

Calder Valley trains for all: *more services serving more people*

Better deal needed

Rail passenger numbers are recovering in the wake of Covid. Leisure travel is on some measures above pre-Covid levels, weekend services often overcrowded. On Sundays capacity is lacking. Commuting is more varied, with busy days mid-week, not so busy Fridays and Mondays. This must be seen as an opportunity, not a threat.

Transport is supported by people paying taxes. Society must demand value for money from their railways, by means of more services for more of the people.

The Calder Valley Community Rail Partnership will boost local links, alongside station friends groups.

Calder Valley Line (CVL) pre-Covid pattern was largely restored in Dec'2022¹. Bradford-Huddersfield, Hull-Halifax and Manchester-Todmorden-Blackburn now once again run every hour along with Manchester and Blackpool trains. **Regular, frequent, and reliable** services are essential. Unpredictable, infrequent services give a bad impression to passengers such as young people travelling to college, as well as more seasoned commuters and leisure travellers.

Good services at a good price will attract people to transport that helps the environment and fights climate change.

Some issues including points in **A** (right) can be dealt with through adjustment rather major recast of the timetable. **C1** may need more radical change and may need to be phased. **C2** is slightly longer term. Whatever the sequence of improvement, **results must be visible within the time horizon of actual and would-be travellers**, ahead of still uncertain high speed rail plans.

We show on next page that Sowerby Bridge (currently 2 trains/hr), Brighouse (2 train/hr across two different routes) and the future Elland station justify a level of service comparable with Hebden Bridge and Todmorden which enjoy 4 trains per hour. **A better deal is needed.**

Priorities (updated Jan'2023) – **Reliability and punctuality** plus **transformation of existing services**, ahead of still uncertain plans for high-speed plans. We call for:

A Removal of faults in present timetable

- All trains serving Hebden Bridge should also serve Sowerby Bridge* – both Manchester and Blackpool trains
- Sunday trains to Manchester should serve Mytholmroyd*
** We accept there are reasons for these inadequacies. But that is not an excuse. Sunday Blackpool trains serve both Mytholmroyd and Sowerby Bg. All weekday Blackpool trains did call for a period before Dec'19, so Dec'19 itself included cuts.*
- Inexplicable faults such as 2-hr gap in late night service Manchester to Sowerby Bridge and Mytholmroyd must be addressed immediately. We have been asking since 2019.
- There may be a general case for more trains to serve communities such as Mytholmroyd and Low Moor.

B Elland station – now expected 2025 – no further delays!

C Elland and Brighouse line service enhancement:

- C1** At least **2 trains/hr** on **both** north-south and east-west routes via Brighouse. Even-interval connecting pattern; 20 minute limited stop journey Brighouse-Leeds. Services towards Wakefield, Castleford and York should be considered – new connectivity.
- C2** **Bradford-Calderdale-Sheffield** semi-fast link via reopened Craggstone curve (Greengauge 21).

D Sunday services transformed to serve increased demand for leisure travel. This must include 7-day operation of Leeds-Brighouse-Manchester trains. Sunday frequency must evolve towards weekday off-peak on all routes.

E Cross-Manchester services. We are disappointed at rail's failure to deliver the promise of hourly trains from Bradford and Calderdale to Manchester Airport. There must be a plan to provide this missing link.

F Decarbonisation. Electric traction is significantly more energy efficient than batteries or hydrogen. Pure electric trains have lower operating and maintenance costs. The Calder Valley line requires full electrification. A recent paper by RIA North lists Manchester-Bradford as third in a list of electrification priorities.

G We welcome news that a **West Yorkshire draft rail strategy** will be out to consultation later in Spring 2023.

¹ Some other lines are not so "lucky". Huddersfield-Castleford, previously hourly, remains a limited morning and evening peak service only. The franchise promise of extra trains on Harrogate, Scarborough and Gainsborough Central lines has not been delivered. These are all lines that should be developed as part of a railway for all in the post-Covid world.

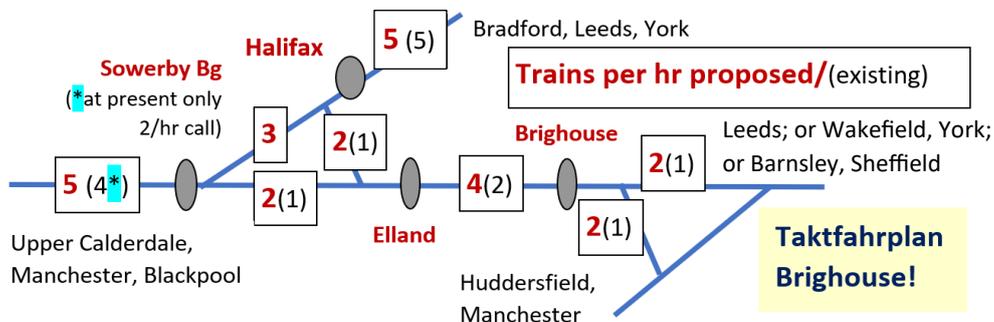
1 Calderdale train services – focus on SOW, ELN and BGH

1.1 Calderdale stations are compared in the table below using population estimates based on council wards. Simple evaluation shows that **each** of **Sowerby Bridge (SOW)**, **Elland (ELN – expected 2025)**, and **Brighouse (BGH)** stations:

- serves a population comparable with that served by **both** Hebden Bridge and Todmorden combined, but has about half the service level of the two upper Calderdale stations.

1.2 There is major latent demand for more frequent train services at SOW, ELN and BGH:

- from 2008 to 2018 ORR footfall figures² at Brighouse grew faster in percentage terms than any other CVL station – 350% over ten years. But present service is in effect just one train per hour to Bradford, Huddersfield, Manchester and Leeds.
- Sowerby Bridge came second in the ORR figures at 95% increase over the ten years.
- **Calderdale draft local plan** proposes major new housing in the “lower valley” – including major development within walking distance of Brighouse station.
- The 1990 consultants’ report³ on Elland/Brighouse reopening predicted higher passenger numbers for Elland than for Brighouse. →



TRU and NPR

We welcome **TransPennine Route Upgrade** going ahead. During the work diversions via the Calder Valley should use Brighouse (and/or Elland) station – an opportunity rather than a threat. Capacity eventually provided by TRU must deliver even more for the Brighouse/Elland route in terms of higher frequency, more comprehensive services.

Northern Powerhouse Rail, still uncertain, deserves support if it benefits our line. The proposed route via Bradford has been turned off, turned on and now may be off again. If NPR is eventually built, how would a new Bradford station outside the present city centre give attractive journey times into the city? State-of-the-art transport will be needed to link it with central Bradford workplaces and attractions. A through station would remove a massive disadvantage of the present terminus in terms pathing and through journeys. It must serve both NPR and the CV line cutting Halifax-Leeds journey to about 20 minutes. If NPR is built should Calderdale have its own station on the new line? This would reduce objections based on a new line being built through our district but not actually serving us directly.

All this could be decades away. **Our Halifax and Calder Valley service needs improving now.**

Station	Services (existing)	Weekday trains/hr, daytime, existing	Weekday trains/hr, daytime, suggested	Council wards served (approx number)	Estimated catchment population, potential (d)
Todmorden	Manchester → Blackburn+Leeds	1+3 = 4	4 or 5 (a)	1+	12500
Hebden Bg	Manchester+Blackpool → Leeds+York	3+1 = 4	5 (a)	1+	13000
Sowerby Bg	Manchester → Leeds (via Bradford+Dewsbury)	1+1 = 2	5 (b)	2	23500
Elland (future) & Brighouse	Bradford-Huddersfield, and Manchester-Tod-Dewsbury-Leeds	1+1 = 2	4+ (c)	2 2	23500 22500

- (a) Assumes additional train from Preston or Manchester via Bgh line (1 additional train)
 (b) All trains calling Hebden Bg to call Sowerby Bg (no additional trains other than the above)
 (c) 2/hr E-W + 2/hr N-S various permutations possible. Additional E-W service to Leeds, or York via Wakefield, or Hud’fd. Additional N-S service could be Hull-Halifax extended and could extend beyond Hud to Man Picc. (2 additional hourly services); + other possibilities include a Bradford-Sheffield trains via Barnsley
 (d) Estimated from neighbouring ward populations, 2020 (see for example <https://dataworks.calderdale.gov.uk/blog/population-statistics-in-calderdale/>) Todmorden = Todmorden ward+; Hebden Bridge = Calder ward+; Sowerby Bridge = Sowerby Bg + Ryburn + part of Skircoat; Elland = Elland + Greetland and Stainland; Brighouse=Brighouse+Rastrick

² Office of Road and Rail station footfall figures.

³ Atkins

→ (from p2)

- **Community rail**, both the new partnership (CRP) and existing station groups, will raise the line's profile, not least with young people, fostering tourism and days out by rail.
- **Value for money** from government subsidy will be increased through more services, benefiting a wider section of population, bringing **decarbonisation**.
- **Improved connectivity** should be the aim, over **our local network** encompassing Bradford/Calderdale to Blackpool/Manchester, to Huddersfield/Manchester Piccadilly and to Wakefield/Castleford/York. **Not all passengers are going to Leeds.**
- A highly desirable addition would be a semi-fast service from **Bradford and east Calderdale via Mirfield, Horbury and Barnsley to Sheffield** as proposed by Greengauge 21: see 2.3 below.
- **Attractive journeys; regular, reliable and punctual services opening new possibilities.**

1.3 Diagram at top of p2 hints at an hourly pattern for local/regional services. Bradford-Huddersfield services would connect with east-west services, in a mini-“Taktfahrplan”⁴. Appendix 1 outlines more detail, and choices.

1.4 All trains through **Sowerby Bridge** should call there, coupled with at least doubling of frequency on all of the **Brighouse** branches to give a service matching in frequency the upper Calderdale stations. **That is not unreasonable.**

1.5 **Sunday services** need to be improved to meet leisure demand with service matching weekday off-peak patterns. The lack of Sunday Leeds-Brighouse-Manchester trains is a first obvious gap to be filled.

1.6 **Bradford/Calderdale-south Manchester** travellers were let down by failure to provide a service via the Ordsall Chord post-May'18; the Manchester recovery task force report failed to address this, despite submissions made by consultees. That the new Ordsall connection has only one train per hour is scandalous.

- We need a plan for progress to provide this cross-city link for Bradford, Calderdale and Rochdale passengers to reach employment, education, NHS and leisure destinations on the south side of Manchester,
- Meanwhile, a Bradford-Huddersfield and Huddersfield-Manchester Piccadilly stopping services could be linked providing both **Colne Valley-Bradford and Bradford & (eastern) Calderdale to south Manchester** connectivity.

2 Resources, issues and ideas

2.1 **Short-term proposals in A** (Priorities, p1) can almost certainly be implemented within present-day resources.

- All trains to call at Sowerby Bridge: small timetable changes would be required in the Leeds area to ensure pathing eastbound. Could, for example, Blackpool-York trains could follow the Manchester-Scarborough out of Leeds giving the latter a better path? Westbound may be easier.
- Mytholmroyd Sunday calls could be accommodated with a small extension to Bradford-Manchester journey time westbound so that the train follows instead of preceding TPE service into Man Vic. The train could call at Low Moor – service improvement. And/or the train could use platform 5 at Man Vic instead of P1, eliminating conflict with TPE service on P3. Principle should be to make journeys possible, not to be precious about Sunday journey times.
- Late night calls MYT and SOW could simply be added. Again, principle should be getting people home, not small extension of journey time.

2.2 **Medium term – Brighouse line proposals C1** (Priorities, p1) would probably involve a more major recast of timetable, but building on the present pattern. 2 trains per hour on both routes could be achieved by the following:

- Hull-Halifax trains could be extended to Huddersfield – 1 unit required. Additional resources could be required to extend to Manchester Piccadilly via Stalybridge unless the service were combined with existing Hud-Man stoppers. We hope something like this could be done in medium rather than long term
- Additional west-east service through Brighouse would require significant additional train units. We estimate that Preston-York via Castleford would require 5 additional train units;

⁴ Predictable interval timetable embodying connections, in this case at Brighouse/Elland and elsewhere.

Preston/Manchester-Leeds/Huddersfield would require 4. Benefits would come from additional services Lancashire-Yorkshire and more locally Calderdale-Wakefield-Castleford-York, benefitting Wakefield District additional to likely TPE Manchester-Wakefield-York service.

- Timetable would be designed so E-W and N-S services connect at BGH/ELN (examples in Appendix 1).
- Wakefield/Castleford/York is identified as a service destination/origin. Pathing may still be restricted via Dewsbury into Leeds for some time, opportunity could be taken to provide a new cross-county link.
- Brighouse-Leeds should be limited stop, target 20 minute journey (currently more than half an hour).

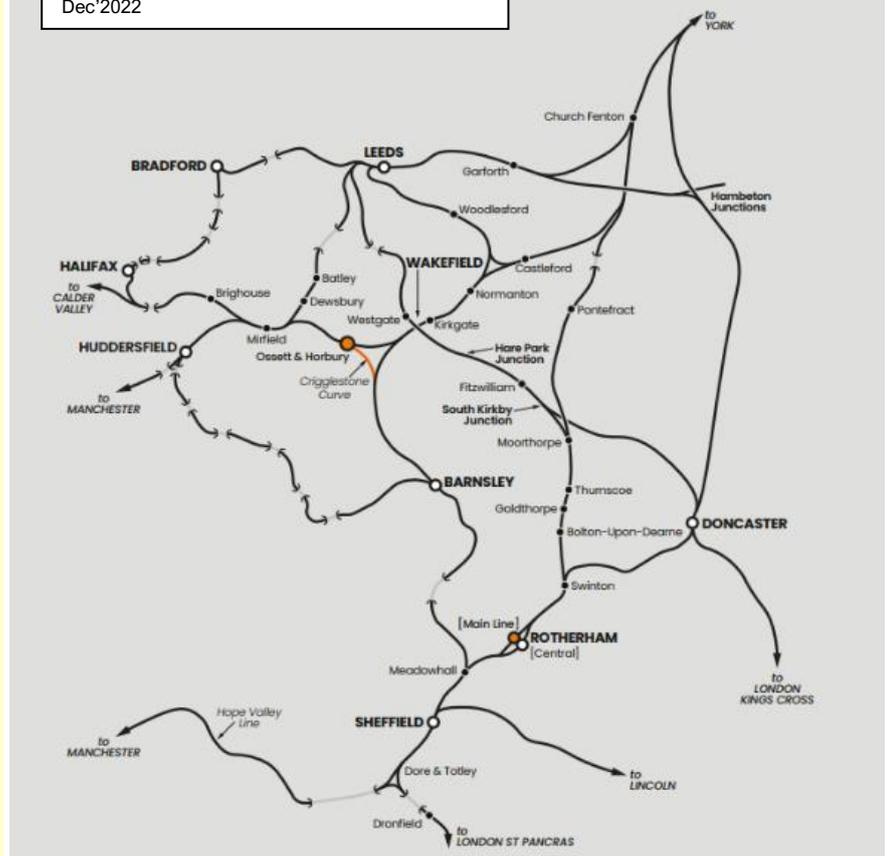
2.3 Slightly longer term a new service could be developed from **Bradford and Halifax to Sheffield** via a reopened Crigglestone curve between Horbury and Barnsley, as suggested by Greengauge 21 in a recent study of proposals for the wider Sheffield-Leeds corridor⁵. This is envisaged as a semi-fast service serving Bradford, Low Moor, Halifax, Brighouse, Mirfield, a new station at Horbury (serving Ossett), Barnsley, Meadowhall and Sheffield. HADRAG would add one more stop – Elland.

- HADRAG estimates a Bradford-Sheffield journey time of 75 minutes. Halifax-Meadowhall about 55 min.
- Bradford would gain a simple through service to Sheffield avoiding Leeds. Delivery would be well ahead of HS2/NPR/IRP benefits that have yet to be finalised.
- Halifax and the lower Calder Valley from Elland to Horbury would gain an attractive new link with Sheffield (and beyond) more direct than journeys via Leeds and faster than via Leeds or Huddersfield.
- Possible extension to the East Midlands could be explored.
- Greengauge 21 describes this proposal among a second tier of three schemes headed “initiate planning”. Listed for “immediate action” are a second fast service every hour Leeds-Sheffield via Wakefield Westgate, plus extending East Midlands services to Barnsley and York and a new station at Rotherham. Sheffield-Bradford could be ten years away. The aim is transformative improvements ahead of high-speed proposals (which still seem to be tentative).
- There would be infrastructure costs in relaying the Crigglestone curve (less than 3km in length). The formation is believed to be intact.
- Horbury and Ossett station would be a further cost, as would operating an additional 3 train units for an hourly Bradford-Sheffield service. (The new Horbury station could also be served by trains on the Mirfield-Wakefield route.)
- But overall costs would be small compared with major high-speed projects. **We think benefits would significantly outweigh these costs.**
- Although the costs are relatively small, this is an example of a scheme requiring acceleration of planning processes that often seem to be unduly drawn out.
- A similar proposal to this was suggested by HADRAG about 2 decades ago!

Sheffield-Leeds corridor map

Some lines and stations not shown for clarity

Greengauge 21, *Sheffield-Leeds: What's Next?*, Dec'2022



⁵ Greengauge 21: *Sheffield-Leeds: What's Next?*, December 2022 [Sheffield-Leeds-Whats-Next-A4-FINAL-1.pdf](#) ([greengauge21.net](#)). The Greengauge report is an independent piece of self-funded and acknowledges South Yorkshire and West Yorkshire Combined Authorities and Network Rail as critical friends.

3 Towards an ideal pattern (see also Appendix 1)

3.1 Appendix 2 shows some problems with the present timetable. We do not expect all of these issues to be dealt with immediately. **After early resolution of the Sowerby Bridge issues** a medium-term plan must feature the following benefits:

- more even interval service linking Halifax with both Leeds and Manchester;
- **at least 2 trains per hour with connections on all arms of Elland & Brighouse route**, E-W and N-S.

3.2 We detect a desire to see more trains serving (for example) Mytholmroyd and Low Moor. ***Is the balance right between short end-to-end journey times and serving more local communities? A genuine question!***

4 Decarbonisation must mean electrification

4.1 In 2015 the task force report Northern Sparks⁶ gave the full Calder Valley line top ranking. In 2020 Network Rail's TDNS⁷ proposed electrification of most routes across Great Britain. Scotland has a plan, but HM Treasury resists a rolling programme for England seemingly ignoring cost savings of electric trains.

- Now RIA North has produced a plan⁸ for electrification of most lines from Cambria and Tyneside to the East Midlands, placing Manchester-Bradford-Leeds second in a list of 10 top-priority schemes.

4.2 Fully electric trains are more energy-efficient, less wasteful, than battery, hydrogen or multi-mode trains. The energy savings and cheaper running and maintenance cost of pure electric trains compared with complex hydrogen trains mean there is a long-term payback from electrification. Genuine zero-carbon "green" hydrogen made by electrolysis of water is not yet in large-scale production. Electrification, by contrast, is tried and technology that will improve using new engineering solutions (for example under bridges). A rolling programme will save installation costs and hasten the long-term profit.

- ***Not to electrify is economically and environmentally short-sighted.***

5 Other issues affecting passengers

5.1 Local stations

(a) Halifax station gateway

Plans for transformative regeneration were about to be paused as we wrote these notes – as result of inflationary pressure on the cost of schemes in West Yorkshire. This will leave the station with a ticket office but limited other retailing and one very poor passenger toilet (which had been out of use for some time when we started writing this paper). It is understood that the delay to the gateway scheme may be several years. There is a reluctance to proceed with a cut-down version of the scheme. One issue throughout the project has been the issue of multiple land-ownership/leasing and the need to achieve the agreement with different organisations. ***HADRAG now seeks improvement to the station area itself including the platform, lift and unpleasant toilet facility. Can anything be done about congestion and chaotic traffic on the approach bridge?***

The ticket office is well used both by people making immediate bookings and people planning longer more complex journeys.

Traffic congestion on the road approach bridge is bad – potentially dangerous.

Could the delay be an opportunity to reconsider some aspects of the gateway plan? In a future scheme would it really be sensible to have the ticket office on the ground floor where it will be out of way of customers arriving on foot via a new town bridge? Could ticket sales be combined with more general retailing in the manner of Liverpool Central, Southport etc? Whatever the approach, Halifax station needs to be improved.

⁶ https://transportforthenorth.com/wp-content/uploads/EFT_Report_FINAL_web.pdf. "Full Calder Valley line" means Leeds via both Bradford and Brighouse to both Manchester and Preston.

⁷ Traction Decarbonisation Network Strategy.

⁸ Rail Industry Association (North) [Greener, Faster, Better - Decarbonisation Route Prioritisation for the North's Railways - Campaigns \(riagb.org.uk\)](https://ria.org.uk/greener-faster-better-decarbonisation-route-prioritisation-for-the-norths-railways-campaigns) [Greener, Faster, Better - Decarbonisation Route Prioritisation for the North's Railways - Campaigns \(riagb.org.uk\)](https://ria.org.uk/greener-faster-better-decarbonisation-route-prioritisation-for-the-norths-railways-campaigns)

(b) **Brighthouse and Sowerby Bridge stations**

- Brighthouse has had some improvement to waiting facilities but these are still only bus-shelter type.
- Sowerby Bridge has proper platform canopies, but waiting areas feel a little old fashioned.
- Both stations were originally earmarked for at least partial staffing under the final franchise agreement. If the service is increased the argument for at least part-time staffing and improved passenger facilities will be strengthened.

5.2 National issues – summary of some areas of concern

(a) Ticket and enquiry offices. Every time we have visited a staffed station recently, locally (Halifax and Hebden Bridge) and nationally, customers have been using the ticket office. These facilities provide services that online booking and TVMs cannot provide. Yes, there is also an argument for “roaming” staff moving around and helping people, but these staff should also be able to sit down with passengers making journey plans and bookings or tickets that are not easily done independently. Halifax station ticket office staff are continually at work helping passengers.

(b) Printed timetables contain browsable data not easily accessed online – an overview of what is available, allowing discovery of what is possible, not merely the next train to where you want to go. Standardisation across all TOCs would save costs – a job, surely for Great British Railways. Community rail groups could widen distribution which is essential to avoid waste. It pays to advertise. Could be sold in book form covering areas.

(c) Online ticket sales on mobile phone seem to favour Advance tickets when price difference is small. You have to scroll down to find return fares. We suspect evidence could be found of customers being caught out by this, e.g. buying ticket for train they end up not using then having to pay again. This can happen when 2 advance singles are bought instead of an off-peak day return. How often does this sort of thing happen?

(d) It would of course be much easier for passengers to decide on the best ticket if fares were simpler. Many passengers do not understand the differences between anytime, off-peak and advance tickets. And we still live in a situation where a return fare can be little more than a single – this usually means that singles are expensive not that returns are cheap!

6 **Concluding remarks** (Appendixes 1 & 2 follow.)

We are in challenging economic times. But public transport, not least rail, remains vital and must be improved if we are to achieve decarbonisation, congestion reduction and value for public spending.

Table on next page hints at a timeline for development.

Achieving attractive services – proper services – at stations such as Sowerby Bridge, Brighthouse and Elland, building wider regional links, is part of that. Adequate resources – train carriages in sufficient number to prevent overcrowding enhance reliability and enable service enhancement – must be provided. The cost of this provision will be recouped through increasingly attractive service, increased revenue, and transfer of passengers to environmentally sound, low-carbon (eventually zero-carbon) transport.

Good service by highly motivated station and train staff must continue.

Finally, we look forward with great interest to the **WYCA draft rail strategy** expected to be out for consultation in spring 2023.

[Turn over →]

A programme of service improvement: towards a timeline

<p>1 To correct faults in present timetable</p> <p>We think it should be possible to do all of this in less than 2 years from now.</p>	<p>Sunday Manchester service at Mytholmroyd (and possibly Low Moor)</p> <p>Dec '23?</p>	<p>Fill gaps in service at Sowerby Bridge and Mytholmroyd (e.g. late evenings)</p> <p>May '23?</p>	<p>Blackpool-York trains to call at Sowerby Bg</p> <p>Dec 2023?</p>	<p>All Manchester trains to call at Sowerby Bridge</p> <p>Dec 2023?</p>		
<p>The above will give Sowerby Bg service equal to that at Hebden Bg & Todmorden.</p> <p>Some additional stops at Mytholmroyd (and possibly Walsden) should also be considered.</p> <p>Manchester train Sunday stops at Mytholmroyd (and possibly Low Moor) must be restored.</p>						
<p>2 Elland station</p>	<p>Must open by 2025. (Was originally planned for year 2000.)</p>					
<p>3 Improvement to service via Brighouse line to Leeds, Wakefield, Huddersfield and beyond</p>	<p>(a) During TransPennine Route Upgrade works when Huddersfield line is blocked services diverted via the CV line should serve Brighouse and one or two upper Calderdale stations.</p> <p>(b) Business case to be developed for</p> <ul style="list-style-type: none"> (i) doubling of frequency on all four arms of route through Elland/Brighouse based on population (present and expected future) served, i.e. to 4/hr through Elland and Brighouse; together with (ii) connections between E-W and N-S services and ELN/BGH (hourly repeating pattern), with sensible pattern within the hour (iii) similar principles applied to rest of Calder Valley line as far as possible <p>(c) Examples of services that might be enhanced and/or introduced, step-by-step</p> <table border="1" data-bbox="343 963 1497 1601"> <tr> <td data-bbox="343 963 917 1601"> <p>Doubling of service on N-S route. Could achieved by</p> <ul style="list-style-type: none"> • Extension of Hull-Halifax trains to Huddersfield (requiring 1 additional train unit) along with... • ... retiming of Bradford-Hud trains to give good 2/hr pattern. • Extension of one of the above to Manchester Piccadilly (via Stalybridge) to give regular service from Calderdale to south Manchester work, education and leisure attractions. Would also provide service from Tame and Colne valley stations to Bradford. <p>Alternatively one service each hour could be through from Lancashire and upper Calderdale to Huddersfield, at least at peak hours, serving student and commuting and leisure market.</p> </td> <td data-bbox="917 963 1497 1601"> <p>Doubling of E-W service. Could be achieved by</p> <ul style="list-style-type: none"> • New service from Preston or East Lancs via Brighouse (to Leeds or) to Wakefield, Castleford and York, providing new journey opportunities and economic benefits for Calderdale and Wakefield district stations. These benefits would be additional to those provided by an hourly Manchester-Huddersfield-Wakefield-York service. <p>Alternatively could be service from Bradford and Halifax to Wakefield, Castleford and York linking principal centres in West Yorkshire with York, avoiding Leeds</p> <p>See also below.</p> </td> </tr> </table> <p>A semi-fast Bradford to Sheffield service via a reopened Craggstone connection and Barnsley as advocated by Greengauge 21 (Dec'22) with a new station at Horbury (for Ossett) could replace one of the above services, or be added to provide additional connectivity complementing the above.</p> <p style="text-align: center;">Aim would be even-interval connecting services repeating each hour. Possible schemes are shown in Appendix 1.</p>				<p>Doubling of service on N-S route. Could achieved by</p> <ul style="list-style-type: none"> • Extension of Hull-Halifax trains to Huddersfield (requiring 1 additional train unit) along with... • ... retiming of Bradford-Hud trains to give good 2/hr pattern. • Extension of one of the above to Manchester Piccadilly (via Stalybridge) to give regular service from Calderdale to south Manchester work, education and leisure attractions. Would also provide service from Tame and Colne valley stations to Bradford. <p>Alternatively one service each hour could be through from Lancashire and upper Calderdale to Huddersfield, at least at peak hours, serving student and commuting and leisure market.</p>	<p>Doubling of E-W service. Could be achieved by</p> <ul style="list-style-type: none"> • New service from Preston or East Lancs via Brighouse (to Leeds or) to Wakefield, Castleford and York, providing new journey opportunities and economic benefits for Calderdale and Wakefield district stations. These benefits would be additional to those provided by an hourly Manchester-Huddersfield-Wakefield-York service. <p>Alternatively could be service from Bradford and Halifax to Wakefield, Castleford and York linking principal centres in West Yorkshire with York, avoiding Leeds</p> <p>See also below.</p>
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<p>4 Electrification</p>	<p>Decarbonisation must mean full electrification for maximum economy in energy use, lower operation and maintenance costs, and financial payback in long term. The CV line ranks with highest priority routes in 2015 task force report and 2022 RIA North strategy. Electrification could start alongside developments in 3 above.</p>					

Taktfahrplan* Calder Valley

Aim is to provide the following:

- all trains Leeds/Bradford to Manchester/Blackpool to serve Sowerby Bridge giving 4 trains/hr
- double existing (Dec 2022) frequency on both routes via Brighouse and Elland
- i.e. 1 train/hour increased to 2 trains/hr on both N-S; 2 E-W i.e. 4 trains per hour at both BGH and ELN
- connection between N-S and E-W services at Brighouse (or Elland)
- **Brighouse-Leeds journey time reduced to 20 minutes** with limited stop service via Dewsbury, together with other destinations beyond the Brighouse corridor such as **Wakefield-Castleford-York** and possibly **Sheffield** via a reopened curve at Crigglestone (as suggested by Greengauge 21 report, Dec'2022)
- service upper Calderdale-Huddersfield, supporting employment, educational and other demands either by good connections at Elland/Brighouse or possibly through service
- sensible interval of services connecting on a repeating hourly or half-hourly pattern
- link from Bradford and Calderdale to south side of city of Manchester,
- link from Stalybridge-Huddersfield local stations (e.g. Marsden, Slaithwaite) via lower Calderdale to Bradford, also providing a link from Bradford and eastern Calderdale to south Manchester
- greater community awareness of Calder Valley rail service enhanced by work of the new **community rail partnership**, as well as station groups

Justified by:

- existing population comparisons on basis of ward boundaries with areas served by upper Calderdale stations that have 4 trains/hr
- projected housing growth e.g. in Calderdale draft local plan not least in the lower valley of the district close to Brighouse station and more generally served by the Sowerby Bridge and Brighouse rail corridor
- promotion of rail use for a wide and increasing range of purposes, leisure and personal as well as work and business; expansion of rail use to a wider population better justifying support by government
- improved connections providing improved local and regional connectivity, including Bradford/Calderdale to Huddersfield/Manchester Piccadilly and to Wakefield/Castleford/York
- provision of sufficient service to attract increased modal transfer from road to rail with environmental benefits and decarbonisation
- possibility of service to Manchester Piccadilly via Brighouse and Huddersfield (providing short-term alternative to Bradford-Manchester Airport service via Ordsall Chord).
- better value for money for farepayers and taxpayers

NOTE:

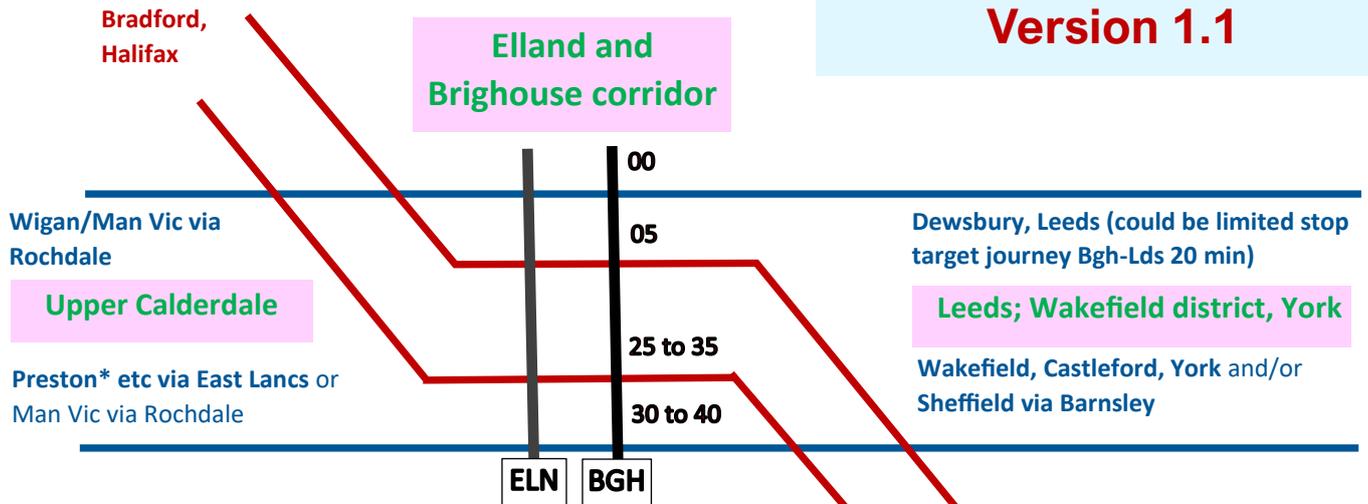
- existing service elements York/Hull/Leeds via Bradford and Halifax to Blackpool, Manchester and Chester would be retained, along with increased frequency on all arms of Brighouse route
- broken promise under Northern trains franchise of Bradford/Calderdale service to south Manchester (for airport etc) needs to be reinstated and delivered.

Examples follow of how N-S and E-W services might be coordinated on the Elland-Brighouse corridor.

- Option 1.1 is a basic pattern N-S connecting with E-W.
- Options 2.1 and 2.2 are different examples of how through upper-Calderdale to Huddersfield trains might connect.
- Clearly there is a **threat** due to limited capacity Dewsbury Leeds both during TRU works and after. This threat should become an **opportunity**, with services via Wakefield and Castleford to York providing new connectivity for three WY districts Wakefield, Kirklees and Calderdale. 2 trains/hr via Wakefield to York could alternatively serve Huddersfield-Manchester and Calderdale (perhaps Preston) routes.

* **Taktfahrplan** means a fixed interval or clockface timetable, with connections that repeat at regular intervals, hourly or half-hourly.

Brighouse line “taktfahrplan”: Version 1.1



NOTE: times at Brighouse (BGH), **examples for illustration only**, are westbound minutes past each hr and represent one possible system of 5-minute connections between E-W and N-S routes. Opposite direction would be “mirror image” offering same connections in reverse direction. Times are mutually relative, not based on actual clockface. (Present timetable has Wigan-Leeds service xx32 at BGH; this is shown as xx00 for presentational simplicity.) Range of times for second pair of services each hour preserves minimum 20min interval with first pair.

Huddersfield (and/or beyond, e.g. Manchester Piccadilly or Wakefield etc)

* Service from Preston etc would be additional to present hourly Blackpool-York service which would continue to run via Halifax.

Benefits of Version 1.1

2 trains/hr Bradford/Halifax-Huddersfield ideally extending to Manchester Picc etc;

2 trains/hr Upper Calderdale-Brighouse...

...of which

1/hr to Leeds via Dewsbury (limited stop; aiming for Brighouse-Leeds, 20 minutes)

1/hr to Wakefield, Castleford, York (Brighouse-York 55 minutes)

(or to Leeds via Dewsbury or Wakefield; or to Sheffield via Barnsley*)

Slightly longer-term semi-fast service **Bradford-Sheffield** via Halifax, Mirfield, reopened Crigglestone curve and Barnsley providing a missing link with South Yorkshire and beyond.

Connections at Eln or Bgh:

1/hr Upper Calderdale-Huddersfield and vice versa

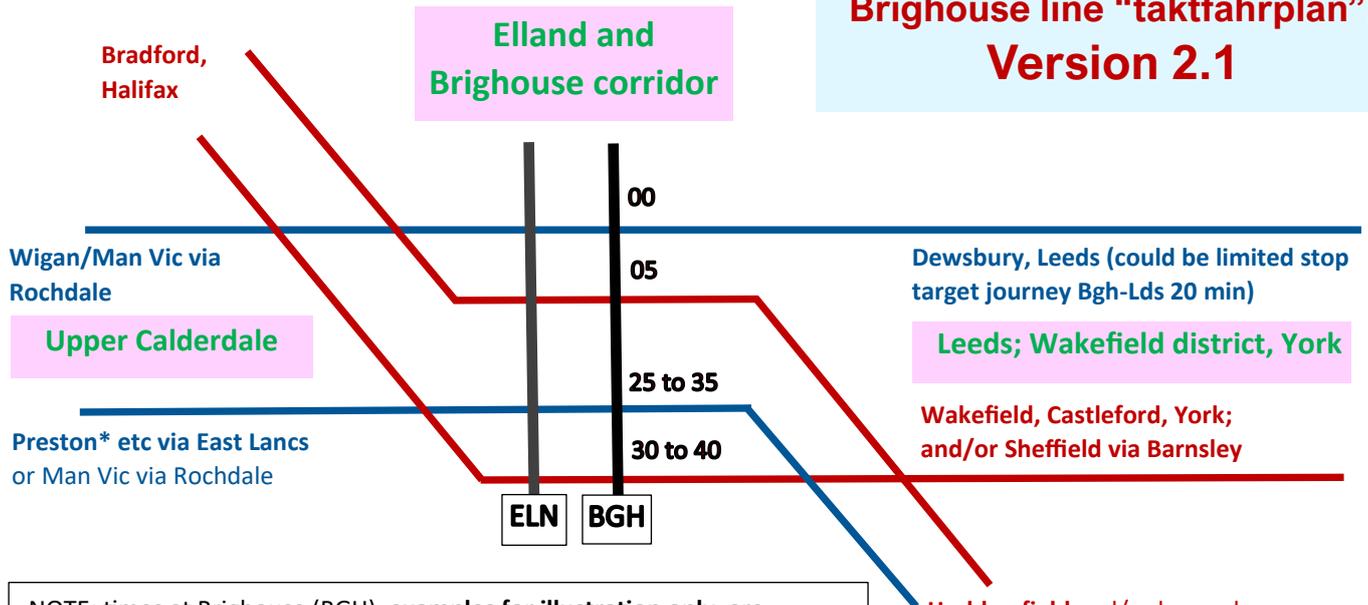
1/hr Bradford/Halifax to Wakefield etc and vice versa

Connections at Brighouse/Elland would be same platform; 5 min assumed reasonable.

Further connections could be available at Mirfield.

Extension of Bradford/Calderdale-Huddersfield trains to Manchester Piccadilly (e.g. by linking with Hud-Man stopper) would provide link to south side of Manchester for work, education and tourist destinations as well as airport. In addition local stations west of Huddersfield would gain a link to Halifax and Bradford.

Brighouse line “taktfahrplan”: Version 2.1



NOTE: times at Brighouse (BGH), **examples for illustration only**, are westbound minutes past each hr and represent one possible system of 5-minute connections between E-W and N-S routes. Opposite direction would be “mirror image” offering same connections in reverse direction. Times are mutually relative, not based on actual clockface. (Present timetable has Wigan-Leeds service xx32 at BGH; this is shown as xx00 for presentational simplicity.) Range of times for second pair of services each hour preserves minimum 20min interval with first pair.

* Service from Preston etc would be additional to present hourly Blackpool-York service which would continue to run via Halifax.

Benefits of Version 2.1

2 trains/hr both Bradford/Halifax and upper Calderdale to Brighouse, extended as follows:

- 1/hr Bradford-Huddersfield, possibly extending to Manchester Piccadilly ;
- 1/hr (Wigan-)Manchester-Todmorden-Leeds via Dewsbury
(limited stop; aiming for Brighouse-Leeds 20 minutes);
- 1/hr Preston (or Manchester) upper Calderdale-Huddersfield/beyond A (+B=2/hr)
- 1/hr Bradford/Halifax-Wakefield, Castleford, York (Brighouse-York 55 minute)

Slightly longer-term semi-fast service **Bradford-Sheffield** via Halifax, Mirfield, reopened Crigglestone curve and Barnsley providing a missing link with South Yorkshire and beyond.

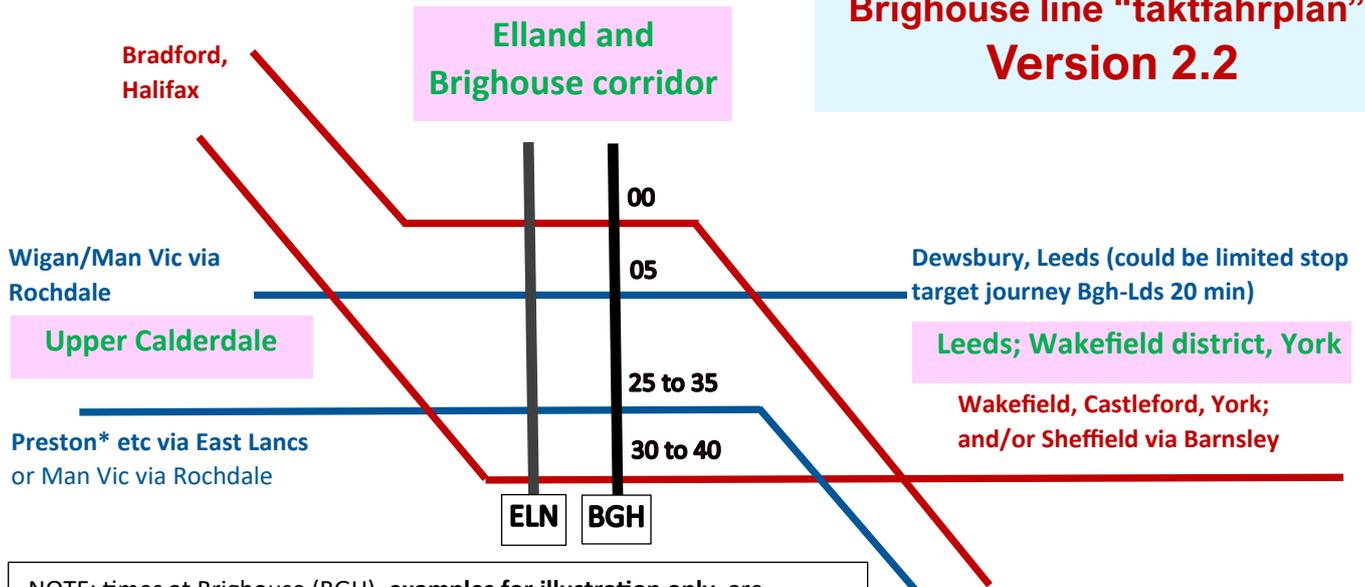
Connections at Eln or Bgh:

- 1/hr Upper Calderdale-Huddersfield (and vice versa) B (+A=2/hr)
- 1/hr Upper Calderdale-Wakefield and beyond (and vice versa)

Connections at Brighouse/Elland would be same platform; 5 min assumed reasonable. Further connections could be available at Mirfield.

Extension of Bradford/Calderdale-Huddersfield trains to Manchester Piccadilly (e.g. by linking with Hud-Man stopper) would provide link to south side of Manchester for work, education and tourist destinations as well as airport. In addition local stations west of Huddersfield would gain a link to Calderdale and/or Bradford.

Brighouse line "taktfahrplan": Version 2.2



NOTE: times at Brighouse (BGH), **examples for illustration only**, are westbound minutes past each hr and represent one possible system of 5-minute connections between E-W and N-S routes. Opposite direction would be "mirror image" offering same connections in reverse direction. Times are mutually relative, not based on actual clockface. (Present timetable has Wigan-Leeds service xx32 at BGH; this is shown as xx05 in this version.) Range of times for second pair of services each hour preserves minimum 20min interval with first pair.

* Service from Preston etc would be additional to present hourly Blackpool-York service which would continue to run via Halifax.

Benefits of Version 2.2

2 trains/hr both Bradford/Halifax and upper Calderdale to Brighouse, giving through services as follows:

- 1/hr Bradford-Huddersfield, possibly extending to Manchester Piccadilly ;
- 1/hr (Wigan-)Manchester-Todmorden-Leeds via Dewsbury
(limited stop; aiming for Brighouse-Leeds 20 minutes);
- 1/hr Preston (or Manchester)-upper Calderdale-Huddersfield/beyond;
- 1/hr Bradford/Halifax-Wakefield, Castleford, York (Brighouse-York 60minute)

Slightly longer-term semi-fast service **Bradford-Sheffield** via Halifax, Mirfield, reopened Craggstone curve and Barnsley providing a missing link with South Yorkshire and beyond.

Connections at Eln or Bgh:

- 1/hr Bradford/Halifax-Dewsbury
- 1/hr Upper Calderdale-Wakefield and beyond (and vice versa)

Connections at Brighouse/Elland would be same platform; 5 min assumed reasonable. Further connections could be available at Mirfield.

Extension of Bradford/Calderdale-Huddersfield trains to Manchester Piccadilly (e.g. by linking with Hud-Man stopper) would provide link to south side of Manchester for work, education and tourist destinations as well as airport. In addition local stations west of Huddersfield would gain a link to Calderdale and/or Bradford.

Appendix 2: some problems with current CV line timetable – not all of them!

Halifax/**Upper CV westbound** (typical times each hour, Hull-Hfx and Bradford-Hud times shown for info)

(SM) =calls Sowerby Bg + Mytholmroyd

from	Leeds	Leeds	Bradford	Hull	Leeds	York	
Leeds d	12	18	(calls LMR)	27	42 (calls LMR)	57	
Halifax d	44	via Bgh (SM)	50	(arr 03)	17 (SM)	28	Gap 33 min in service Hfx-UCV
Hebden Bg d	56	10			33	40	
to	MCV	Wigan NW	Hud via Bgh	Halifax terminates	Chester	Blackpl	
	Note (1)						Note (1). These trains were affected by pathing issues with freights; variation in hourly times. Seems no longer to be a problem in Dec'22 timetable.

Halifax/**Upper CV eastbound** (typical times each hour, Hfx-Hull and Hud-Bradford times shown for info)

(SM) =calls Sowerby Bg + Mytholmroyd

from	MCV	Blackpool	Hud via Bgh	Chester	Wigan	Hfx	
Hebden Bg d	27-31	42		50 (SM)	14 (SM)		4 trains in 36 min; then 24 min gap
Halifax d	38-42	53	57 (calls LMR) Two services close together at Low Moor (then gap of nearly 1 hr)	05 (calls LMR)	via Bgh	17	UCV 3 trains in 23 to 27 min, then gap of more than ½ hr. Similar issue applied to Hfx-Lds pattern when Hull train not running, May-Dec 2022. Gap between Hfx-Hull and next MCV-Lds typically 21min or more.
Leeds a	13-18	28		43	03	40	
to	Lds	York	Bradford	Leeds	Leeds	Hull	

Connections upper CV to/from Huddersfield – underlining need for more coordinated Brighouse line service

Hebden Bg d xx24	Hfx a xx35	Hfx d xx50	Hud a xx13	Hbd-Hud 49 min. Does not serve Tod, Myt, Sow whose passengers must use Wigan-Leeds train with 28 min wait in Brighouse (or use X63 bus from Bgh)
Huddersfield d xx35	Bgh a xx46	Bgh d xx50	Hbd a xx10	Hud-Hbd 35 min. Serves all UCV stations. Good connection at Bgh – same platform (but too tight?)

This situation supports argument for 2 trains/hr on both N-S and E-W routes through Elland & Brighouse, allowing half-hourly connections between the two routes and possibly some direct trains upper Calderdale-Huddersfield.

This paper written by

**J Stephen Waring, Chair,
Halifax & District Rail Action Group**

js.waring@hotmail.co.uk

www.hadrag.com www.electriccharter.wordpress.com

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