

26 MAR 2012

## REF:

The Infrastructure Planning Commission,  
Temple Quay House,  
Temple Quay,  
Bristol.  
BS1 6PN.

14<sup>th</sup> March 2012.

Dear Infrastructure Planning Commission,

Before you close down, would you kindly give your opinion of my proposal. We are continually being told Britain is running out of rail capacity by both the DfT and Network rail but nothing is being done about it apart from a bit of tinkering here and there with grade separated junctions and now the outrageously expensive HS2. There are no capacity increasing projects in between the two extremes.

My proposal, if adopted, would solve many capacity problems at a stroke but nobody either at Government level or DfT gives a damn despite gesturing on the media that they care. Nobody at the DfT will give me a straight answer as to why it is not worth a feasibility study. All I get are standard dismissive replies from different people each time I write and ask why it is not possible. This proposal meets with Government policy on modal shift, CO2 emission reduction and frees up capacity at congested nodal points, particularly Leeds and York.

We are told that 120% increase in intermodal traffic in the next twenty years is the driver for improved freight infrastructure particularly container traffic from Felixstowe, Harwich and the proposed Thameshaven port.

Due to congestion on the Great Eastern main line south of Ipswich and on the North London line, intermodal traffic is being diverted across country via Ely and Peterborough to Nuneaton once gauge enhancement work is completed. Network Rail publishes on its website a proposal to divert all freight traffic off the East Coast mainline between Peterborough and Doncaster via Lincoln to allow more passenger paths. The North Doncaster Chord is part of the proposal to free up capacity for passenger trains.

Looking at the enclosed sketch you can see that by reopening the March-Spalding line, building a Doncaster East chord connecting existing radial lines with the proposed North Doncaster Chord, a new chord at Hatfield and reopening of the Leamside line, freight can avoid the ECML completely between Ipswich and Newcastle except for between York and Northallerton because there are currently no alternate routes between these points.

This is where the main thrust of my argument scores. By reopening the Church Fenton-Wetherby-Harrogate-Ripon-Northallerton route, freight can be diverted away from York and the ECML all the way from Ipswich via Lincoln, proposed East and North Doncaster Chords and Knottingley to Newcastle. All coal traffic from West Scotland, Tyne Dock and Teesport

to Ferrybridge, Eggborough and Drax power stations can be diverted this way to Knottingley. This will avoid capacity enhancement work at Skelton Junction north of York and other work in the station area.

By reopening the Woodhead route, traffic from Ipswich to Manchester/Liverpool can be routed from Lincoln via Sheffield without the need to travel anywhere on the ECML or WCML.

Trans Pennine electrification from Manchester to York, announced in the Autumn Statement, will exacerbate congestion problems between Leeds and Micklefield on the Leeds-York/Hull route. This can be relieved by reopening the Leeds-Wetherby line in conjunction with the Wetherby-Harrogate-Ripon-Northallerton reopening mentioned above. This route from Leeds-Northallerton is **15 fuel-saving miles shorter** than via York and should be faster also. Shorter journey times is the aim of Northern Hub and this is being achieved by spending large amounts of capital to save 10-15 minutes between Manchester and Leeds. My proposal could save 15 minutes between Leeds and Northallerton for Leeds-Newcastle trains depending on station stops.

Not only will this introduce a 100mph railway onto this wealthy and very busy commuting corridor, but will compliment the other route from Harrogate to Leeds via Horsforth that is already struggling to cope in the morning and evening peaks. Planned extensive alterations to provide additional west end bay platforms at Leeds can be avoided as trains from Harrogate via one route can use through platforms at Leeds and back to Harrogate on the other route and vice versa as in a teardrop. This would eliminate platform blocking and turnaround dwell times for terminating Harrogate services with better and more efficient use of trains.

An alternate route between York and Northallerton would be available at times of emergency such as suicides, derailments and de-wiring as these can completely close the route for up to 24 hours.

To sum up, these two proposals would:-

1. Provide an additional strategic freight route avoiding York and the ECML.
2. Introduce a diversionary route between York and Northallerton.
3. Improve connectivity and provide opportunity for modal shift.
4. Reduce CO2 emissions dramatically.
5. Reduce congestion at nodal points Leeds and York.
6. Improve use of rolling stock.
7. Provide a shorter route between Leeds and Newcastle avoiding congested York.
8. Put Ripon and Wetherby back on the railway map.
9. Provide Harrogate, a large conurbation of 120,000 inhabitants, with through trains again after 50 years.

10. Ease pressure on the Harrogate-Horsforth-Leeds route
11. Defer the need for planned major civil engineering improvements to increase capacity at Leeds and York.
12. Endorse Peak Oil predictions of a large increase in use of rail as oil prices rise disproportionately from 2015 onwards. This rise is approximately five years ahead of prediction.

A full feasibility study and business case has been completed for the line north of Harrogate. This produced a benefit/cost ratio of 1:2, the same as HS2, but North Yorkshire County Council is not doing anything to promote reopening even though it part funded the study. Opening bypasses is higher on the list of priorities!! West Yorkshire PTE is more receptive to the proposal south of Harrogate.

I hope the enclosed sketch and maps are self explanatory. I welcome your suggestions for taking this forward.

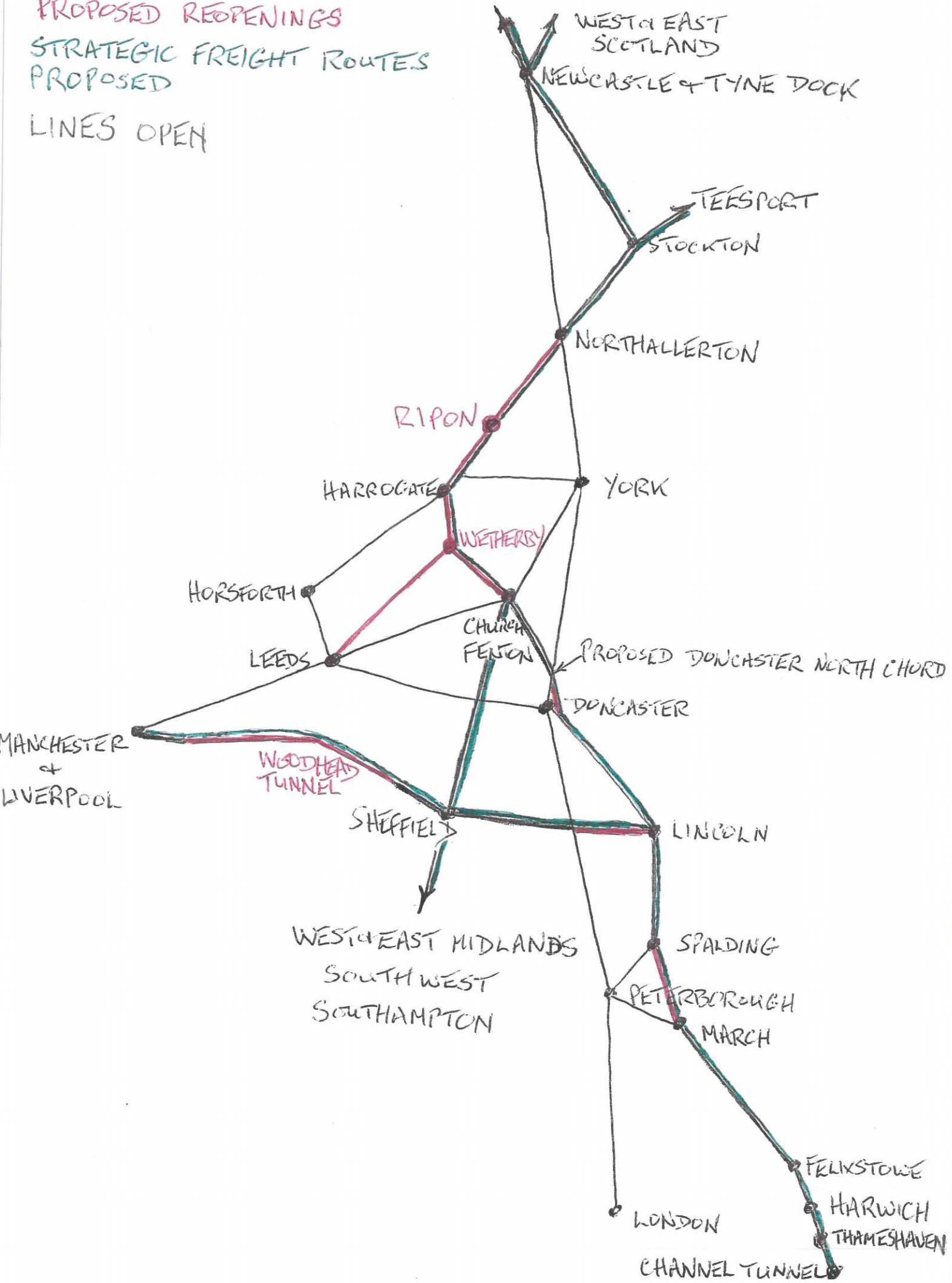
Yours sincerely,

Dr Adrian Morgan,



NOT TO SCALE

PROPOSED REOPENINGS  
STRATEGIC FREIGHT ROUTES  
PROPOSED  
LINES OPEN



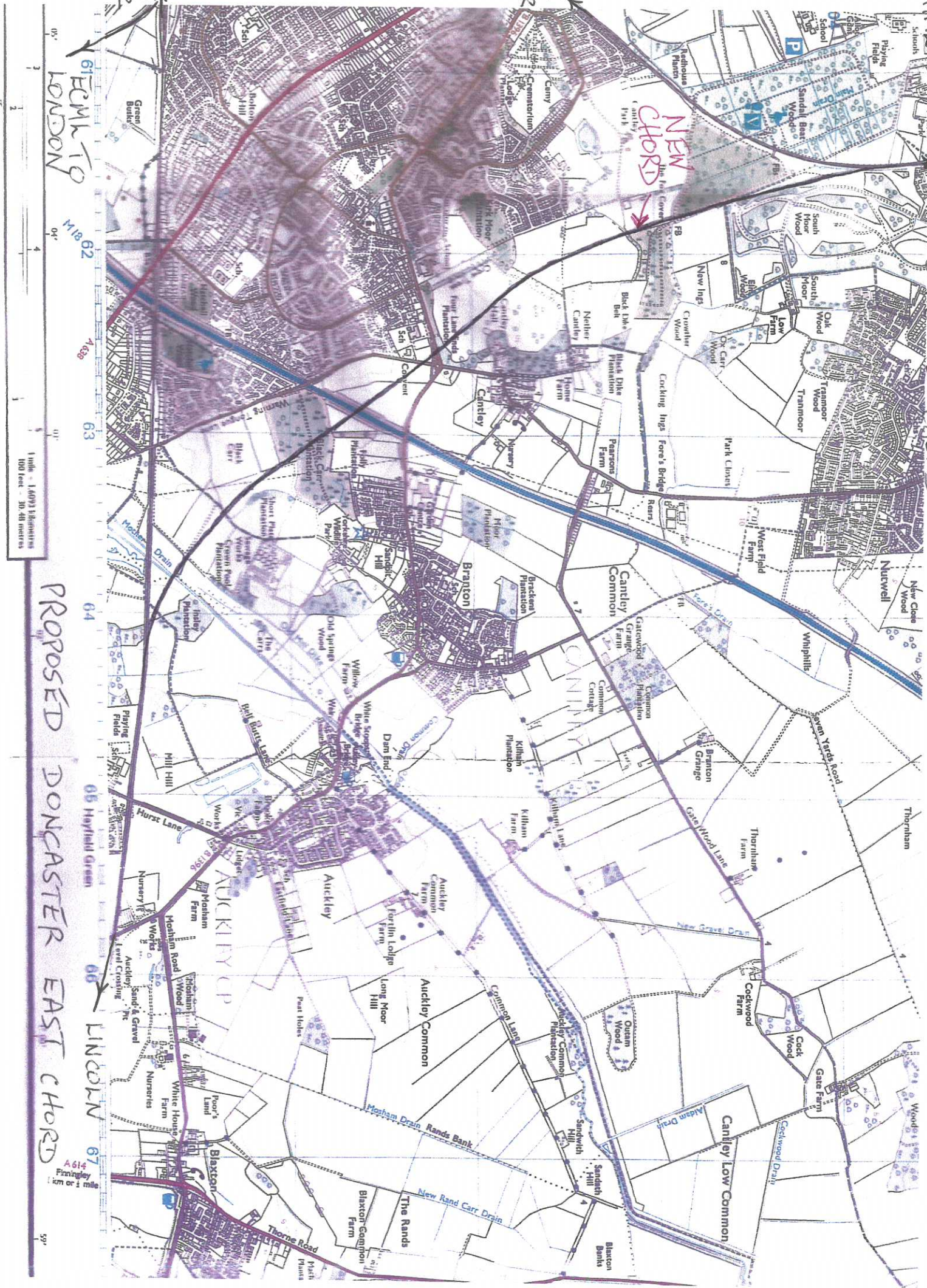
HAFIELDS NORTH DONCASTER CHORD

DON-CASTER

DON-CASTER

NEW CHORD

PROPOSED DONCASTER EAST CHORD



61 EG MK TO LONDON

M1802

4638

63

64

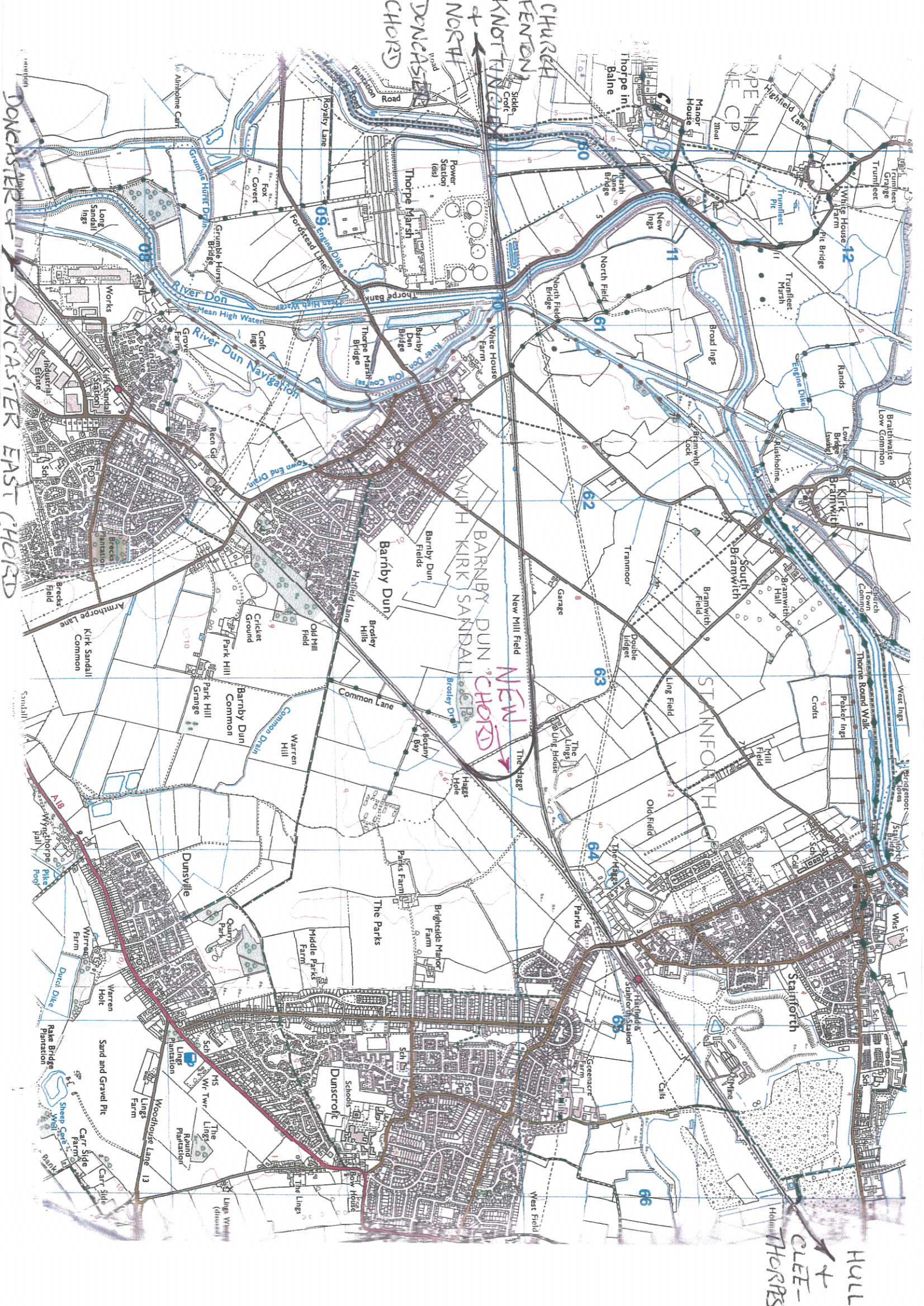
05 Hayfield Green

06

07 LINCOLN

67

A614 Frintingley on or 1 mile



DONCASTER EAST CHORD

CHORD  
DONCASTER  
NORTH  
KNOTTINGLEY  
CHURCH FENNON

NEW CHORD

CLEE-THORPE

HULL







8

16000000  
RIPON CP  
BREARTON CP  
NORTH YORKSHIRE COUNTY

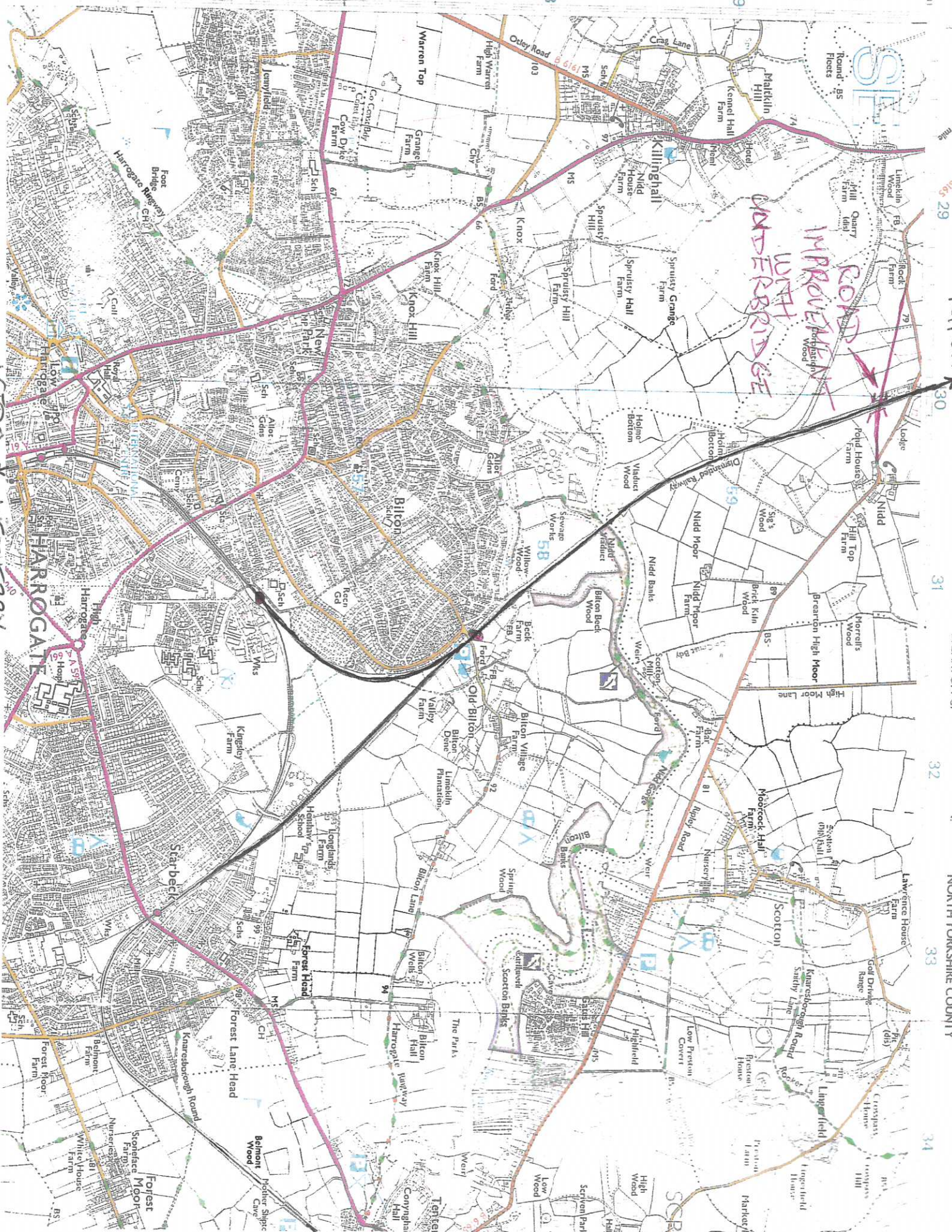
KILLINGHALL CP  
SKIPTON AND RIPON CO CONST

56

58

59

A 57  
12 km or 7 miles



LEEDS  
WETHERBY

ROADS  
IMPROVEMENT  
WITH  
UNDERBRIDGE

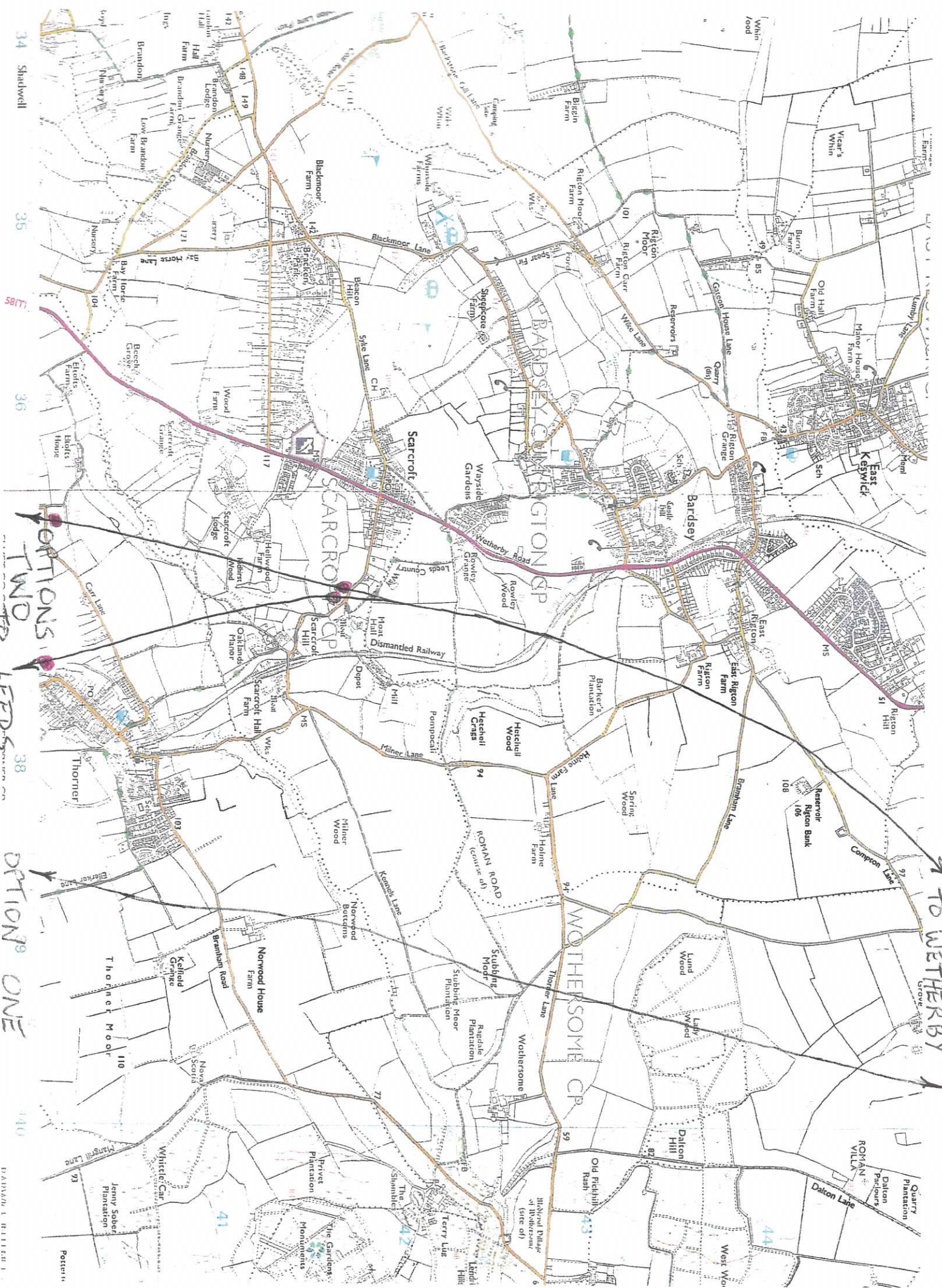
YORK

54° 00'

1° 30'







34 Shadwell

36

36

38

40

PORTIONS  
TWO

LEEDS

PORTION ONE

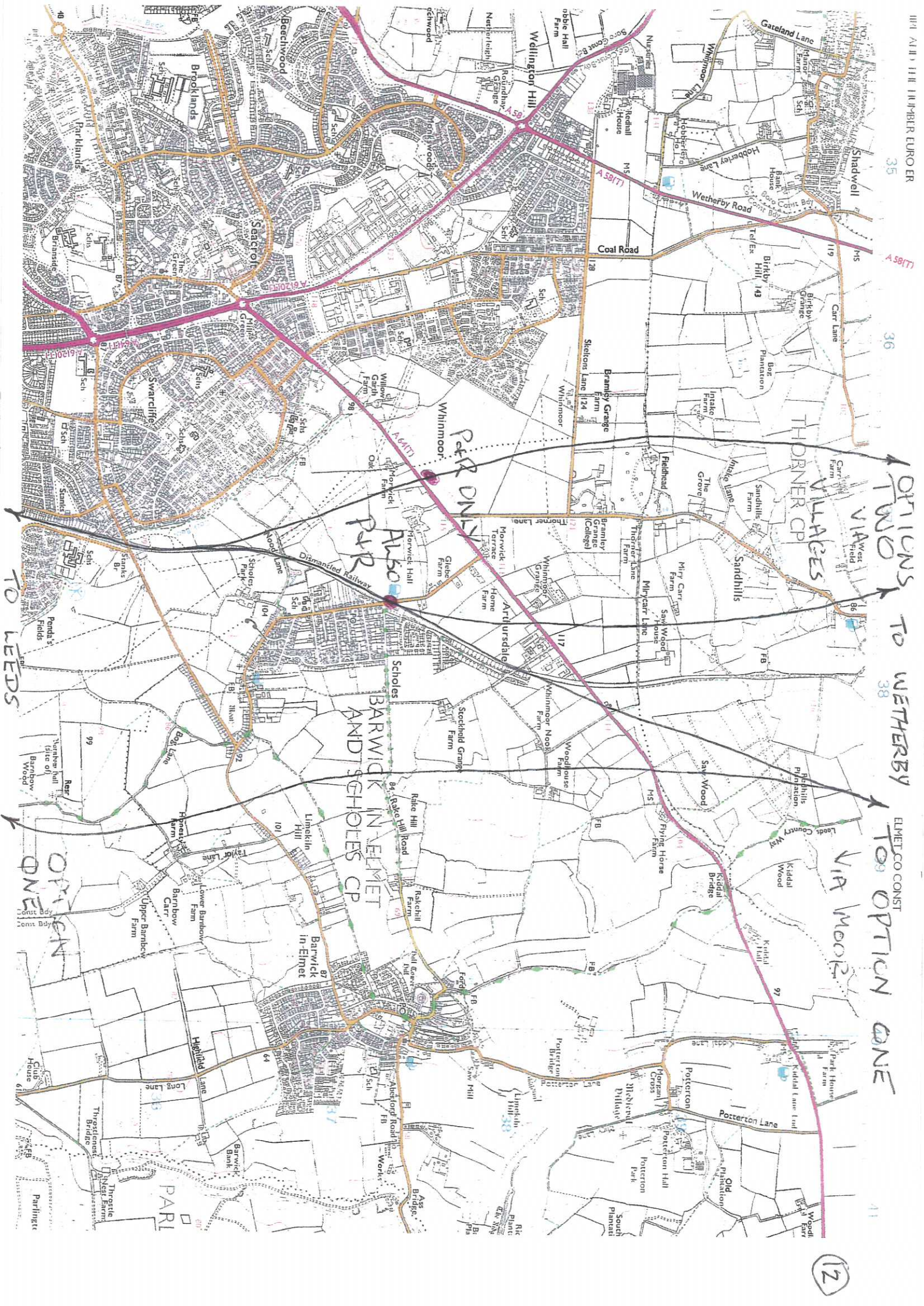
TO WETHERBY

35

36

38

41



OPTIONS TO WETHERBY  
 VIA WETHERBY  
 VIA WOOD

EMETCO CONST TO OPTION ONE  
 VIA WOOD

THORNER VILLAGES

BARKWICK AND SCHOLLES CP

PAR ONE

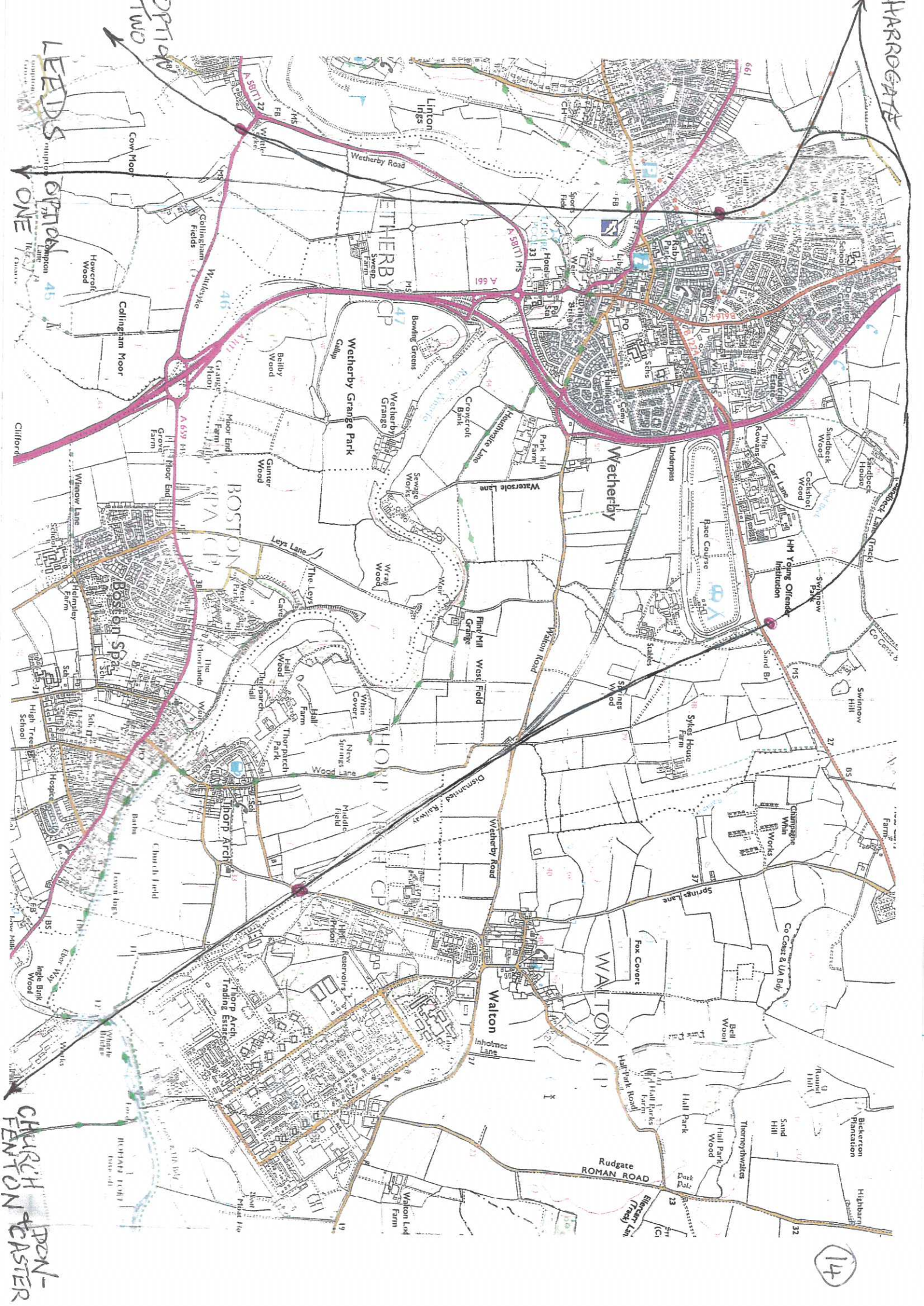
ALSO PAR

TO WEEDS

OPTION ONE

12





LEADS  
OPTON  
ONE

HARROGATE

CHURCH FENTON  
DEN- EASTER

14