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Public Consultation Huddersfield to Westtown (Dewsbury)

## Scheme Interventions

### Huddersfield Station

Upgrade work proposed at Huddersfield station includes delivering a fourth 'through platform' in addition to the three that currently exist. This would allow us to better manage the proposed increase in the number of trains and improve the timetable resilience, creating fewer delays. Platforms would be extended to accommodate longer trains, and all lines serving Leeds will be electrified. We are working with Historic England and will consult with local groups, so we can deliver passenger benefits, while respecting the historic integrity of the Grade 1 listed building.

### Deighton Station

The location of Deighton station and its surrounding constraints, means accommodating the additional tracks and platforms has been difficult to achieve. However, our proposal represents the best solution to retain the station at its current location based on information collected to date. We propose improved facilities including blue-badge parking, a drop off point, and step-free access to platforms. All lines will be electrified.



### Mirfield Station

Mirfield station would be remodelled to allow four tracks to pass through. The station would benefit from step-free accessibility with lifts serving the platform. All lines will be electrified.

### Ravensthorpe Station

We propose relocating Ravensthorpe station approximately 250 metres to the west. The relocated station will have better, step-free access to both platforms. All lines will be electrified.



### Grade Separation – Ravensthorpe

To deliver the benefits that passengers want to see, our proposal is to separate tracks to the east of the proposed new Ravensthorpe station, at a location on the railway known as Thornhill Junction.

We propose doubling the number of tracks going to/from Leeds from two to four – and then separating the two new tracks from those going to/from Wakefield. We propose doing this either with a bridge (fly-over) or a tunnel (dive-under). Separating tracks at different heights in this way is known as 'grade separation'.

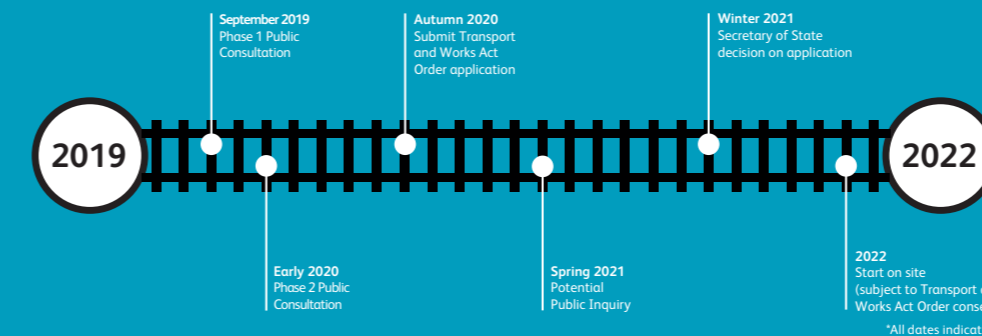
By doing this, we can run more trains at faster speeds while potentially reducing the impact of delays when things go wrong.

## Consents for work

To build a railway outside of the existing boundary, a Transport and Works Act Order is required. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

## Next Steps

Prior to submitting the application, we want to hear your feedback. This will help inform the further development of our proposals. We intend to submit the Transport and Works Act Order application in autumn 2020.



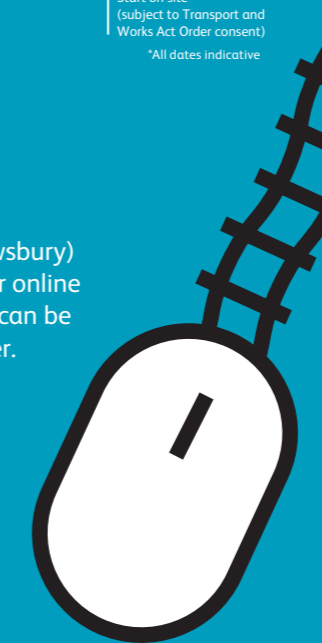
## Have your say

You can share your views on the Huddersfield to Westtown (Dewsbury) scheme by sending in our freepost feedback form or filling in our online survey [networkrail.co.uk/TranspennineEngagement](http://networkrail.co.uk/TranspennineEngagement). Comments can be submitted between Monday 9 September and Friday 25 October.

For further information visit:  
[networkrail.co.uk/TranspennineEngagement](http://networkrail.co.uk/TranspennineEngagement)

or by emailing:  
[TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)

You can also call Network Rail's National Helpline on  
**03457 11 41 41**



## Public Consultation: Huddersfield to Westtown (Dewsbury)

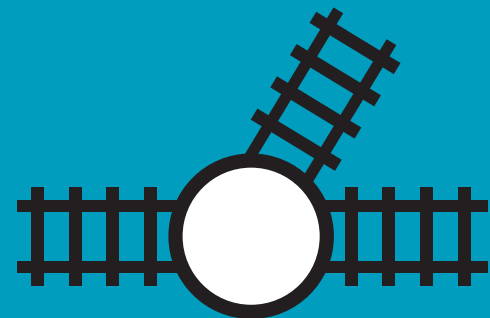


# Background

We're improving the Transpennine railway between Manchester, Huddersfield, Leeds and York.

We want to create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a

better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends.



# The Scheme

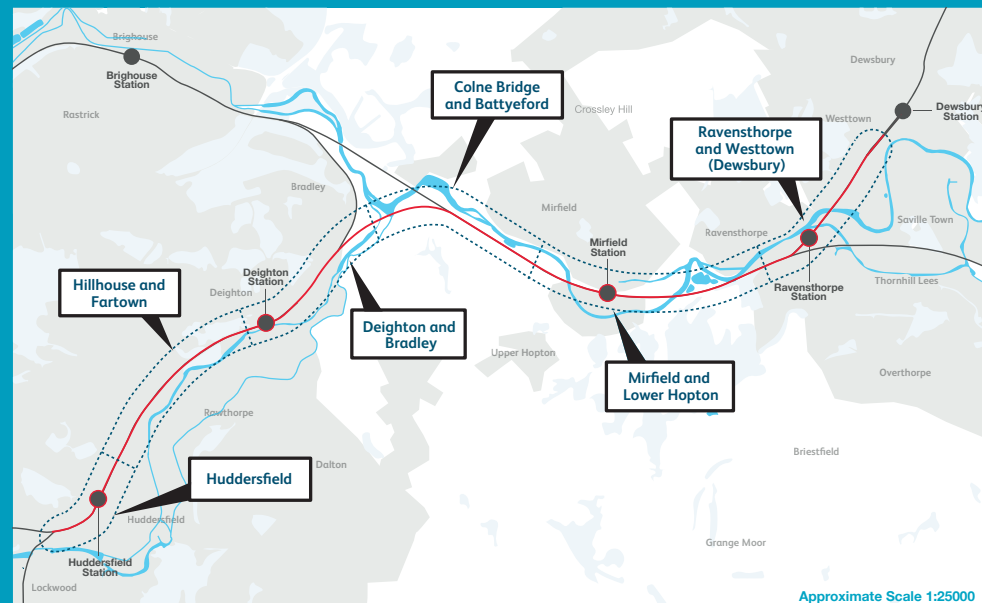
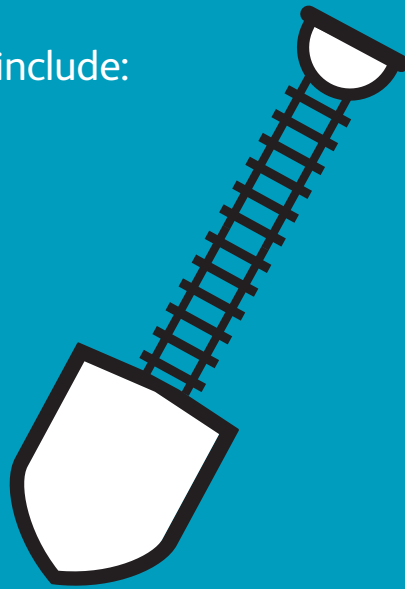
Upgrading the section of railway between Huddersfield and Westtown – about half a mile south-west of Dewsbury station – is key to delivering the benefits passengers want along the Transpennine railway. The current layout of railway in this area means we can't run more trains or faster trains than we currently do, and this section of the track can be a cause of delays. With such major improvements to the railway proposed in this area, we would like to hear your views.



# Huddersfield to Westtown (Dewsbury) Proposals

Our proposals for the scheme include:

- Doubling the number of tracks from two to four along the majority of the railway.
- Separating sections of track from each other by either a bridge (fly-over) or tunnel (dive-under) at Ravensthorpe.
- Upgrading stations at Huddersfield, Deighton, Mirfield and Ravensthorpe.
- Electrification of the railway from Huddersfield to Ravensthorpe – and right through to Leeds.

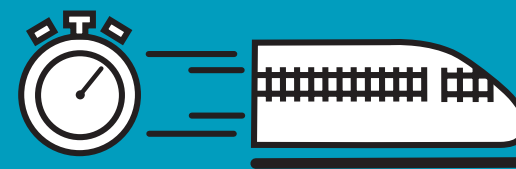


# The Benefits

Our proposals for the Huddersfield to Westtown (Dewsbury) scheme would deliver a range of benefits including:

## A better railway

The tracks would be doubled from two to four along most of the railway, meaning a more resilient and reliable railway while also improving journey times and providing more frequent trains for passengers.



## Cleaner and quieter railway

We plan to electrify the railway from Huddersfield to Ravensthorpe – and right through to Leeds. This means cleaner travel and is quieter for those living near the railway.



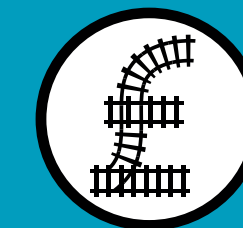
## Accessible stations

Stations would be upgraded to modern standards and will provide better facilities for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravensthorpe.



## Supporting economic growth

With more seats and more trains, our proposals will better connect the cities in the North. We want to build a railway which passengers and businesses can trust.



Fill out the form below, fold in half and glue together, then send back to us using Freepost.

1) I support the plans for the upgrade of the railway between Huddersfield and Westtown (Dewsbury).  
 Strongly Agree.  Agree.  Undecided.  Disagree.  Strongly Disagree. [please explain why below]

2) In your view, what are the most important facilities at a station?  
 Step-free access.  Clear signs and information.  
 Parking facilities, including Blue Badge parking.  Other.  
 [please give your answer in the space below]

3) In your view, are there any aspects of the scheme which could be improved?

4) At Ravensthorpe, where a grade separation is required, is your preference:  
 A bridge (fly-over).  A tunnel (dive-under).  
 I don't have a view on this.

5) What topics are most important to you when considering the development of rail infrastructure projects:  
 Residents and the community.  The environment.  The local road network.

continued

Should you have any further comments, please enclose on a separate sheet of paper.

Network Rail will consider all feedback and confirm your personal data is not required unless you are content for Network Rail to be able to identify you as the source and the location of the feedback provided.

Any feedback provided will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. It will be used by Network Rail solely for purposes and duration in connection with the development of the design and securing any consent application, including publication of the final consultation report, as may be required, for the Huddersfield to Westtown (Dewsbury) scheme.

If you wish to be contacted by Network Rail with further information or to discuss the feedback you have provided on the Huddersfield to Westtown (Dewsbury) Scheme then please tick here:

Please confirm by providing your details in the space provided below:

NAME

ADDRESS

EMAIL

POSTCODE

Local employment opportunities.  Potential disruption to the existing rail services whilst under construction.

Other. [please use the space below to explain]