

## Campaigning rail user groups on the Calder Valley Line in the North of England

# Electric Railway Charter

Modern, reliable, electric trains. For a good environment and good growth.

Launched in May 2018, this is declaration of support for a growing, sustainable railway that will promote good growth whilst protecting and enhancing the local and global environment. The Charter is both a call for rail businesses and local regional and central government bodies to act, and a commitment by its authors to continue to campaign in pursuit of railway electrification. The Charter is founded by four campaigning rail users' groups along the Calder Valley Line in the North of England.

**We invite** business, environmental, political, workplace and community groups to declare their support for our aims.

**We declare** our belief, as explained more fully in our supporting document *Arguments for Electrification*, that:

- Rail transport is and must continue to be developed as an attractive alternative to travel on congested roads, providing economic and environmental benefits.
- Road transport will move towards zero-emission, zero-carbon traction over coming decades; so too must rail.
- Diesel traction, including diesel "bi-mode" trains, and other forms depending on the combustion of fossil fuels must be phased out over a timescale which is short enough to make a real environmental impact.
- Electrified railways have a powerful business advantage through lower operational, maintenance and energy costs, and user-benefits leading to the well-established "sparks effect". The cost of electrification is recouped through operational savings later.
- Electrified railways have powerful environmental advantages – including the improvement of air quality, and the combatting of climate change by elimination of CO<sub>2</sub> emissions. As electricity generation moves towards zero carbon, so will electric railways. We must aim for a zero-carbon future for transport.
- The report "Northern Sparks" produced by the Northern Electrification Task Force (NETF) in March 2015, remains a strong statement attracting broad political support, in favour of electrification of main and secondary routes across the North of England.
- Gaps in electrification, for example due to tunnels or difficult bridges might be overcome by on-train energy storage that uses modern batteries. Genuinely sustainable alternative fuels may be considered for more lightly used routes. Enduring use of diesel or other fossil-derived fuels should be rejected.

**We call on** the rail industry, **and on** government at all levels:

- To reassert the need for a programme of railway electrification covering main and secondary routes.
- To initiate without delay a programme of railway electrification across the North of England, with a dedicated planning team and workforce, building on lessons learnt from recent schemes elsewhere.
- Specifically, to plan for early implementation of the NETF electrification schemes starting with the the full Calder Valley Line (CVL), extending from Leeds via Bradford and Brighouse through Rochdale to Manchester and through Burnley to Preston, as top-ranked NETF recommendation. The CVL scheme would follow naturally upon completion of the TransPennine Route Upgrade which is focussed on the route through Huddersfield.

### **Northern Sparks report March 2015 – NETF Tier 1 schemes**

**Scores** on economic and operational/environmental criteria

- **Calder Valley "full"**: Leeds to Manchester and Preston via Bradford and Brighouse **84**
- **Manchester-Warrington C-Liverpool**: **80**
- **Southport/Kirkby-Salford Cr**: **79**
- **Chester-Stockport**: **75**
- **Northallerton-Middlesbrough**: **73**
- **Leeds-Harrogate-York**: **70**
- **Selby-Hull**: **70**
- **Sheffield-Barnsley/Castleford-Leeds and connections**: **68**
- **Bolton-Clitheroe**: **67**
- **Sheffield-Doncaster/Wakefield (Dearne Valley)**: **67**
- **Hazel Grove-Buxton**: **66**
- **Warrington-Chester**: **64**

**STORM:**  
Support the Oldham, Rochdale  
Manchester rail line

**HADRAG:**  
The Halifax & District Rail  
Action Group

**Upper Calder Valley  
Sustainable Transport  
Group**

**Bradford  
Rail Users'  
Group**

supported by North West and  
Yorkshire branches of Railfuture

**railfuture** the independent campaign for a better  
passenger and freight rail network

