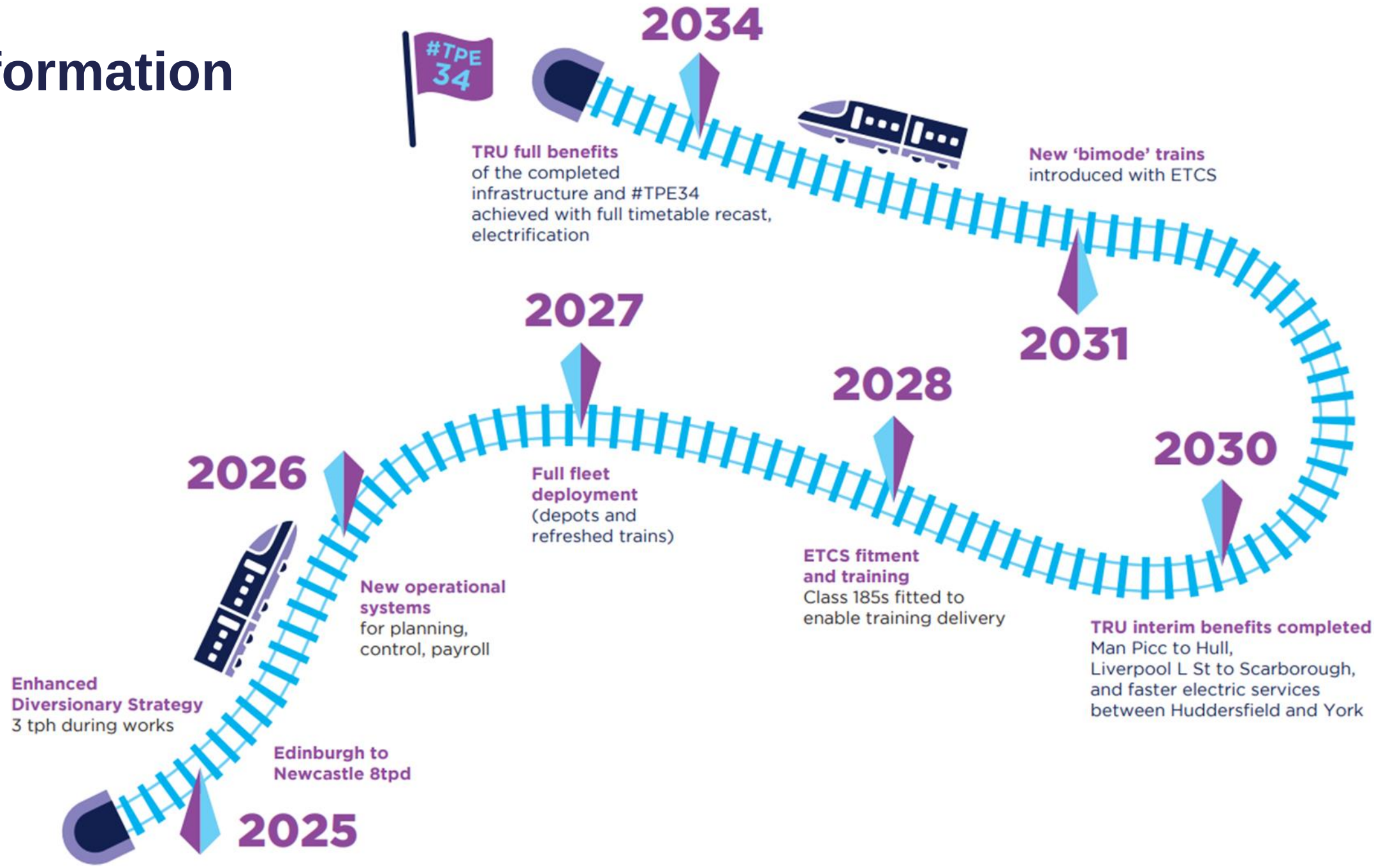


Daily Seats in Passenger Service Mon-Sat (000s) on left axis and Forecast Daily Passenger Journeys (000s) on right axis

TRANSPENNINE EXPRESS

Together, we're going places.

Transformation



Thank you



Together, we're going places.

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The Blueprint for the North has been prepared using the most up-to-date information provided to Transport for the North on specific rail investment programmes by the delivery government bodies/organisations and through engagement with the industry. It is a representation of the investment programmes as they are currently understood and will change over time as these programmes evolve, and decisions regarding scope and funding are taken.

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State of Play and Investment Overview

Draft

June 2025

Introduction and Purpose

This document is the result of a pre-Spending Review collaborative exercise between Network Rail and Transport for the North (TfN), building upon previous workstreams to provide North of England political and industry leaders with an overview of rail infrastructure investment currently in design and development across the North of England and an understanding of the resulting outcomes they will deliver in terms of capacity, connectivity, and reliability, supporting economic growth, social inclusion, and decarbonisation.

Structure

The document is in two sections.

Section 1. State of Play

A visual representation of the programmes and schemes in development and delivery across the North of England in a single, consistent format over a 25-year horizon to 2050.

Mapping the programmes in this way has several benefits, including:

- Providing a full picture of planned investment in the North of England, including associated rolling stock investments and the service changes that will benefit passengers and freight.
- Establishing a baseline, against which enhancements and additions can be proposed, and amends judged.
- Acting as a tool to assess the effectiveness of integration between schemes, helping to identify conflicts, interdependencies, and integration challenges, along with opportunities for further investment, reactive to changes in funding position, policy, and priorities of Government, including the Comprehensive Spending Review.
- Using a consistent extended timeframe, showing how activities are sequenced, informing where programmes may need to be accelerated, or phasing amended to deliver the investment in the most effective way.
- Setting near-term schemes in the context of long-term investments such as Northern Powerhouse Rail, reducing the risk of abortive spend by equipping the industry with the foresight to make informed and considered decisions.
- Identifying gaps where additional investment, or a change in scope or timescale is required to achieve desired outcomes, as well as the cause and effect between infrastructure and service changes.

A previous version of the State of Play was shared by TfN in September 2024.

Working with Network Rail, the effectiveness of the State of Play has been enhanced through the addition of the North of England Investment Overview.

Section 2. North of England Investment Overview.

This provides leaders with a detailed overview of the major rail enhancement programmes in the region, supporting a greater awareness and understanding of the key outputs of each scheme, and the outcomes these help to achieve through service changes, improved reliability and

performance, or additional capacity and resilience on the network.

Detailed summaries are provided for the major schemes and include:

- Transpennine Route Upgrade (TRU)
- Leeds Area Improvement Plan (LAIP)
- Leeds Existing Station Programme (LESP)
- Manchester North West Transformation Programme (MNTP)
- Northern Powerhouse Rail (NPR)

This is followed by a summary table that includes these, along with further projects and programmes across the North of England is also provided.

The summary table provides a brief summary for each project and programme on:

- Indicative timescales for development & delivery.
- The proposed outputs / benefits from the scheme.
- The infrastructure associated with the project/programme to realise the proposed outputs / benefits.
- Rolling stock considerations associated with the project / programme for realising the proposed outputs/benefits.
- Interfacing projects / programmes.

For Noting

The North of England (NoE) Investment Overview is not exhaustive of all rail enhancement projects and programmes. It includes example projects and programmes that are being funded by DfT, Partner Authorities or other public organisations in the North of England.

The NoE Investment Overview does not include rail enhancements being funded by other organisations. The Strategic Rail Investment Pipeline compiled by TfN contains a more comprehensive list of committed, planned and aspirational rail enhancement schemes across the industry and partners, and can be used to inform future work.

Working with the NoE Integration governance and the NoE Railway Board, this document will continue to be enhanced, with further detail added as programmes and schemes are developed and mature, providing an accurate baseline and understanding against which decisions can be made, and further development activity based.

This document focuses predominantly on proposed rail infrastructure enhancements in the NoE. Future enhancements to the document will aim to expand on rolling stock considerations and train service improvements.

State of Play for the North

Version 2 – Spring 2025



The Blueprint for the North has been produced by Transport for the North, informed by existing information provided to Transport for the North on specific rail investment programmes through various industry governance structures and through engagement with the industry. It is a representation of the current known programmes and is subject to change over time as these programmes evolve, and decisions regarding scope and funding are taken.

Transpennine Route Upgrade (TRU)

The Transpennine Route Upgrade (TRU) is a transformative, £11.5 billion pound railway programme that will bring better connections across the North between Manchester, Huddersfield, Leeds and York. TRU will transform the Transpennine main line into a high-performing, reliable railway, bringing more frequent, more reliable, faster, greener trains.

It will achieve this by upgrading and remodelling track, installing a new signalling system, introducing new trains and electrifying the whole route. Additionally, TRU is developing capability to operate up to an additional 15 intermodal freight trains each day in each direction between Manchester Victoria and Thornhill LNW Jn.

The TRU enhancements will provide a key basis for future enhancements along the TRU route, including Northern Powerhouse Rail.

Benefits & Outputs

Delivery of TRU will realise passenger journey times of:

- Leeds – Manchester (Victoria) in 41-42 minutes
- York – Manchester Victoria in 63-66 minutes

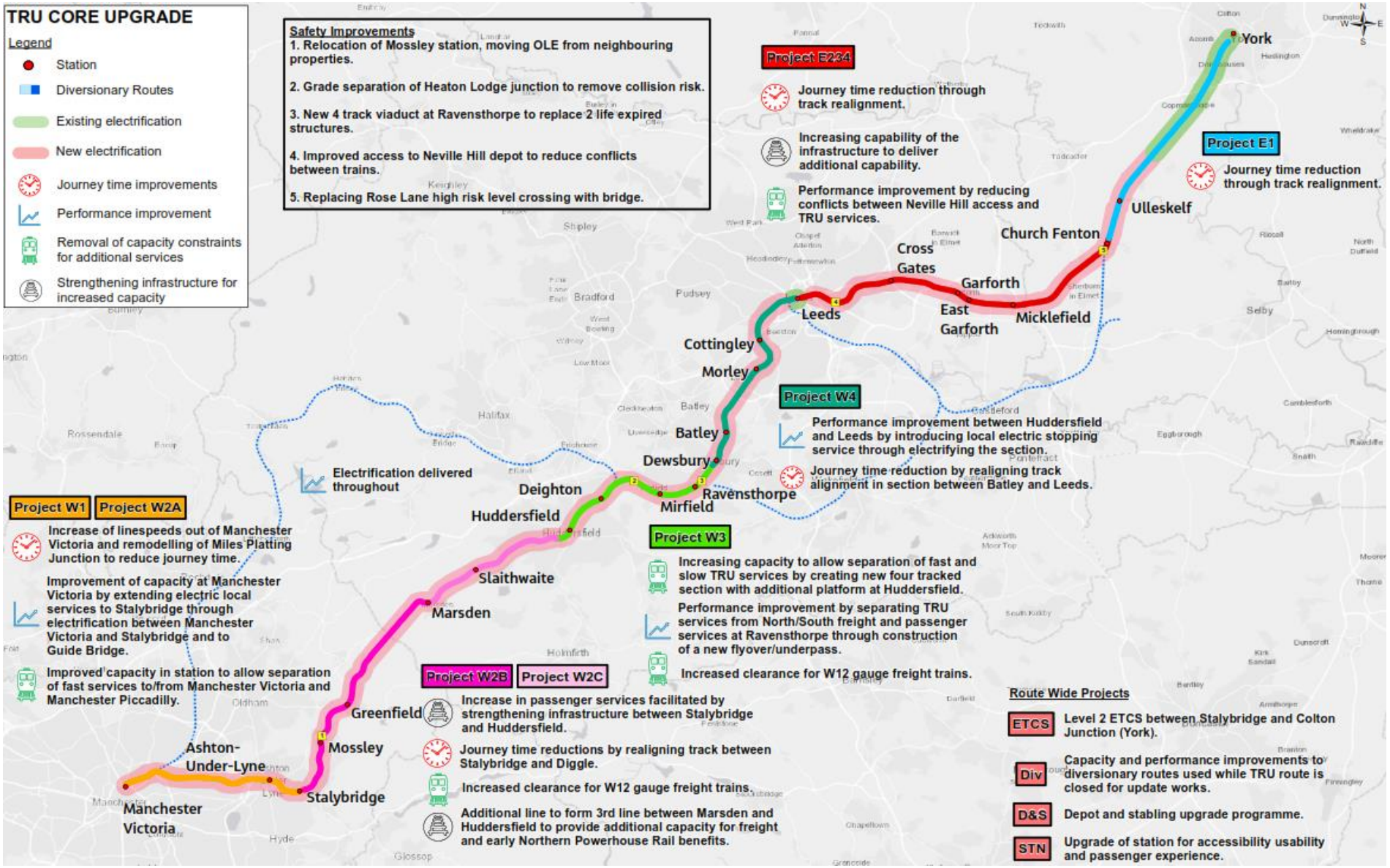
The anticipated TRU-end state timetable will include the below train service outputs:

- 1tph Liverpool – Newcastle
- 1tph Liverpool – Scarborough
- 1tph Manchester Airport – Middlesbrough
- 1tph Manchester Airport – Newcastle
- 2tph Manchester Piccadilly - Hull
- 2tph local stopping services between Manchester, Huddersfield and Leeds
- Additional 15 intermodal freight services each way each day between Manchester Victoria and Thornhill Junction (via Diggle)

Version: BL2.1
Date:20-Jun-24
Status: Approved
Approver: D. Ruston

Key Output	More Services	Quicker Journeys	Reliability	New Express Trains	New Regional Trains	Stations	HSE	Freight Benefits	Working Timetable Date
KO1 Diversionary Routes	✓		✓			✓	✓		Dec-23/ May-25
KO2 Manchester-Stalybridge Electrics			✓			✓	✓		Dec-24
KO3 Holgate to Church Fenton Performance			✓				✓		Dec-26
KO4 Passenger Service Enhancement between HUD, LDS, YRK	(1) ✓	✓	✓	✓	✓	✓	✓	(4) ✓	Jun-30 to Dec-30
KO5a Passenger Service Enhancement between MAN and HUD	(2) ✓	✓	✓		✓	✓	✓	✓	Dec-33 to Jun-34
KO5b Passenger End State	(3) ✓			✓			✓		Dec-34*
Digital KO A Cottingley - Leeds & Leeds - Colton(5)		?	✓				✓		Oct-34*
Digital KO B Deighton - Cottingley		?	✓				✓		Jun-36
Digital KO C Stalybridge - Deighton		?	✓				✓		Jun-37
KO6 Full End State			✓				✓	✓	2041

(1) Additional Huddersfield to Leeds stopping service
(2) Additional Manchester to Huddersfield stopping service
(3) Additional Manchester to Hull semi-fast service
(4) Capacity improvements Leeds to Neville Hill
* Based on availability of ETCS overlay Leeds East to Colton
? Potential (TBC) that ETCS may provide some minor improvements in timetabled journey times


TRU CORE UPGRADE
Legend
Station
Diversionary Routes
Existing electrification
New electrification
Journey time improvements
Performance improvement
Removal of capacity constraints for additional services
Strengthening infrastructure for increased capacity
Safety Improvements
1. Relocation of Mossley station, moving OLE from neighbouring properties.
2. Grade separation of Heaton Lodge junction to remove collision risk.
3. New 4 track viaduct at Ravensthorpe to replace 2 life expired structures.
4. Improved access to Neville Hill depot to reduce conflicts between trains.
5. Replacing Rose Lane high risk level crossing with bridge.
Project E234
Journey time reduction through track realignment.
Increasing capability of the infrastructure to deliver additional capability.
Performance improvement by reducing conflicts between Neville Hill access and TRU services.
Project E1
Journey time reduction through track realignment.
York
Ulleskelf
Church Fenton
Cross Gates
Garforth
East Garforth
Micklefield
Leeds
Cottingley
Morley
Batley
Dewsbury
Ravensthorpe
Mirfield
Deighton
Huddersfield
Project W4
Performance improvement between Huddersfield and Leeds by introducing local electric stopping service through electrifying the section.
Journey time reduction by realigning track alignment in section between Batley and Leeds.
Electrification delivered throughout
Project W1
Project W2A
Increase of linespeeds out of Manchester Victoria and remodelling of Miles Platting Junction to reduce journey time.
Improvement of capacity at Manchester Victoria by extending electric local services to Stalybridge through electrification between Manchester Victoria and Stalybridge and to Guide Bridge.
Improved capacity in station to allow separation of fast services to/from Manchester Victoria and Manchester Piccadilly.
Project W3
Increasing capacity to allow separation of fast and slow TRU services by creating new four tracked section with additional platform at Huddersfield.
Performance improvement by separating TRU services from North/South freight and passenger services at Ravensthorpe through construction of a new flyover/underpass.
Increased clearance for W12 gauge freight trains.
Slaithwaite
Marsden
Greenfield
Mossley
Ashton-Under-Lyne
Stalybridge
Manchester Victoria
Project W2B
Project W2C
Increase in passenger services facilitated by strengthening infrastructure between Stalybridge and Huddersfield.
Journey time reductions by realigning track between Stalybridge and Diggle.
Increased clearance for W12 gauge freight trains.
Additional line to form 3rd line between Marsden and Huddersfield to provide additional capacity for freight and early Northern Powerhouse Rail benefits.
Route Wide Projects
ETCS
Level 2 ETCS between Stalybridge and Colton Junction (York).
Div
Capacity and performance improvements to diversionary routes used while TRU route is closed for update works.
D&S
Depot and stabling upgrade programme.
STN
Upgrade of station for accessibility usability and passenger experience.

Leeds Area Improvement Plan (LAIP)

LAIP's five original work packages were discrete pieces of work to answer specific capacity challenges, stretching across a range of timeframes.

- **Package 1** – Platform extensions in Leeds station, specifically the extension of Platform 17 to support longer Northern (NTL) trains. This scheme was previously part of the precursor Leeds Station Capacity initiative.
- **Package 2** – realised increased LNER services to Bradford Forster Square, with seven trains per day. The scheme supports maintaining current performance levels and longer NTL services.
- **Package 3** – Addressing service failings (as of 2021), through a proposed 2026 timetable.
- **Package 4** – Improving network resilience to address passenger and freight growth, and to ensure the network is ready to support TRU, NPR and HS2 (at the time of instigation).
- **Package 5** – Medium to long-term interventions (not remitted and now subsumed into NPR).

Although not all remitted simultaneously, there was a clear direction to ensure the 'Leeds' network's development enabled economic growth and delivered for all its users, including enabling the introduction of new timetables or service configurations.

The earliest of these Packages (1 & 2) continue to be developed and delivered, to meet current infrastructure requirements. These schemes respond to clear problem statements and deliver outcomes with strong business cases.

Since 2021 the programme has been impacted significantly by external factors including:

- COVID and the associated change in passenger demand.
- HS2 Phase 2B's cancellation.
- Emerging information on NPR-assumed infrastructure, plus the impact of decisions on Holbeck flyover (in the MYNE study), the Sheffield single rail strategy and service configurations around Leeds.
- NTL's rolling stock replacement programme.

This drove a reassessment of the programme in the Summer of 2024, this structured approach facilitated informed decision making, and the optimal allocation of resources across the portfolio.

The revised LAIP programme will increase rail systems capacity in the Leeds area, along with targeted performance interventions to support capacity increases.

Package Name	Value (£m)	Development Stage	Outcome
1	22	Design	Increase in platform 17 length in Leeds station allows longer Northern (NTL) services to operate on the Leeds Nottingham and Leeds Knottingley routes, addressing known passenger capacity constraints
2	35	Delivered	Increased capacity to support increase in LNER London Kings Cross services into Bradford Forster Square.
G Line	166	Development	Delivers significant Concept Timetable 3 (CTT3) performance improvements and segregation of 5 town services.
A	25	Development	Performance Improvements on the Leeds North-West network.
B	12	Development	Traction power resilience on the Leeds North-West network, enabling services to continue to operate where failure of the single power feed at Bingley is unavailable.
C	30	Development	Harrogate Line capacity to support longer NTL services
D	9	Development	Development activities to support wider NPR, TRU and NTL programmes in the Leeds area.
Planning Packages	420	Development	Unconfirmed interventions developed by Package D.

Leeds Existing Station Programme (LESP)

Leeds Station has consistently been one of the busiest in the North of England over the last decade, with approximately 26m passengers travelling through the station in 2022-23, making the station the second busiest station outside of London. Pre-pandemic, Leeds Station saw consistent annual growth in excess of 5% per annum over the decade. Station usage has been impacted by Covid, but is recovering strongly. The number of rail passengers travelling to or from Leeds is forecast to increase to c.38 million by 2043 and it is anticipated that developments in areas such as the South Bank will drive demand for rail travel.

Increased passenger numbers have put pressure on the existing station infrastructure. Leeds Existing Station Programme (LESP) is a modular programme of enhancement works designed to:

- unlock capacity at Leeds Station,
- improve passenger experience,
- better connect the station and the city and;
- future proof the station to 2043.

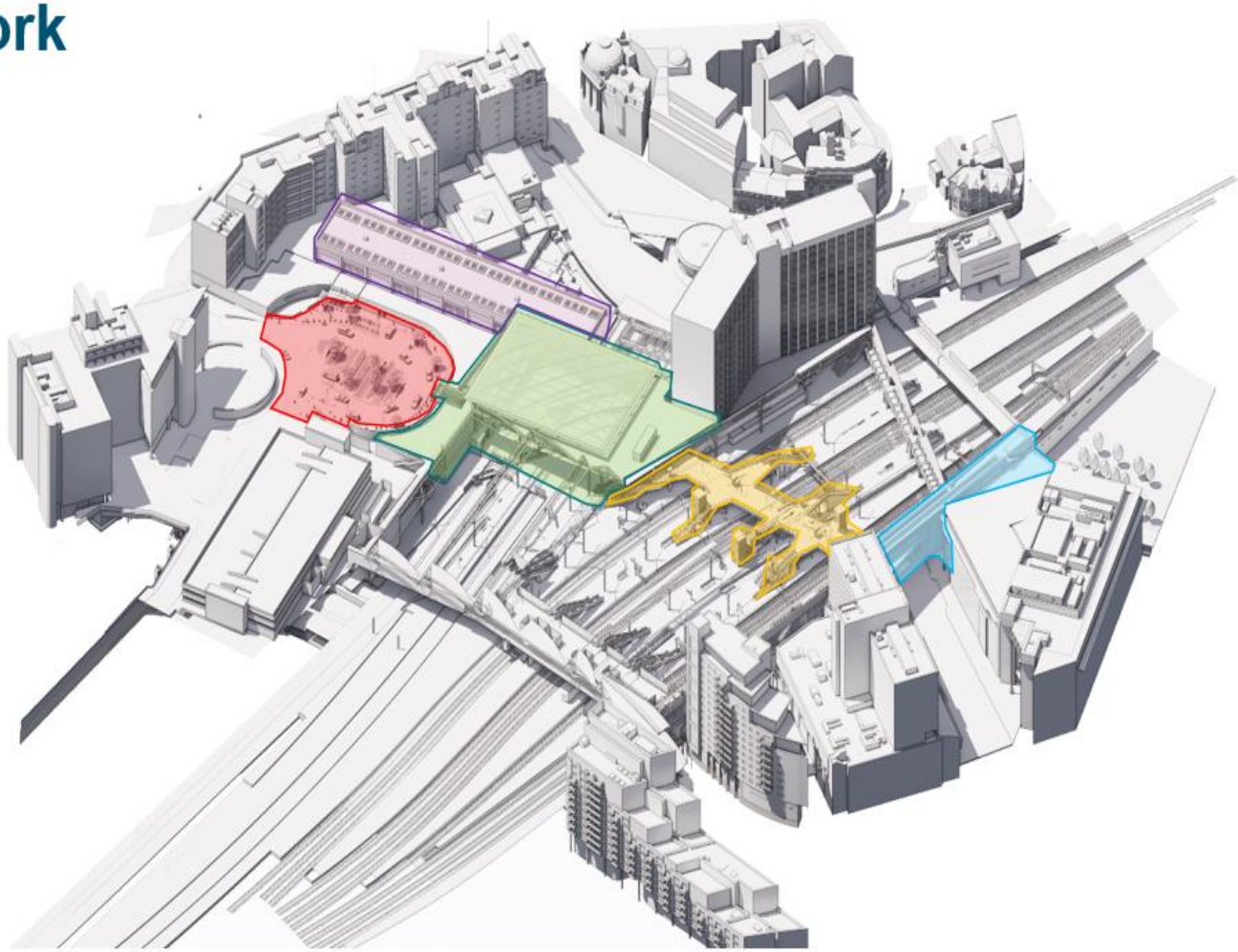
LESP is an important infrastructure enabler for projects including; NPR, LAIP, Northern's train lengthening scheme and the TRU, alongside accessibility and integrated transport improvements delivered by Leeds City Council to the area outside of the station.

LESP will realise these aspirations through delivering a variety of enhancements across Leeds Station. These include:

- a new passenger footbridge connecting Platform 8 to platform 16. This will improve passenger pedestrian flow and relieve current passenger movement constraints.
- A new south entrance to Leeds station, allowing passengers to access and egress to and from platform 16 and Neville Street.
- Remodel the current station pick up and drop off at Princes Square for improved traffic flow, along with a new entrance into the station concourse.
- refurbish the northern concourse area.
- Create a new industry rail hub to facilitate the deconstruction of the existing Admin Building. This is required to support delivery of the enhancements within the station.

LESP Packages of Work

- New Pick-up and Drop-off Area
- New Concourse Areas including access from Neville Street
- Refurbished North Concourse
- New Passenger Footbridge
- New South Entrance



Manchester and North West Transformation Programme (MNTP)

The Manchester North West Transformation Programme (MNTP) is focused on the rail network in and around Manchester.

The Castlefield Corridor bottleneck has constrained the flow of rail services for years and generates costly and damaging delays that have an impact across the North and beyond. The corridor was designated as 'congested infrastructure' in 2019, and capacity analysis identified that a combination of infrastructure, timetable and/or train service interventions are required to enable a robust service to operate in and around central Manchester. This led to the formation of the Manchester Task Force to develop short, medium and long-term proposals, working collaboratively with the industry and stakeholders to deliver MNTP.

As a first phase of this programme, in 2021 the Rail North Committee accepted changes to rail timetables in and around Manchester, as an interim solution to allow more reliable services pending the delivery of infrastructure solutions. The Committee was clear that there needed to be a package of rail infrastructure schemes to increase capacity and restore connectivity.

MNTP is now developing and delivering a rolling programme of investment to unlock incremental benefits through a series of Configuration States (CS). These will provide various infrastructure interventions linked to timetable change dates to realise these benefits. These also support the other North of England programmes covered in this paper, especially the TransPennine Route Upgrade. The maturity of the configuration states spans from early-stage feasibility through to projects in delivery and completion.

Configuration States	Outcomes	Outputs	Inputs	Maturity
		Target service change	Item	
2 c.2026	• Improved regional performance, connectivity and decarbonisation. • Industry Savings to match customer demands better • Timetable Change Dec 2026, incl. calls at Golborne station	• Service group separations at Salford Central and Manchester Victoria. • Wigan -Stalybridge electric traction.	• Manchester Victoria and Salford Central turn-backs • Salford Crecent station third platform • Manchester Victoria – Stalybridge electrification • Wigan -Bolton electrification	Delivery Delivery Delivery Delivery (Entry into Service Jul 25)
3A c.2032	• Improved or reintroduced cross-Manchester capacity and connectivity. • Support TRU outputs 2032/33	• Up to 3 additional services and lengthening services via Castlefield Corridor	• Manchester Oxford Road remodelling • Manchester Airport remodelling	Design Design (Final Design 2025)

3B c.2035	• Improved journey times, frequency and capacity on the Cheshire Lines Committee (CLC) route.	• Cheshire Lines Committee journey time reductions and improved calling pattern	• Cheshire Lines Committee re-signalling and electrification	Development (Outline Business Case Summer 25)
4A c.2032	• Improved cross-Pennine journey times, connectivity and capacity. • Support TRU outputs 2032/33	• +1tph Hull – Manchester Piccadilly • +1tph Huddersfield – Manchester Piccadilly • Trans-Pennine journey time reductions	• TRU end-state infrastructure • Manchester Piccadilly additional platform(s) and platforms 1-4 lengthening and train detection	*External programme* Development (Outline Business Case 2026)
4B c.2032	• Cross-Pennine freight growth.	• Up to 15tpd trans-Pennine freight	• Baguley Fold Loop • Chat Moss freight loops	*External programme* Early-stage testing [pre-DTI]
5A c.2034	• Improved journey times to Manchester from London	• 1-3tph Euston -Manchester Piccadilly convert to HS2 (Old Oak Common -Manchester Piccadilly via Handsacre)	• HS2 Phase 1 (Old Oak Common - Handsacre)	*External programme*
5B c.2038	• Improved journey times and capacity into Manchester from the south and Yorkshire, subject to option identification.	• 3tph Euston -Manchester Piccadilly convert to HS2 (EUS-MAN via Handsacre) • Further outputs subject to analysis.	• HS2 Phase 1 (EUS-Handsacre) • Re-signalling • Grade separations • Manchester Piccadilly 400m rolling stock capability	*External programme* Early-stage testing [pre-DTI]
6 c.2045	• Further improved cross-Pennine journey times and capacity.	• 6tph Liverpool Lime Street /Chester – Leeds/York convert to NPR (journey time and capacity)	• NPR end-state infrastructure (new lines and conventional)	*External programme*

Benefits & Outputs (Programme level)

Delivery of MNTP will realise the benefits and outputs (see **Table Summary of Investment Proposals - MNTP different CS sections** and **MTF Benefits by Rail Corridors diagram**)

Additionally, the delivery of MNTP and anticipated better performing timetable will realise:

- Immediate benefits (extract from Table Summary of Investment Proposals)
  - Reduced journey times
  - Increased frequency in rail services

- Increased revenue
- Increased freight capacity and usage
- Reduced crowding on trains and platforms
- Better punctuality and reduced cancellations and delay
- Safer, reliable and accessible stations and rail networks for passengers
- Reduced maintenance operation and fuel costs
- Improved public transport service including Bee Network (metro and bus networks) connectivity, reliability and accessibility

- Wider benefits including economics, environment and social:
  - Improved passenger experience
  - Increased customer satisfaction
  - Increased passenger and network capacity
  - Improved cost efficiency
  - More use of the railway, growing franchise and freight revenue
  - Lower environmental harm from reduced rail carbon emissions
  - Supporting delivery of HSS, TRU and NPR
  - Greater access to employment, education, retail and leisure opportunities across the North West, the North of England and the whole country

MNTP facilitates additional and longer train services and improves the performance of the network. This ultimately means the network can accommodate, realise benefits, and enable future connections associated with the TRU, High Speed services and pre-NPR.

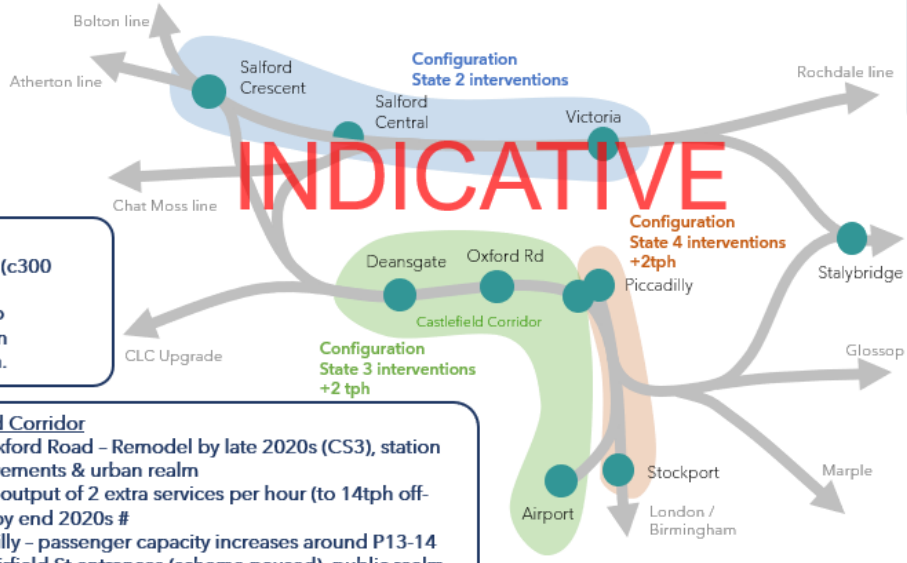
MTF Benefits by rail corridors

NetworkRail

Department for Transport

Bolton / Atherton lines
- CS1 introduced more 6 car trains providing up to 80% more seats.
- CS2 Salford Cr 3rd platform improves station capacity and reliability across north side of city.
- CS3 Oxford Road rebuild enables 1tph Southport train to extend to Piccadilly and Airport

Victoria and Salford
- CS2 Decongesting Victoria (new sidings either side) enables reliability uplift
- Longer Calder Valley trains
- Victoria and Salford Central passenger flow enhancements.
- CS2 Electrics replace Diesels e.g. c100% more seats on some services if 323s replace 150s



CLC Upgrade
- CS1 More 6-car from Dec 22/23 (c300 extra seats in some hours)
- CS3 – performance, extra 1tph to Manchester off peak; further train enhancement with electrification.

Castlefield Corridor
- CS3 Oxford Road – Remodel by late 2020s (CS3), station improvements & urban realm
- Target output of 2 extra services per hour (to 14tph off-peak) by end 2020s #
- Piccadilly – passenger capacity increases around P13-14 and Fairfield St entrances (scheme paused), public realm and commercial development

Rochdale
- Reliability improvements through CS2 (mid-2020s)
- Increased capacity on Calder Valley (eg extra c70 seats/train).
- Potential Oldham Bury Tram Train

Stalybridge line
- CS4 100% increase in seats to Huddersfield (TRU)
- c.50% reduction in delay minutes thanks to TRU upgrade Stalybridge to York
- Chat Moss - longer trains and platform extensions
- Improved freight capability eg intermodal

Piccadilly / Stockport / Airport
- CS1 More 6-car from Dec 22/23 (c300 extra seats in some hours)
- Piccadilly – Airport corridor. Reinstatement of 1 tph Airport - Victoria (West Yorkshire)
- CS4. Piccadilly-Stockport. TRU and HSS. Major new infra possibilities releasing capacity for TRU uplift, and Hope Valley extra service.

Subject to ongoing analysis

NetworkRail TRANSPORT FOR THE NORTH

Northern Powerhouse Rail (NPR)

NPR is a transformational rail programme intended to better connect the key economic areas and cities of the North. The programme of works will improve east-west connections, offering a radical improvement in journey times, reliability, and number of trains.

NPR builds upon the programme of works being delivered by TRU that is providing more trains and quicker journey times between Manchester and York. Figure 1 shows the current DfT remitted NPR network and proposed journey times, whilst Figure 2 shows the TfN preferred 'full' network.

Not all the network and associated journey times in figure 1 has been subject to development work by Network Rail; this includes the scope identified in the Network North announcement in October 2023. The current government is expected to decide on the NPR scope as part of the 2025 Comprehensive Spending Review.

If funded, NPR from the early 2030s to 2050 would deliver more trains and faster journeys for our communities in the North.

The strategic objectives of NPR[1] are:

- Growing and levelling up the economy by creating opportunities for skills, employment, agglomeration, and regeneration.
- Reducing environment impact by supporting decarbonisation of the rail network
- Improving transport for users by increasing the number of trains and connectivity to meet long term rail demand and make journeys faster, easier, and more reliable.
- Ensuring value for money for the taxpayer through efficient delivery of rail infrastructure, learning the lessons from past projects to deliver schemes effectively.

The NPR Strategic Objectives align with the government missions of *Breakdown Barriers to Opportunity* and *Kick Start Economic Growth.*

New passenger and freight trains are expected across the NPR network as Operators move towards electric and battery powered units as part of a decarbonisation programme.

[1] DfT Strategic Outline Business Case (SOBC) December 2022.

Figure 1: The post-Network North NPR network end state proposed journey times.

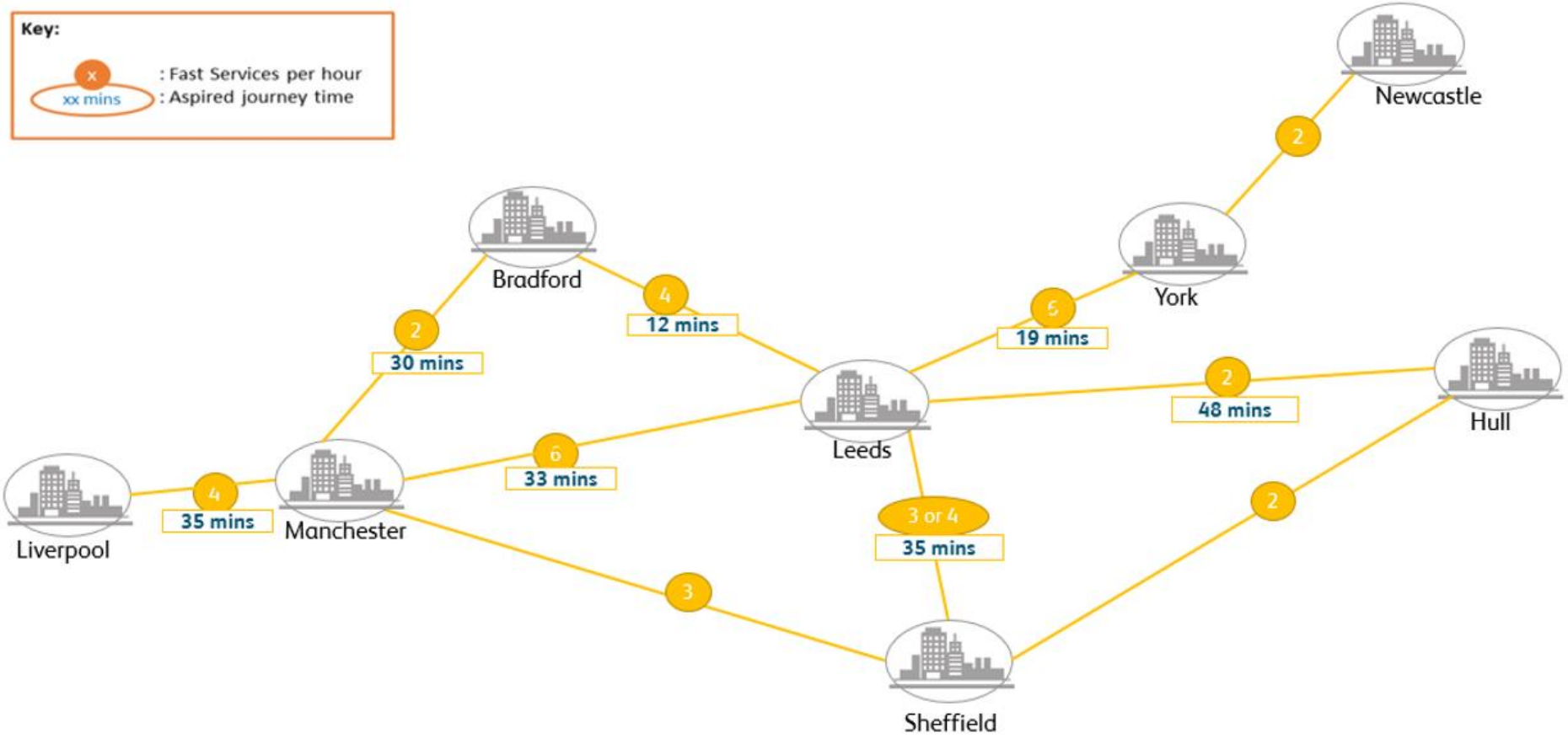


Figure 2. Transport for the North preferred 'Full' NPR network

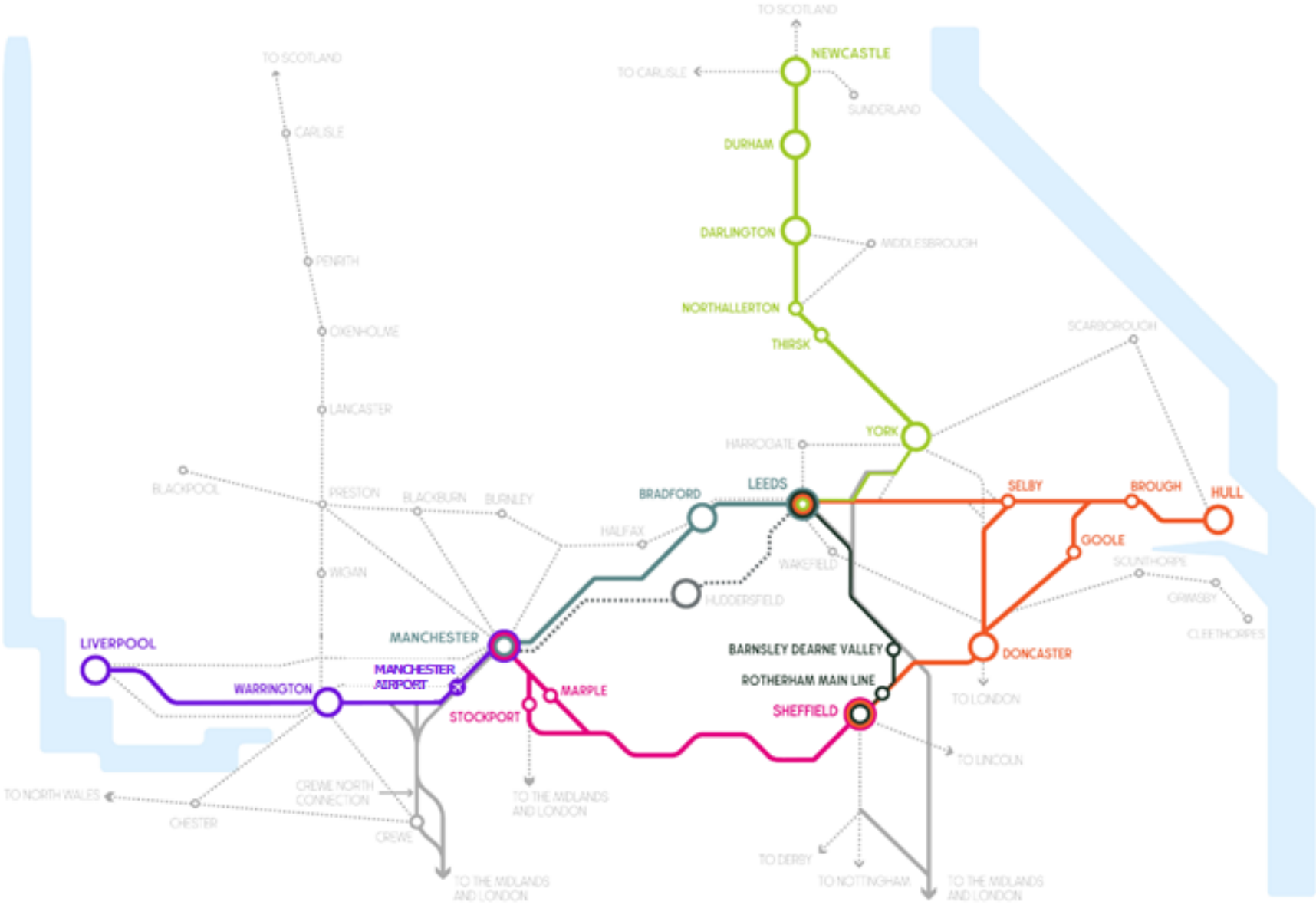


Table Summary of Investment Proposals

Programme	Indicative Date Range	Funded Secured For: Delivery / Design / Development / Unremitted	Target Train Service Outputs / Benefits	Associated Projects & Proposed Infrastructure	Rolling Stock	Interfacing Schemes
Transpennine Route Upgrade (TRU)	2025 - 2041	**Delivery**	**Journey time**: • Leeds – Manchester (Victoria) in 41-42 minutes • York – Manchester Victoria in 62 minutes **Train Service**: • 1tph Liverpool – Newcastle • 1tph Liverpool – Scarborough • 1tph Manchester Airport – Middlesbrough • 1tph Manchester Airport – Newcastle • 2tph Manchester Piccadilly - Hull **Freight**: • W12 Gauge clearance & developing capability to operate up to an additional 15 intermodal freight trains each day in each direction between Manchester Victoria and Thornhill LNW Jn.	• Fully electrified railway with new connections to the power • distribution network at Hambleton (via PSU2) and Ravensthorpe and the existing connection at Heyrod. • ETCS level 2 signalling applied between Stalybridge and Church Fenton (near York), with conventional signals retained to support unfitted rolling stock. Conventional signalling renewals and alterations are included outside of the ETCS geographical area. • New track is provided where additional lines are created (a third line between Marsden and Huddersfield, 4 lines between Huddersfield and Ravensthorpe), Enhancements to the track layouts at Stalybridge, Huddersfield and Neville Hill require significant S&C works. • Level crossings are all closed, except for Clayton Bridge which will remain. • The telecoms system is upgraded with signalling and power system control from Manchester and York ROCs, and York and Crewe ECRs. • Provision for diverse accessibility at stations together with enhanced station facilities. • Substantial track lowering to provide clearances for enhanced	To deliver the investment objectives of TRU both NTL and TPT require rolling stock which will operate services when the North TransPennine Route (NTPR) is electrified and ETCS is introduced (with transition to in-cab ETCS digital signalling). The latest business case includes the management support and planning for new rolling stock. Decisions on the trains themselves will be sought through separate business cases for which approval to commit to contracts will be submitted separately. DfT's Investment, Portfolio & Delivery Committee has previously approved TPT to commence procurement with a negotiated procedure for 29 multi-mode units with a roadmap to full decarbonisation, enabling TPE to take advantage of further electrification schemes and battery technology as they are developed. Finance of the same with a traditional 3rd party operating lease. This process is expected to release existing diesel rolling	• MNTP • NPR • LAIP • LESP • National SCADA / TPCMS • ECDP • White Rose

				freight at Stalybridge and Scout tunnels, • Shipley and Holbeck depots will be delivered as permanent depots. • The Calder Valley, Castleford and Healey Mills routes are upgraded to support enhanced train services during the closure of the core route during construction works. • Logistics depot enhancements are required at Healey Mills to support material storage and delivery by train as part of the delivery and logistics strategy.	stock which could facilitate improvements elsewhere (not necessarily under TPE operation) e.g. enhancement in capacity/ frequency between Liverpool – Nottingham, and/or York – Scarborough.	
Leeds Area Improvement Programme (LAIP)	2025 -2035	**Development** (except Bradford Forster Square in Delivery)	Supporting Programme to ensure Leeds as a key hub for the North of the country remains functional withing the wider context of investment. Separate Packages assessed split out below	• See below 'LAIP' items below:	No new rolling stock purchased as part of this programme	• NPR • TRU • NTL Rolling Stock Replacement Programme • LESP
Leeds Area Improvement Plan (LAIP): Bradford Forster Square	2023 - 2025	**Delivery**	• 5 tpd Bradford – London Kings Cross	• Bradford Forster Square (BFS) new platform 0	Rolling stock changes for benefits realisation will be led by LNER.	• TRU • LESP
LAIP: Package 1	2025 -2029	**Development**	• Leeds - Knottingley and Nottingham (Longer Trains), increasing from 2 to 3 car	• Leeds station platform 17 extension to accommodate 2 x 3 car services	NTL cascade from other routes	
LAIP: G line	2025 -2032	**Development**	• Support performance post introduction of TRUs Concept Timetable 3, noting without G line capacity utilisation on lines E and F will be close to 100%	• Construction of a new chord to the south of Line F in the western throat of Leeds station. • Connecting platform 17 directly to the Woodlesford line	N/A	• TRU • NPR
LAIP: Package A	2025 -2028	**Development**	• Leeds North West performance improvement	• Small scale signalling improvement and introduction of new points on the Leeds North West Network	N/A	• NPR

LAIP: Package B	2025 -2028	**Development**	• Increased resilience of traction power to support Dec 25 introduction of 6 car 331 fleet on the Leeds Northwest	• This will deliver a second power feed to Bingley Feeder station, enabling services to continue to operate we're a primary feed has failed (as per recent incident at Heathrow Airport).	N/A	• NTL 6 Car roll out on the LNW network
LAIP: Package C	2025 -2031	**Development**	• Harrogate Line of route study to support reduction in crowding, through platform lengthening, and journey time reductions/timetable flexibility	• Crimple curve line speed improvements • Platform lengthening – details to be determined at future development stages	To be agreed between scheme partners, likely to follow as part of NTL rolling stock replacement programmes and related cascades	• NPR
LAIP: Long term development	2028 – 2035	**Development**	• Support of wider investment programmes to ensure effective operation in the Leeds Area	• Infrastructure requirements under development and are dependent on wider investment programme decisions	N/A	• TRU • LESP • NPR
Leeds Existing Station Programme (LESP)	2029 -2030	**Development**	Station enhancement benefits at Leeds Station: • Accommodate future passenger growth as required based on 2030s projections. • Relieve existing ped flow challenges • Reduce passenger journey time entering/egressing Leeds Station. The LESP station enhancements and passenger improvements support the realisation of the TRU End State, and avoids potential negative safety and performance impacts from overcrowding at the station. LESP also supports future industry aspirations at Leeds (e.g. NPR). LESP will deliver the following to support industry train service aspirations:	• New overbridge from Platform 8 – 16. • New station entrance from Stanford Street • New station entrance from Neville Street. • Princes Square area reconfigured to enhance station pick up / drop off area and traffic flow. • New station entrance from Princes Square. • Enhanced station concourse and extended gateline to relieve ped flow constraints. • Platform 14 extended.	N/A	• LAIP • NPR • TRU

			• Extend Platform 14 to facilitate 4-car rolling stock. The extension of Platform 14 supports the realisation of TRU End State as per CTT3. No train service or train service journey time benefits will be delivered by LESP.			
Darlington Station Capacity	2025	**Delivery**	• Performance improvement at Darlington • Enabler for 7tph north of York (reinstatement of the TPE service from York to Newcastle) but N2N also required.	• 1no new through platform for Up direction long-distance services and 1no new bay platform for local Northern services. • New station entrance and multi-story car park.	N/A	• N2N and York Capacity need to be delivered to release full benefits of this scheme (7th passenger path between York and Newcastle).
York Area Capacity	2027 -2028	**Delivery** (Paused)	• Performance improvements at York. • Enabler for 7tph north of York (reinstatement of the TPE service from York to Newcastle) but N2N also required.	• New 'third line' between York Station and Skelton Jn with associated remodelling of York North Jn and Skelton Jn.	N/A	• N2N needs to be delivered to release full benefits of this scheme (7th passenger path between York and Newcastle). • NPR design assumes delivery of York Capacity. • TRU End State timetable may not be as easy to implement without York Capacity completed (based on CTT3 modelling outputs).
Northallerton to Newcastle (N2N)	2031 - 2032	**Development** (Paused)	• 7tph north of York (reinstatement of the TPE service from York to Newcastle)	• Gauge clearance of the Stillington Branch line to create a freight diversionary route north to alleviate capacity on the two-track section of ECML north of Northallerton. • Reinstatement of Bensham Curve	To enable the existing TPE services truncated at York to continue to Newcastle using existing rolling stock.	• York Area Capacity • Darlington Station Capacity

Midland Mainline Electrification (MMLE): Route Sections 2 (Wigston) -8 (Sheffield)	2023 - 2034	**Design** (some elements on MML South sections in Delivery)	• Incremental journey time improvements. • Delivery to Derby, Nottingham and Sheffield unlocks EMR Fleet Strategy for BEMU on its regional fleet and network, fleet cascade strategy, and net zero by 2035 for its fleet. • MMLE is a key enabler of decarbonisation and contributes towards the industry's committed strategies with reduction in annual greenhouse gas emissions; improved air quality including in key regional poor air quality areas of Derby and Nottingham; net increase in biodiversity by 2035; reduced operating subsidy. Unlocks gauge clearance for Freight from W7 to W10/W12 for freight growth and network resilience.	• Enables 2040 Indicative Train Service Specification (ITSS). • New OLE and associated infrastructure upgrades (power) delivering 395 Single Track Kilometres of electrification and 2 new bulk power supplies. • Continues electrification along the MML building on the success of the recent South of Beford OLE 125 works, and Kettering to Wigston electrification. • Enables further expansion of EMR bi-mode train service, and future cascade of full electric rolling stock. • Improves resilience to the Regions power capacity. • Improved reliability of bi-mode rolling stock will improve the passenger experience and revenue generation.	Rolling stock changes for benefits realisation is being led by EMR with the introduction of their new Class 810 bi-mode fleet during 2025.	• NPR • MYNE • Sheffield Masterplan • Midlands Rail Hub • Nottingham – Newark Upgrade • Sheffield to Manchester/Leeds upgrades • National SCADA/TPCMS/Derby ECR • Midlands Connect Coventry - Nottingham – Leicester; • Corridor improvements from Birmingham cross country and to the North. • White Rose
Sheffield Station Capacity	2028 - 2029	**Development**	Increased station platform provision and minor track layout alterations for greater operational flexibility	• Extended Platform 6 • Extended Platform 7 • Revised track layout Platform 6 • Reinstatement of siding off Platform 1	Will assist in mitigating impact of future introduction of longer rolling stock units.	• NPR • MMLE
Rotherham Mainline Station	2025 - 2030	**Development**	• New main line station (3tph service • Faster journey times to Sheffield, Doncaster and Leeds • Direct and quicker connections to key markets, ports and airports • A new tram train stop on the line between Sheffield	• A new Rotherham Gateway Station to include: • A new main line rail station on the line between Sheffield and Leeds/Doncaster • New tram train stop • New station facilities • Associated station facilities, including the potential to provide new commercial development	N/A	• The Rotherham Gateway Station project is very well aligned with TfN's new Strategic Transport Plan "Transforming the North" (adopted in March 2024) to improve rail connectivity

			Cathedral and Rotherham Parkgate • Improved resilience of the rail network – prone to flooding • Increased rail mode share			between Sheffield and Leeds/Hull. • Adjacent plots for the development of an Innovation Campus, commercial (11 hectares of employment land) and housing development (2,400 new homes)
Thorpe Park Station	2026 - 2028	**Design**	A new station East of Leeds to serve the increasing local retail and residential areas along with Park and Ride connectivity due to proximity to M1	• New station, 150m platforms and c.500 space car park • Includes elements of TRU / NPR 4 track readiness through the station • Deconfliction with TRU OLE works	N/A - Assumes current stock types	• TRU • NPR
Elland Station	2026 - 2028	**Design**	A new station serving the Elland area	• New station, car park and associated infrastructure	• N/A - Assumes current stock types	
Leeds - Bradford Airport Station	TBC	**Development**	A new station on the Harrogate line to serve the local area and Leeds Bradford Airport.	• New station, car park and associated infrastructure • Significant highways work	• N/A - Assumes current stock types, but significant operation questions remain as to how the station should be served.	
Haxby Station	TBC	**Design** (paused)	A new station on the York – Scarborough line.	• New station, car park and associated infrastructure	• N/A - Assumes current stock types	
Esk Valley	2021 - 2027	**Design**	Additional 7th and 8th trains per day to be operated by Northern	• Motorisation of points and Train Protection & Warning System timer changes • Line speed improvement / increases • Level Crossing amendments, changes and appropriate risk mitigations. Notably at "Bog Hall Level Crossing"	• No new rolling stock, but Northern might require additional units / appropriate management trade-offs of their existing fleet to cater for the full 8 trains per day.	

NPR Service Output 0.5	DFT's Target Date as per IRP 2032 - 2036	**Development**	• 2 trains per hour (tph) electric traction Bradford to London. • 2 tph electric traction Bradford to Leeds. (existing services)[2] • Bradford to Leeds target journey time non-stop 12 min. • Bradford to London 2h 33 min.	• Leeds Station: New X&Y lines into a new Platform -1 • Leeds to Bradford: Electrification of Leeds to Bradford, additional platform at Bradford Interchange, and all platforms electrified. • Bradford New Station. • A depots and stabling solution will be required for this Service Output and future Outputs.	• New rolling stock is expected across the network as Operators move towards electric and battery powered units as part of a decarbonisation programme. Further details to be provided when available. • New TPE multi-mode units will be able to utilise further electrification as it advances	• TransPennine Route Upgrade. • Leeds Existing Station Programme. • Leeds Area Improvement Programme. • West Yorkshire Combined Authority Mass Transit.
NPR Service Output 1	DFT's Target Date as per IRP[3] 2034 - 2038	**Unremitted - Spending Review Decision Pending**	• 2 tph electric traction diversions via Hambleton. • Leeds to London 1h 53 min. • Bradford to London 2h 08 min. • 3 tph or 4tph electric traction Sheffield to Leeds. • Sheffield to Leeds 35 min.[4]	• Leeds to Selby electrification. • Sheffield Station capacity: Platform extensions to accommodate longer trains. • Sheffield to Leeds electrification. • May require change control of Midlands Yorkshire North East Grade Separated Junction as alternative to SO 0.5 X&Y Lines scope. Option to include Wakefield Westgate due to routing via Hambleton for Bradford to London services.		• Transpennine Route Upgrade. • Midland Mainline Electrification. • Sheffield Single Rail Strategy. • Sheffield Tram Train. • East Coast Mainline Integrated Rail Plan Portfolio inclusive of Darlington Station Capacity, York Area Capacity, Northallerton to Newcastle, East Coast South Capacity and Journey Time Improvements, and gauge clearance between Northallerton and Eaglescliffe. • NPR Sheffield station.

[2] The Service Outputs is four NPR services in total with a target journey time of 12 minutes.
[3] DFT's Target Date as per IRP are not endorsed by NR
[4] 35 minutes journey time is subject to electrification from Sheffield to Leeds

						• NPR Dore to Sheffield. • The outputs of Service Output 0.5
NPR Service Output 2[5]	DFT's Target Date as per IRP 2037 - 2045	**Unremitted**	• 4tph Liverpool Lime Street to Warrington Bank Quay Low Level, Manchester Airport, and Manchester Piccadilly and beyond to the east. • Liverpool and Manchester Airport 26 minutes. • Liverpool to Manchester Piccadilly 35 minutes. • This proposal will release capacity along the Chat Moss Route and within Manchester Piccadilly Station and approaches. • Hope Valley to Manchester Airport direct connectivity via the Marple route, and new SO 2 infrastructure at Piccadilly is also proposed.	• Manchester Piccadilly HS Station. • New Line between Manchester and Millington/Latchford. • New Station at Manchester Airport. • Warrington BQ Low Level. • Upgrade Warrington to Liverpool Lime Street via Fiddlers Ferry and West Coast Main Line. • Connection from Manchester Piccadilly Station to the Ardwick Route.		• The outputs of Service Output 1 • HS2 Phase 2B hybrid bill.
NPR Service Output 3[6]	DFT's Target Date as per IRP 2041 - 2050	**Unremitted**	• 4tph Liverpool to Manchester Airport, Manchester Piccadilly to Leeds. • An additional 2tph beyond York to Newcastle total 8tph. • 2tph electric traction Leeds to Hull. • 2tph electric traction Sheffield to Hull. • 2tph Manchester to York Services via Bradford. • Liverpool to Leeds 73 mins • Manchester Airport to Leeds Station 45 minutes	• New Line from Manchester Piccadilly High Speed Station to Marsden. • Marsden Connector. • York to Newcastle. • Selby to Hull Electrification. • Sheffield to Hull Electrification. • Bradford to Huddersfield.		• The outputs of Service Output 2

[5] NR are not Remitted to review or develop Service Output 2
[6] NR are not Remitted to review or develop Service Output 3

			• Manchester to Leeds 33 minutes. • Leeds to Hull 48 minutes.			
Manchester Transformation – Configuration State 2	2026	**Delivery**	• Improved regional performance, connectivity and decarbonisation. • Industry Savings to match customer demands better • Service Change: • Service group separations at Salford and Manchester Victoria • Wigan - Stalybridge electric traction.	• Turnback facility at both Manchester Victoria and Salford Central. • Third platform at Salford Crescent • Wigan – Stalybridge electrification Wigan – Bolton Electrification	• Opportunity for more electrically operated services to be realised.	TRU
Manchester Transformation – Configuration State 3A	2035	**Design**	• Improved or reintroduced cross-Manchester capacity and connectivity. • Improved journey times, frequency and capacity on the Cheshire Committees Lines (CLC) route (subject to Business Case)	• Manchester Oxford Road remodelling • Manchester Airport remodelling • Cheshire Committee Lines re-signalling and electrification – subject to Business Case assessment.	• Rolling stock changes will be realised as part of TRU (see Transpennine Route Upgrade section above).	• TRU
Manchester Transformation – Configuration State 3B	2035	**Development**	• Improved journey times, frequency and capacity on the Chester Committee Lines route.	• Cheshire Committee Lines re-signalling and electrification		TRU
Manchester Transformation – Configuration State 4A	2032	**Development**	• Improved cross-Pennine journey times, connectivity and capacity. • Supports TRU outputs 2032/33 • Train Service: • +1tph Hull – Manchester • +1tph Huddersfield – Manchester • Trans-Pennine journey time reductions	• TRU end-state infrastructure • Manchester Piccadilly additional platform(s) and platforms 1-4 lengthening and train detection • Baguley Fold Loop • Chat Moss freight loops	• Rolling stock considerations will be realised as part of TRU (see Transpennine Route Upgrade section above).	• TRU
Manchester Transformation – Configuration State 4B	2032	**Development**	• Cross-Pennine freight growth • Train service:	• Baguley Fold Loop • Chat Moss freight loops	• Rolling stock considerations will be realised as part of TRU (see	• TRU • NPR

			• Up to 15tpd trans-Pennine freight		Transpennine Route Upgrade section above).	
Manchester Transformation – Configuration State 5A	2034	**Development**	• Improved journey times to Manchester from London • Train Service: • ¬1-3tph Euston - Manchester Piccadilly convert to HS2 (Old Oak Common – Manchester Piccadilly via Handsacre)	• HS2 Phase 1 (Old Oak Common-Handsacre)	Rolling stock considerations to be assessed as part of HS2.	• TRU • NPR • HS2
Manchester Transformation – Configuration State 5B	2038	**Development**	• Improved journey times and capacity into Manchester from the south and Yorkshire, **subject to option identification.** • Train Service: • 3tph Euston -Manchester Piccadilly convert to HS2 (Euston -Manchester Piccadilly via Handsacre) • Further outputs subject to analysis.	• HS2 Phase 1 (EUS-Handsacre) • Re-signalling • Grade separations • Manchester Piccadilly capability for 400m rolling stock.	Rolling stock considerations to be assessed as part of HS2.	• TRU • NPR • HS2
Manchester Transformation – Configuration State 6	2045	**Unremitted**	• Further improved cross-Pennine journey times and capacity. • Train service: • 6tph LIV/CTR – LDS/YRK convert to NPR (journey time and capacity)	• NPR end-state infrastructure (new lines and conventional) – see 'NPR Service Output 3'.	Rolling stock considerations to be assessed as part of HS2.	• NPR • HS2

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