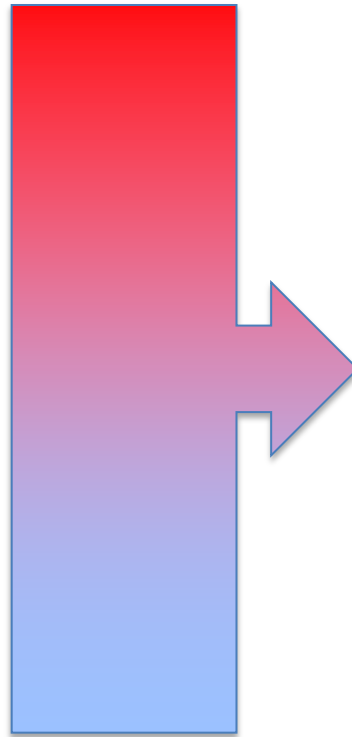


# Calder Valley Line – Developing a Strategic Vision

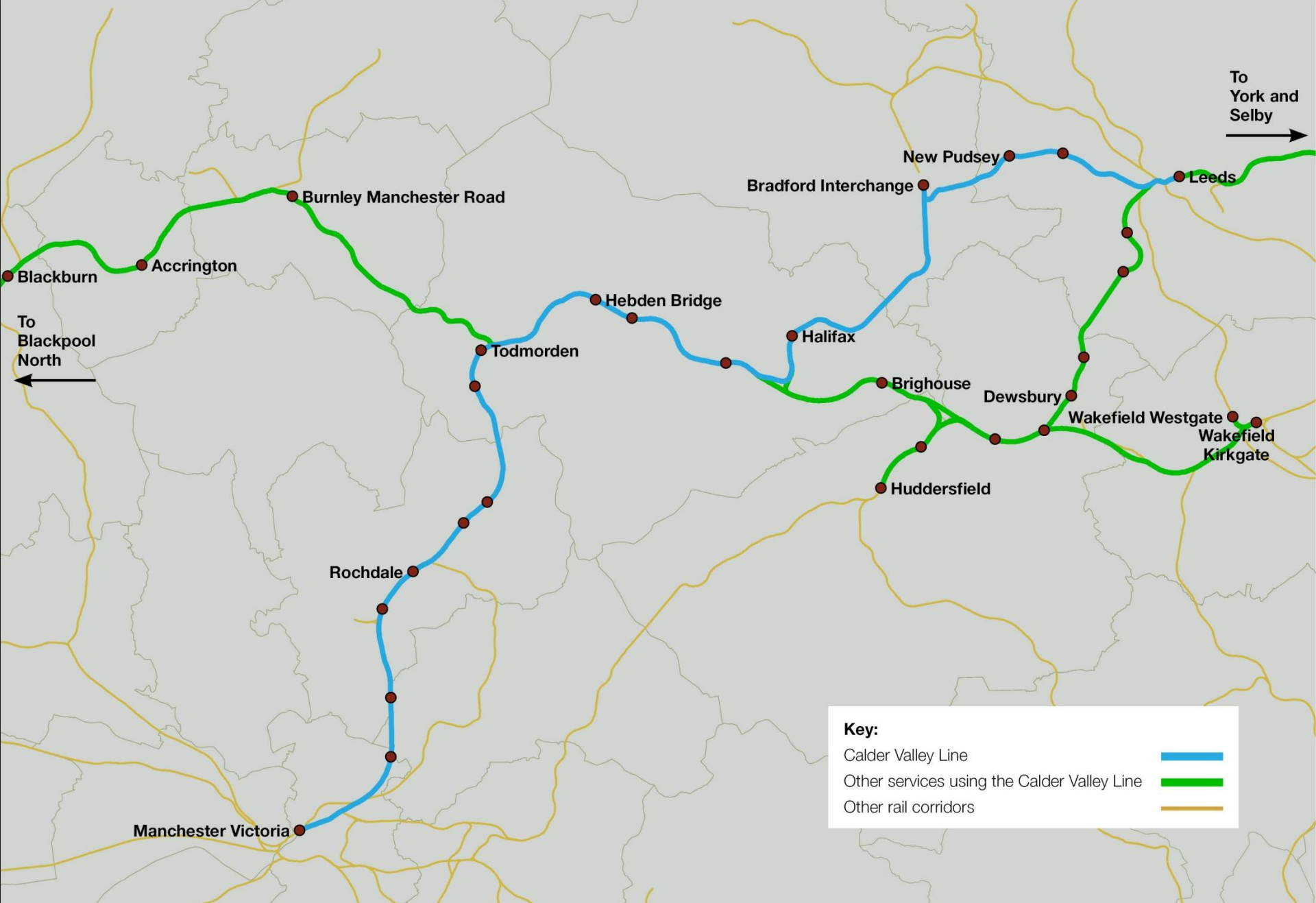


# Purpose of the Work

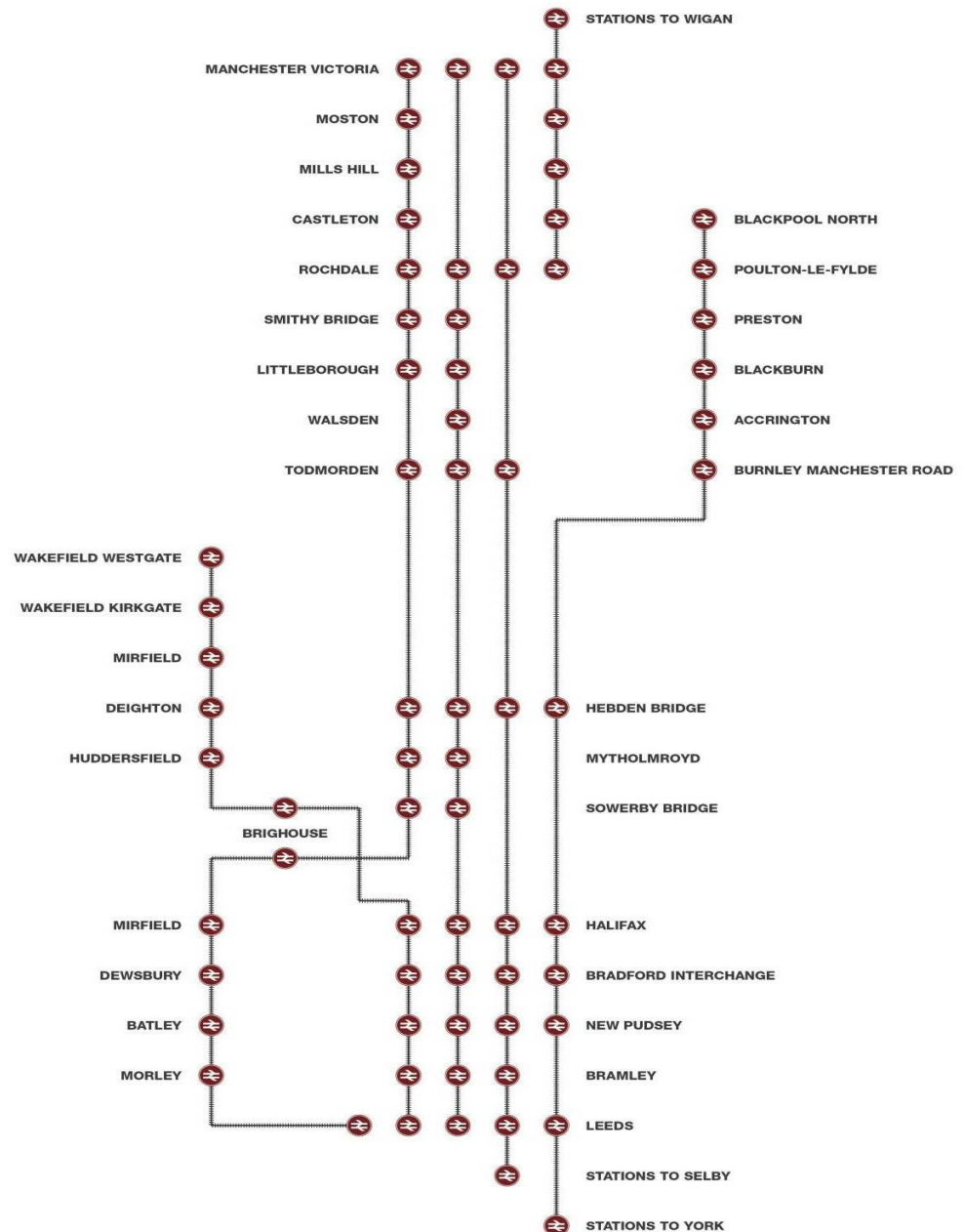
Developing a Strategic Vision and **compelling argument for investment** for the Calder Valley Line



- Support housing and employment growth (i.e. Elland, Hipperholme, Sowerby Bridge)
- Make it easier to do business locally and with the Cities
- Improve quality of life; access to culture, Universities, etc.



# Overview of Existing Timetable



# Overview of Existing Issues

Slow journey times to Leeds compared with other corridors

Confused mixture of limited stop and stopping trains

Evidence of suppressed demand from several stations

Self-contained nature of the timetable

Peak overcrowding to both Leeds and Manchester

Poor quality rolling stock

Sub-optimal timetable from certain stations

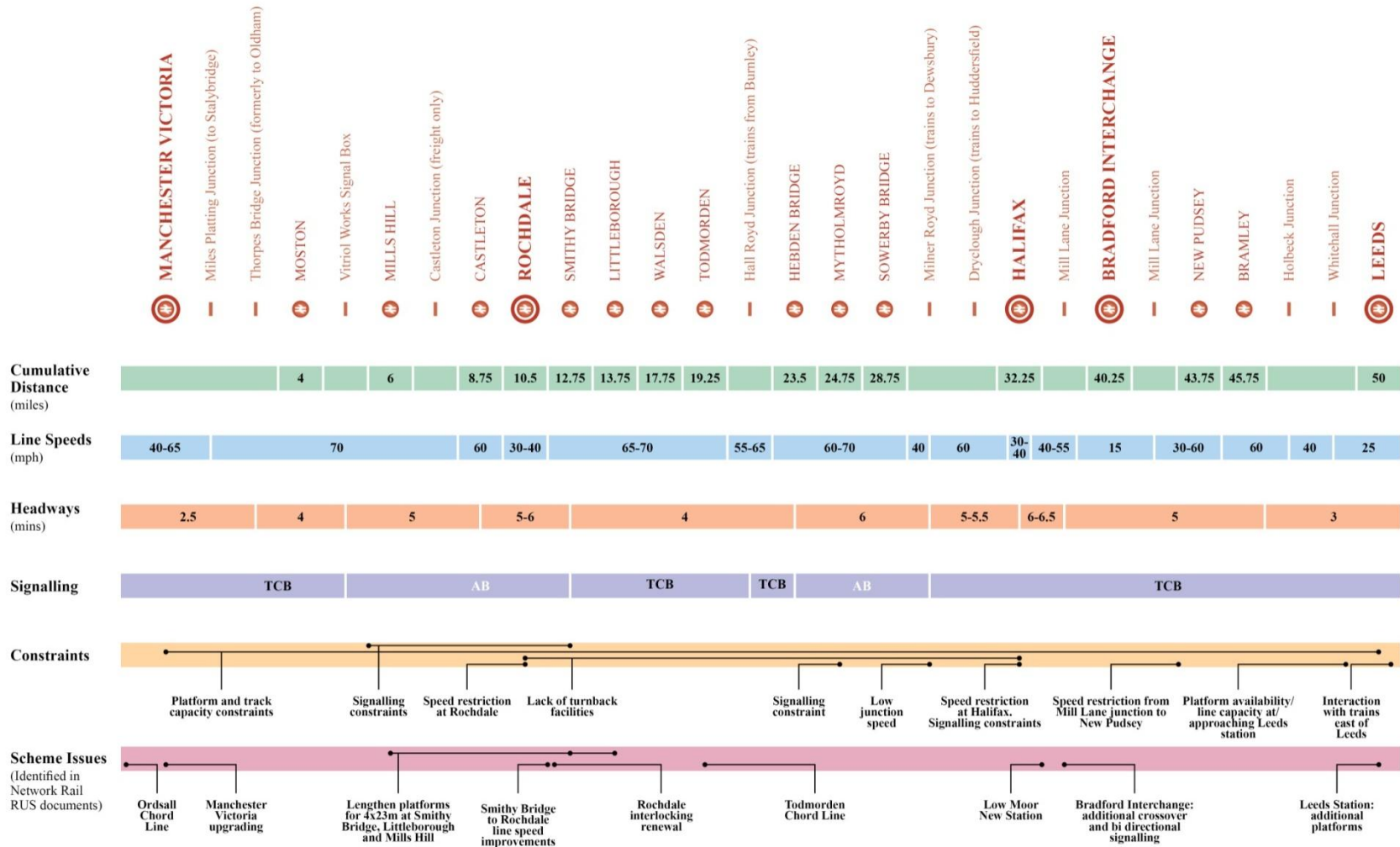
Poor modal integration and insufficient car parking

**How have we responded to tackle these issues?**





# Network Constraints

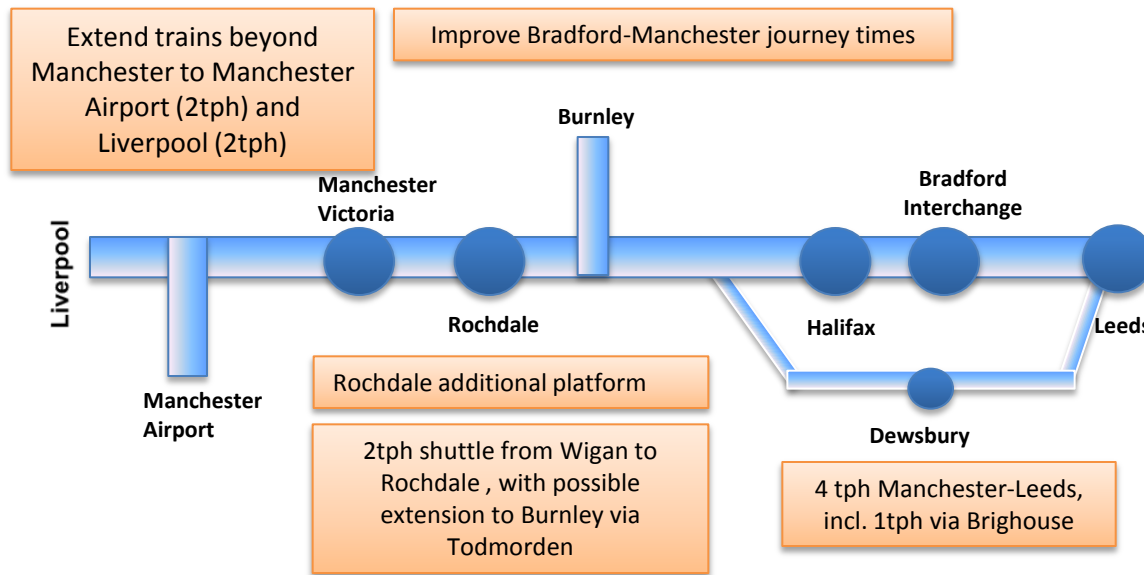


# Aligning the Strategic Vision with other Proposals

Route Utilisation Strategies

Northern Hub Project

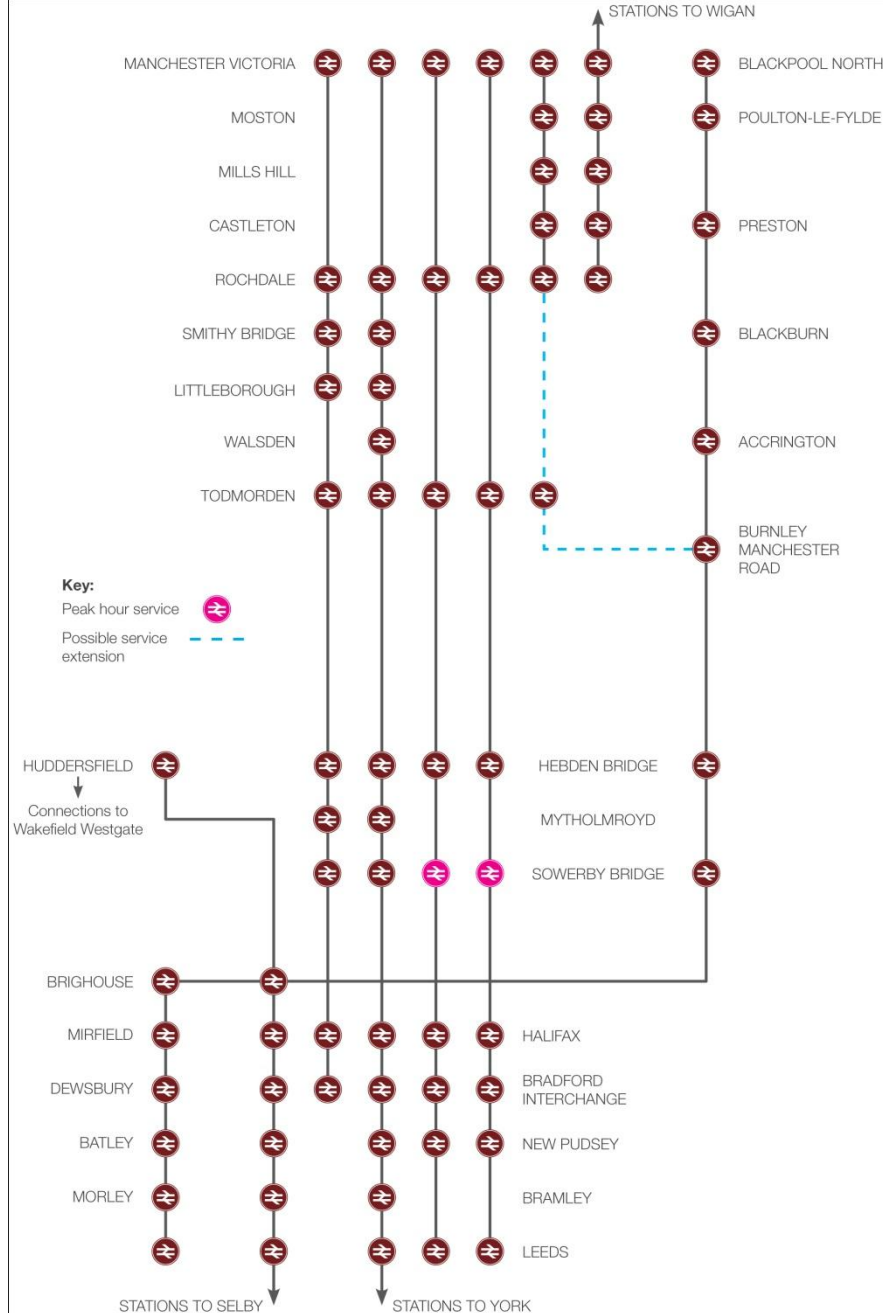
Northern Rail Franchise Renewal (September 2013)



- What are the specific benefits for the Calder Valley Line from these opportunities?

# Interim Timetable

- Requires three additional train sets
- Capacity constraints at Leeds Station restrict scope to increase service frequencies
- Main Features:
  - 3tph between Leeds, Bradford, and Manchester Victoria (2 fast and 1 semi fast)
  - 1tph semi-fast from Bradford to Manchester
  - 1tph from Leeds via Dewsbury to East Lancashire and Blackpool
  - 2 stopping trains / hour between Rochdale and Manchester Victoria, with possible extension to Burnley
  - 1tph between Leeds and Huddersfield / Wakefield
- Alternative options being considered

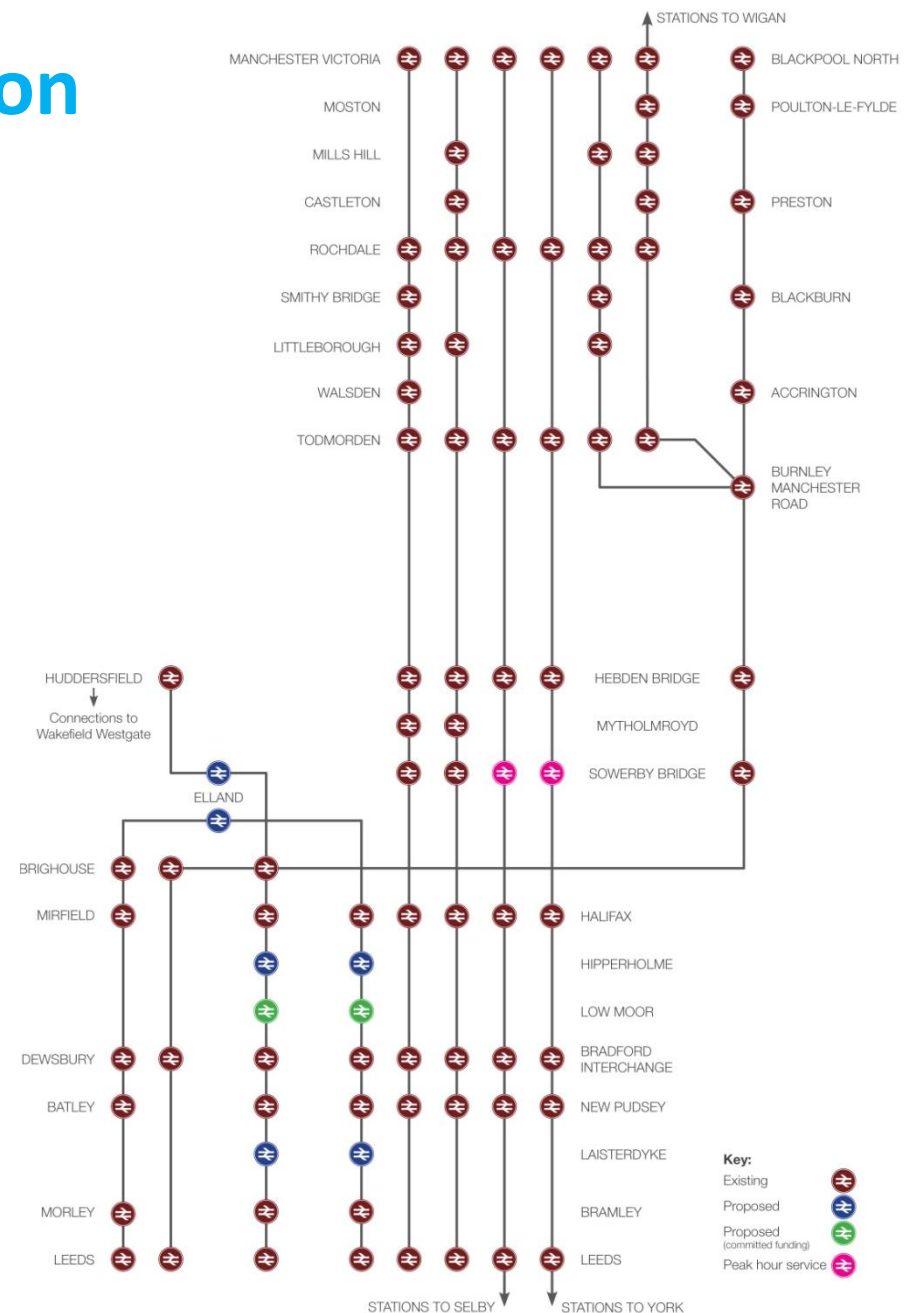




# Preferred Timetable Option

- Requires up to 9 additional units
- Main features:
  - 4tph Manchester Victoria – Leeds
  - 2tph Manchester Victoria - Burnley / East Lancashire
  - 1tph fast from Blackpool to Leeds
  - 2tph from Leeds via Halifax & Brighouse, with 1tph to Huddersfield and 1tph to Leeds via Dewsbury
- Creates a framework for new stations
- Infrastructure requirements
  - Todmorden West Curve required
  - Leeds station
  - Signalling upgrades
  - Bradford re-modelling
  - Halifax 3<sup>rd</sup> Platform

## ■ Alternative options considered



# Why do it?

- Calder Valley Line forecast highest growth in the Northern Hub study area from 2007/9-2019/20 = **75%**
- **£4 billion** in economic benefits for Northern Hub study area over next 60 years

# Rolling Stock Strategy

Interim timetable: three additional units needed

Preferred timetable: nine extra sets required

Opportunities for rolling stock cascade eg Great Western Main Line, North West, Scotland

Strong competition for cascaded diesel units: need to establish effective dialogue with the DfT

Refurbishment package for existing rolling stock recommended



# Accessibility: Car Park Extensions



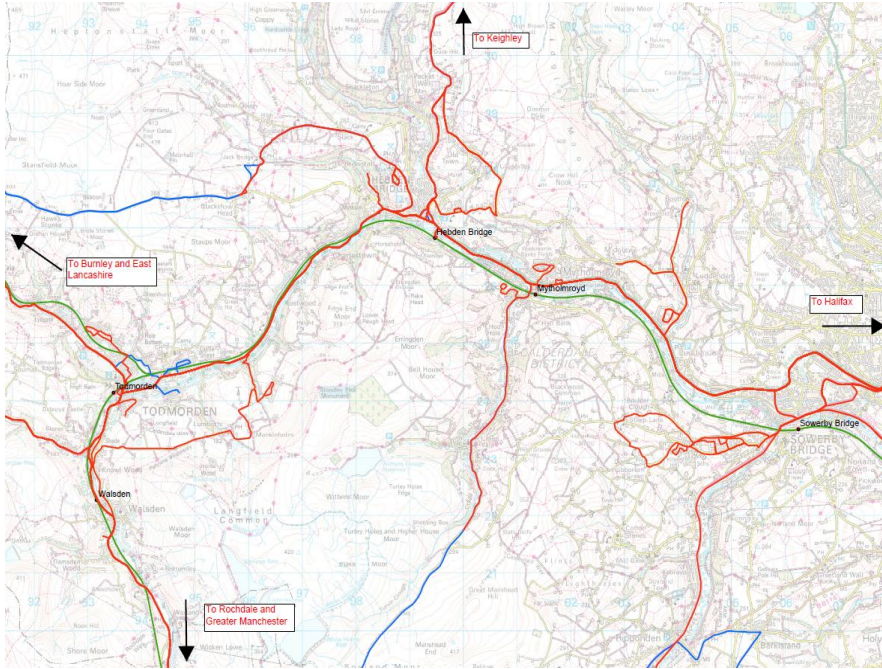
- About 610 spaces currently provided at Calder Valley Line stations
- Initial feasibility assessment indicates an additional 770 spaces could be provided
- A large proportion of new spaces could be provided at New Pudsey, Rochdale and Mills Hill



- About 240 spaces at Huddersfield Line stations
- Scope for a further 170 spaces, mostly at Mirfield
- Commitments for some extensions within West Yorkshire's LTP3 2011-2014 Implementation Plan
- Commitment for a Park and Ride site at Rochdale in Greater Manchester's LTP3 2011/12 – 2015/16



# Accessibility: Bus Rail Integration



- Existing limitations to be addressed:
  - irregular rail timetable
  - low frequency rural bus services
  - lack of synchronisation between modes
- Implementing a revised rail timetable would create a framework for better modal integration
- Improvements would complement a wider package of measures





# Station Facilities

- Some committed improvements – ticket vending machines
- Other improvements proposed
  - **New Pudsey:** self-service ticket machines
  - **Bradford Interchange:** improved waiting facilities on platforms 3-4
  - **Brighouse:** ticket office, staff presence, toilets
  - **Sowerby Bridge:** ticket office and staff presence
  - **Todmorden:** toilets required
  - **Burnley Manchester Road:** staffed ticket office, improved car park and bus interchange required
  - **Rochdale:** introduction of cycle parking facilities
  - **Mills Hill:** ticket office and staff presence
  - **Disabled access improvements**



# Next Steps (1)

- Wider stakeholder engagement to promote the overall proposition including the RGF submission for the Todmorden Curve
- Engagement with Network Rail to ensure the proposed Timetable Specification gets incorporated into the wider framework for the proposed Northern Hub
- Develop the Timetable Specification, supplemented by Railsys modelling to understand the performance risks
- Engage with DfT to discuss future rolling stock requirements
- Confirmation of the infrastructure requirements needed



# Next Steps (2)

- Refine the capital cost estimates for the infrastructure schemes
- Engagement with Network Rail to ensure infrastructure enhancements are aligned with forthcoming renewals
- Refine the financial and economic business case - analysis of train loading patterns
- Initial feasibility design for the proposed car park extensions and station facilities
- Engagement with local bus operators to improve modal integration

