

## Route H: Cross-Pennine, Yorkshire & Humber and North West

Route Plans are generally published on an annual basis including the most up-to-date position at that point in time. In 2011 we will be publishing information on a route basis as part of our Initial Industry Plan in the Autumn covering CP5 and beyond.

In the meantime we have retained the 2010 Route Plans, updated where appropriate with current information including our plans to the end of CP4. This document, therefore, should be read in conjunction with the equivalent 2010 Route Plan.

Should you require any further information, please contact the Route Plan 2011 mailbox at [routeplans@networkrail.co.uk](mailto:routeplans@networkrail.co.uk).

Summary of alterations			
Reference	Data	Location in Route Plan	Change
Page3	Route Map	Page 3	Labels updated to match Appendix C.
Figure 7	Gauge Capability map	Page 9	Retford to Doncaster now W9 and W10. Drax Power Station Branch now W8.
Figure 11	Forecast end of year PPM	Page 12	CrossCountry 88.3% Northern Rail 90.7% Arriva Trains Wales 94.1% East Coast 83.6% East Midlands Trains 92.0% London Midland 89.8% TransPennine Express 90.9% Virgin Trains 86.1% The above is based on 2010/2011 Period 11 data.

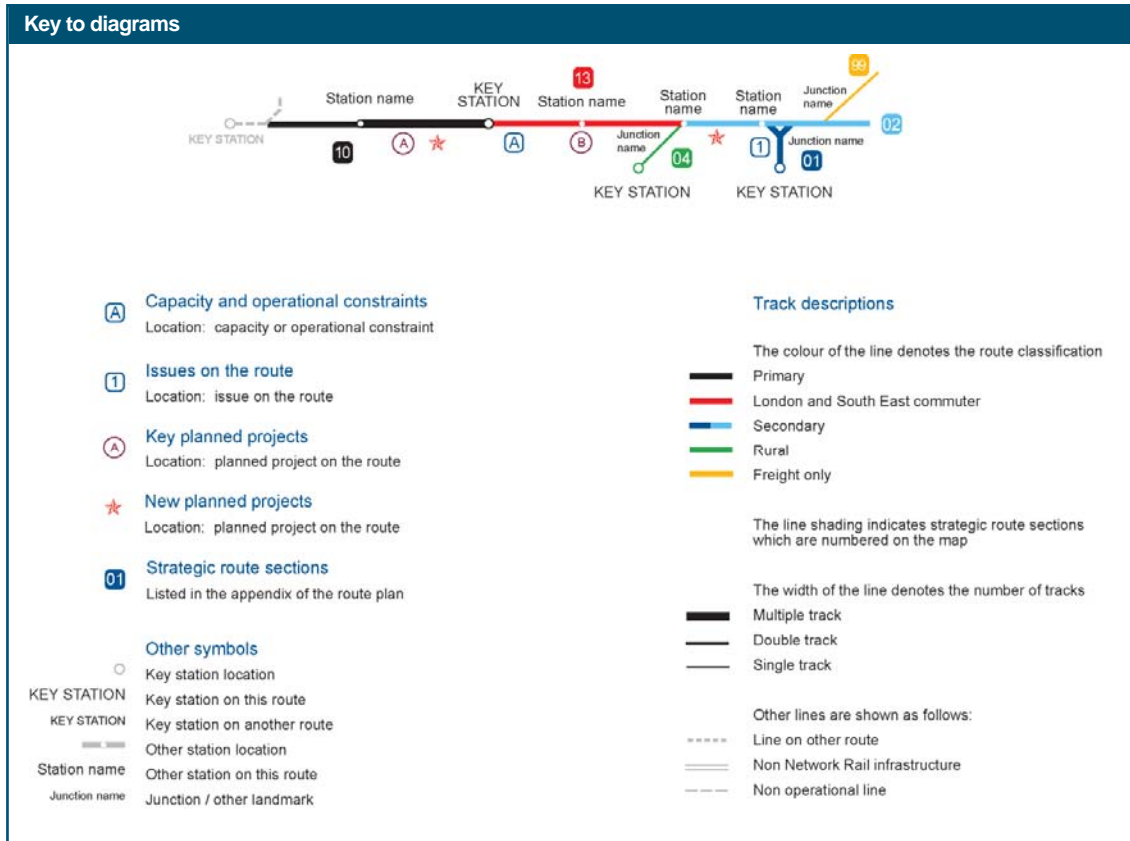
**Appendix A:** Updated Route Map

**Appendix B:** Updated Capability Maps where a change has occurred since March 2010

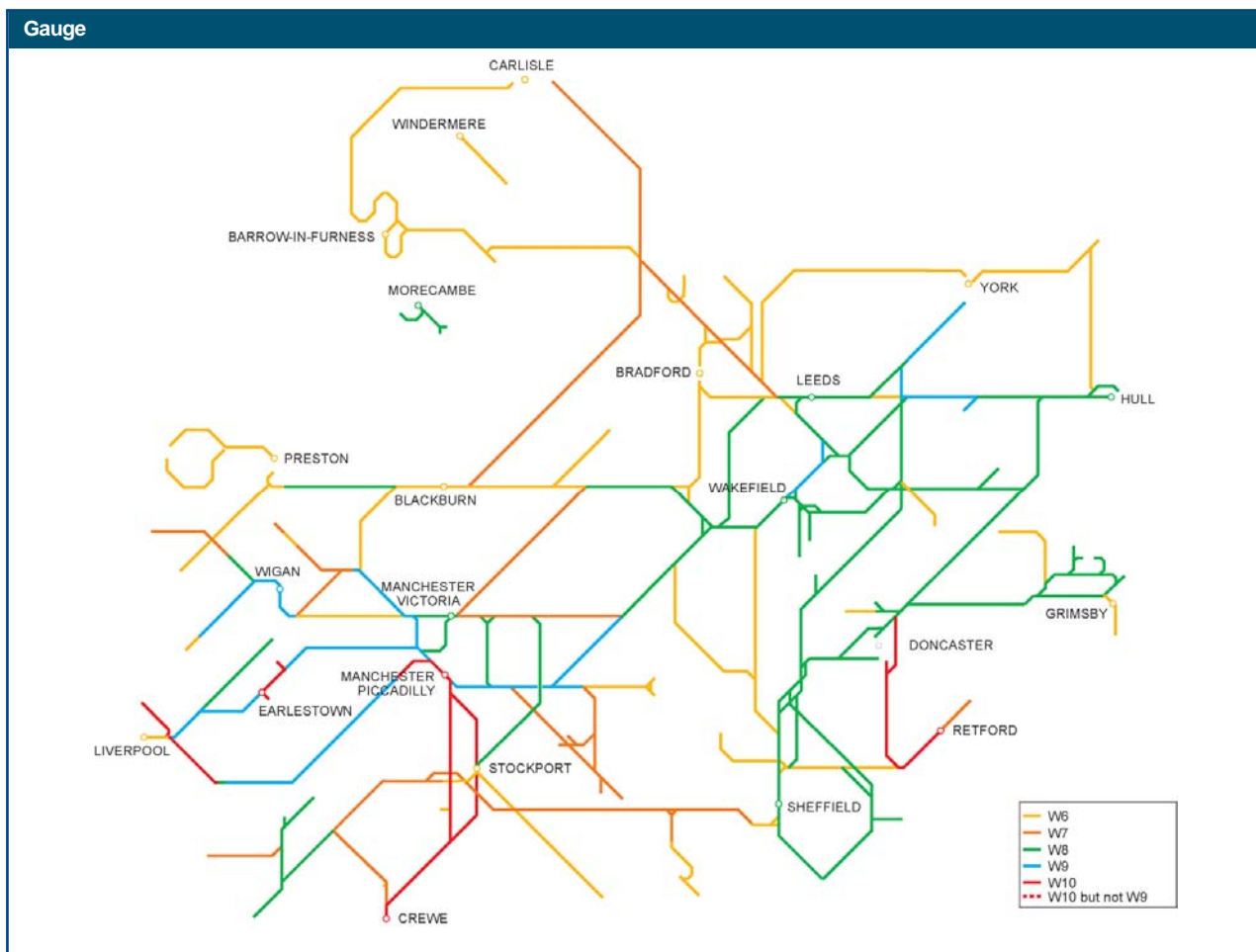
**Appendix C:** Updated list of CP4 enhancements

**Appendix D:** Constraints and issues on the route

## Appendix A: Updated Route Map



## Appendix B: Updated capability map



## Appendix C: Infrastructure investment in CP4

Figure 17 Infrastructure investment in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP stage
2009/10	Thorne Jn S&C	PROJECT COMPLETED			
2009/10	Liverpool Lime Street Gateway	PROJECT COMPLETED			
2009/10	NSIP : National Station Improvement Programme – Ormskirk Station	PROJECT COMPLETED			
2009/10	New Freight Terminal at Parkside	PROJECT CLOSED			
2009/10	DDA improvements as part of the Access for All national programme at Hazel Grove; Warrington Central.	PROJECT COMPLETED			
2010/11	Falsgrave	PROJECT COMPLETED			
2010/11	South Yorkshire Joint Line	PROJECT CLOSED			
2010/11	South Kirkby S&C	PROJECT COMPLETED			
2010/11	Bolton on Deame and Moorthorpe	PROJECT COMPLETED			
2013/14	Humber Ports capacity	PROJECT CLOSED			
2010/11	Ⓚ Woodlesford	Level Crossing Closure	Improved safety	Network Rail	6
2010/11	Ⓡ Normanton	Level Crossing Closure	Improved safety	Network Rail	5
2010-12	Ⓝ New station at Buckshaw Parkway Railway Station	New station at Chorley Buckshaw Village.	New asset : new journey opportunities	Third party	6
2010-12	Ⓣ Scunthorpe area	S&C renewal, Scunthorpe Trent Jn. N. Lincs	Renewal	Network Rail	6
2010-12	Ⓜ NSIP : National Station Improvement Programme	Station works proposed at the following stations:Barrow-in-Furness and Blackburn	Improved station facilities	Network Rail	3-5
2010-13	Ⓧ DDA improvements as part of the Access for All national programme at Cheadle Hulme; Manchester Oxford Road; Marple and Blackburn	Provision of step-free access including : lifts to existing footbridge; two new lifts; a new footbridge with lifts; reopening existing lifts and subway; new footbridge with lifts and step free access to Platform 4	Improved station facilities	DfT	4-6
2010-14	Ⓜ Platform lengthening	Increase in train lengths & associated platforms to accommodate peak passenger growth	Increased capacity	Periodic Review 2008	3-7

**Figure 17** Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	(B) Moorthorpe Signal Interlocking	Signalling renewal	Renewal & removal of differential PSRs and conversion of goods loops to passenger loops	Network Rail	6
2011/12	(X) Harrogate – Horsforth	Renewal of lineside signalling equipment and additional signal sections	Renewal and improved capacity to meet HLOS passenger growth and performance	Periodic Review 2008	5
2011/12	(Y) Stabling for Northern Rail Trains	Stabling for increased Northern Rail fleet	Increased capacity through fleet enlargement	Periodic Review 2008	3
2011/12	(Z) Horsforth turnback facility	Provision of a turnback siding	Increased capacity to meet HLOS passenger growth and improved journey times through service changes	Periodic Review 2008	5
2011/12	(AA) Knottingley West S&C	S&C Renewal	Renewal	Network Rail	5
2011/12	(AB) Chorley Rylands foot crossing	Removal of foot crossing – footbridge	Safety : removal of crossing	Network Rail (Safety & Environment)	5
2011-13	(K) NSIP : National Stations Improvement Project	Planned improvements to stations at Bolton, Manchester Oxford Road, Manchester Victoria, Huyton, Altrincham, Rochdale, Accrington, Stalybridge & Warrington Central	Improved station facilities	Network Rail	5-7
2011-13	(AN) Earlestown to Seaforth W10 Clearance	Gauge clear the route between the WCML and Seaforth – alternative route	W10 clearance Edge Hill to Earlestown	Productivity Transport Innovation Fund	3
2011/12	(M) New Station at Low Moor	Potential new station at Low Moor	New journey opportunities	Third party	4
2011/12	(AL) Thrumpton S&C	S&C Renewals	Renewal	Network Rail	4
2011-14	(AS) Signalling Renewal	Signalling renewal at Bolton and Bare Lane	Signalling Renewal	Network Rail	4
2012/13	(AE) Immingham East Signal Interlocking & Track Renewal	Signalling & Track renewal and rationalisation	Renewal and efficiency savings	Network Rail	4
2012/13	(E) Stalybridge Resignalling & Capacity Improvements	Renewal and provision of a new turnback platform at Stalybridge	Provides improved operational flexibility that allows more efficient use of rolling stock. This will allow the HLOS targets to be met without the need to excessively lengthen platforms.	Period Review 2008	5
2012/13	(AO) Rochdale Resignalling and Remodelling	Renewal and creation of a turnback siding facing Manchester	Changes to facilitate conversion of Oldham Loop to Metrolink	Third party	4
2012/13	(AL) Thrumpton Signal Renewal	Signal Interlocking renewal	Renewal	Network Rail	4
2012-14	(E) North Cross-Pennine Route Upgrade phase 1 cross route	Liverpool – Manchester line speed increase	Journey time improvements	Periodic Review 2008	4
2012-14	(AF) Whitley Bridge, Sudforth Lane & Hensall	Signal Interlocking Renewal	Renewal	Network Rail	4

**Figure 17** Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2012-14	(AM) New Freight terminal at Port Salford	Provision of new freight terminals at Port Salford	New/expansion of freight terminal facilities on the route	Third party	1
2013/14	(AG) Northern Gauge improvements	Gauge clearance on the South Bank of the Humber Ports in connection with port developments to the East Coast Main Line.	To accommodate the carriage of deep sea container traffic and swapbodies	Third Party	5-8
2013-14	(AO) Salford Crescent	Redevelop Salford Crescent with longer platforms	Improved station facilities, access and capacity	Periodic Review 2008	3
2013/14	(AC) Hatfield & Stainforth S&C	S&C renewal	Renewal	Network Rail	2
2013/14	(V) Leeds station	Redevelopment of the station and new southern entrance	Improved station facilities, additional footfall capacity for passenger growth and improved access	Third party	4
2013/14	(AH) Northern Gauge improvements	Gauge clearance from Water Orton to Doncaster (&Swinton to South Kirkby, Grip 3)	To accommodate the carriage of deep sea container traffic and swapbodies	Strategic Freight Network	4
2013/14	(AI) Hope Valley – London Train Lengthening	Hope Valley longer freight trains	To accommodate longer freight trains on the Hope Valley Route	Strategic Freight Network	2
2013/14	(V) Leeds	New bay platform/platform alterations	To meet HLOS passenger growth and improve capacity and performance in Leeds Station area	Periodic Review 2008	2
2013/14	(U) Micklefield Jn	S&C Renewal	Renewal	Network Rail	3
ON HOLD	(F) South Humberside Capacity Improvements	Track & Signalling renewal & remodelling between Wrawby, Barnetby and Brocklesby.	Capacity improvements	Network Rail, Network Rail Discretionary Fund & potential Third Party	1
ON HOLD	(I) Felixstowe – Yorkshire Terminals Gauge Clearance	Provision of W10 gauge via Ely and ECML plus some diversionary routes to northern intermodal terminals	Capability to carry deep sea containers on standard deck height wagons to Selby (Potter Group), Wakefield Europort and Stourton	Third Party	3
ON HOLD	(L) New Stations at Kirkstall Forge and Apperley Bridge	Potential new stations at Kirkstall Forge and Apperley Bridge	Increased capacity and new journey opportunities	Third Party	4
ON HOLD	(U) Relocated Micklefield station	New station with a single turnback facility	Increased capacity, some new journey opportunities	Periodic Review 2008	3
ON HOLD	(W) Castleford additional platform	Reinstatement of platform on eastern side	Increased peak capacity	Periodic Review 2008	1
ON HOLD	(AD) New station at Haxby	Potential new station at Haxby	New journey opportunities	Third party	2
ON HOLD	(AG) Northern Gauge improvements	Gauge clearance on the North Bank of the Humber Ports in connection with port developments to the East Coast Main Line.	To accommodate the carriage of deep sea container traffic and swapbodies	Third party	4

**Figure 17** Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
ON HOLD	(AJ) Horsforth Woodside	Potential new station at Horsforth Woodside	New journey opportunities	Third Party	1
ON HOLD	(AT) Shipley	Platform 5 linespeed increase	Improves performance and capacity	Network Rail	4
ON HOLD	(AP) Hadfield Capacity improvement	Speed up the Hadfield line including track and signalling improvements, and a new turnback facility with associated OHLE works.	Linespeeds and infrastructure improvements that allow more efficient use of rolling stock. This will allow the HLOS targets to be met without the need to excessively lengthen platforms.	Period Review 2008	1
2013/14 NEW SCHEME	★ North Cross-Pennine Route Upgrade phase 1 cross route project	Manchester-Leeds Journey Time Improvements	Improved journey times	Periodic Review 2008	1
2013/14 NEW SCHEME	★ Skipton-Carlisle JTI	Linespeed increases in connection with recent and planned infrastructure renewal	Reduced Journey Time	Network Rail	2
2013-16 NEW SCHEME	★ North West Electrification	Electrification of 1. Edge Hill-Deansgate 2. Wigan-Huyton 3. Preston-Blackpool North 4. Deansgate-Preston	Ability to operate electric trains on the route with reduced journey times, improved performance and capacity.	Network Rail	2

**NRDF candidate schemes in CP4**

**Figure 18** Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	(AV) Methley Jn	Junction remodelling	Improved performance, journey time and capacity	Network Rail Discretionary Fund	4
2012-14	(BB) Hazel Grove Line Speed Increase	PSR increase	Improved journey time	Network Rail Discretionary Fund	1
2013/14	Micklefield Jn line speed increase	PROJECT CLOSED			
2013/14	(BA) Preston – Ormskirk Journey Time Improvement	Increase speed, remove loop, simplify signalling.	Better unit utilisation, improved journey times, improved performance, improved regular connections at Preston	Network Rail Discretionary Fund	1
2013/14	(AW) Hull-Micklefield line speed increases	Improved journey times	Improved journey times	Network Rail Discretionary Fund	1

Figure 18 Candidate NRDF schemes in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP stage
2013/14	AG Doncaster – Scunthorpe	Linespeed improvements	Improvements to journey times	Network Rail Discretionary Fund	1
2013/14	AX Hope Valley line speed increase.	Line speed increases for all trains (currently Sprinter differential) at Cowburn Tunnel	Journey time improvements for non-sprinter services	Network Rail Discretionary Fund	1
2013/14	AU Conisbrough tunnel	Linespeed increase	Improved journey times	Network Rail Discretionary Fund	3
2013/14	S Manchester Piccadilly Platform 13 and 14	Scheme to de-clutter platforms 13 and 14 at Manchester Piccadilly station.	Improved passenger flows	Network Rail Discretionary Fund	4
ON HOLD	BC Calder Valley: Bradford – Manchester)	Line speed increases	Improved capacity, performance and journey time improvements	Network Rail Discretionary Fund	1
2012/13 NEW SCHEME	★ Staveley Level Crossing	Level crossing renewal & linespeed improvement	Journey time improvements.	Network Rail Discretionary Fund	3
2012/13 NEW SCHEME	★ Todmorden Curve	New West Curve	Development work towards improved connectivity. (Implementation to be funded through Third Party).	Network Rail Discretionary Fund	3
2013/14 NEW SCHEME	★ Ulverston-Barrow In Furness	Line speed increase	Journey time improvements	Network Rail Discretionary Fund	0
2013/14 NEW SCHEME	★ Northwich Viaduct LSI	Linespeed improvements	Journey time improvements	Network Rail Discretionary Fund	1

GRIP stages: 1 Output definition, 2 Pre-feasibility, 3 Option selection, 4 Single option selection, 5 Detailed design, 6 Construction, test and commission, 7 Scheme hand back, 8 Project close out

## Appendix D Constraints and issues on the route

Capacity and operational constraints	
A	Harrogate – York: single-line and level crossings
C	Halifax – Bradley Junction: S&C and curvature
D	Church Fenton – Moorthorpe: gradients, S&C and curvature
E	Drax Branch Junction – Goole: single-line and level crossings
F	Wakefield – Pontefract: level crossings and track geometry
G	Leeds: S&C and curvature
H	Huddersfield: S&C and curvature
I	Marsden: curvature on approach to Standedge tunnel
J	Selby: curvature at Swing Bridge
K	York – Malton: curvature and level crossings
L	Hull: curvature and S&C
M	Goole Swing Bridge: load bearing capacity
N	Sheffield: S&C and curvature
O	Totley Tunnel East to Dore Station Junction: curvature and single line section
P	Holmes Junction to Swinton Junction: curvature and flat junctions
R	Conisbrough: clearance through tunnel
S	Thorne Junction: flat junction
T	Keadby: low line speed over drawbridge
U	Grimsby Town to Cleethorpes: single line, level crossings and curvature
W	Horbury Jn: S&C and curvature
X	Huddersfield to Barnsley: single line and curvature
Y	Manchester hub: capacity constraint
Z	Salford Crescent – Euxton Junction capacity constraint
AA	Ardwick Stalybridge: busy 2-track section with a mix of traffic, flat junctions and limited overtaking
AB	Piccadilly – Hunts Cross: busy 2-track section with mix of traffic, flat junctions and limited overtaking
AC	Bolton – Blackburn: single line sections
AD	Stockport – Altrincham: single line sections
AE	Windermere: single line section, one train on the line at a time
AF	Colne: single line section, one train on the line at a time
AG	Carlisle South Junction – Petheril Bridge Junction ¼ mile single line section
AH	Single line section over Ribbleshead Viaduct