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West Yorkshire Local Transport Plan 2011 • 2026



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Rail Plan 7

Appendices



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Contacting Us

The West Yorkshire Integrated Transport Authority, Metro, (WYITA) is the statutory body with sole responsibility for the West Yorkshire Local Transport Plan (LTP).

As part of the LTP, this RailPlan has been prepared with the support of partners, stakeholders and members of the public. The Plan will be regularly reviewed and updated to reflect changing priorities and you can continue to contribute to such reviews.

If you have any further comments about RailPlan, or just want to keep involved in the on-going work, please contact the LTP Partnership.



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Version Changes for Railplan 7		
Version	Date	Description of change
1	03-10-2012	DOCUMENT APPROVED BY ITA 27-07-2012

1. Gap Evidence

Gap 1 : Train Service Frequency - A number of West Yorkshire stations still have poor train service frequencies which will not support proposed housing and jobs 'growth points'.

The table below summarises the off peak local service pattern on the rail corridors within West Yorkshire. This includes only those services that stop at all the stations within the corridor. A number of rail stations on West Yorkshire's rail network still have poor service connections to other major cities and poor

Route	Frequency
Airedale	4 trains per hour, two trains per hour to Leeds and Bradford – 4 trains per peak hour to Leeds Additional services between Leeds and Carlisle/Morecambe in some hours
Caldervale	Stations have 2 or more trains per hour to Bradford and Leeds, with the exception of Mytholmroyd, Sowerby Bridge and Walsden effectively have an hourly journey to Leeds and Bradford
Dearne Valley	2 trains per day Sheffield and York
Hallam	1 train per hour at Darton and Normanton – 2 trains per peak hour 2 trains per hour at Castleford and Woodlesford – 3 trains per peak hour
Harrogate	1 train per hour at Cattal, Hammerton and Poppleton – 2 trains per peak hour 2 trains per hour at stations between Knaresborough and Leeds – 4 trains per peak hour
Huddersfield	1 train between Huddersfield and Wakefield 1 train per hour from Brighouse to Leeds, Manchester, Bradford and Huddersfield 1 train per hour at Cottingley and Ravensthorpe – 2 trains per peak hour 2 trains per hour from other stations between Mirfield and Leeds – 3 trains per peak hour 4 trains per hour at Dewsbury – 6 trains per peak hour 1 train per hour between Huddersfield and Manchester Victoria – 2 trains per peak hour
Leeds – Bradford Forster Square	4 trains per hour to Bradford, two trains per hour to Leeds and Ilkley
Penistone	1 train per hour between Huddersfield, Barnsley and Sheffield
Pontefract	1 train per hour between Leeds and Knottingley
Wakefield Line	1 train at stations south of Fitzwilliam – 2 trains per peak hour from Doncaster 2 trains per hour at stations between Fitzwilliam and Leeds – 3 trains per peak hour (except Sandal & Agbrigg)
Wharfedale Line	4 trains per hour, 2 trains per hour to Leeds and Bradford – 4 trains per peak hour to Leeds
York and Selby	Less than hourly at Ulskelf and Church Fenton

service frequency to enable rail to become an attractive alternative to car journeys in particular during off peak. Hourly service frequencies still exist in some towns in West Yorkshire, particularly on services in the Wakefield District. This significantly affects the attractiveness of the rail offer and discourages car users to switch modes.

West Yorkshire's local rail services are not based on a standard hour even interval clockface timetable that enables good connections throughout.

Weekend and evening services are not always in synchronisation with a City Region with a modern, dynamic economy that has a vibrant social and entertainment scene and increasingly 24 hour culture. Passenger figures suggest that Saturday and Sunday trains are as busy as weekdays, however, with a much reduced service levels.

There are a number of proposed

1 train per hour at South Milford – 2 trains per peak hour
 2 trains per hour from Selby to Leeds – 3 trains per peak hour
 3 trains per hour at Garforth – 6 trains per peak hour



Figure 1: Leeds City Region Growth Points

'growth points' for housing and jobs throughout West Yorkshire. However, the current rail services offer does not necessarily support the development of these 'growth points'.

The Wakefield area for example has ambitious plans for both housing and jobs growth within its Local Development Framework but with many of the stations only offering a one train per hour frequency outside the peaks the rail offer is unattractive and inconvenient.

Frequencies on routes into and out of Leeds should offer a mix of both limited stopping express services and local stopping services (minimum of two trains per hour).

Gap 2 : Journey Times - Rail journeys to other key cities such as Manchester and Sheffield are slow. In some cases, the train journeys are longer than the car journey.

The following charts show journey times into key district centres by train, car and bus (or coach):

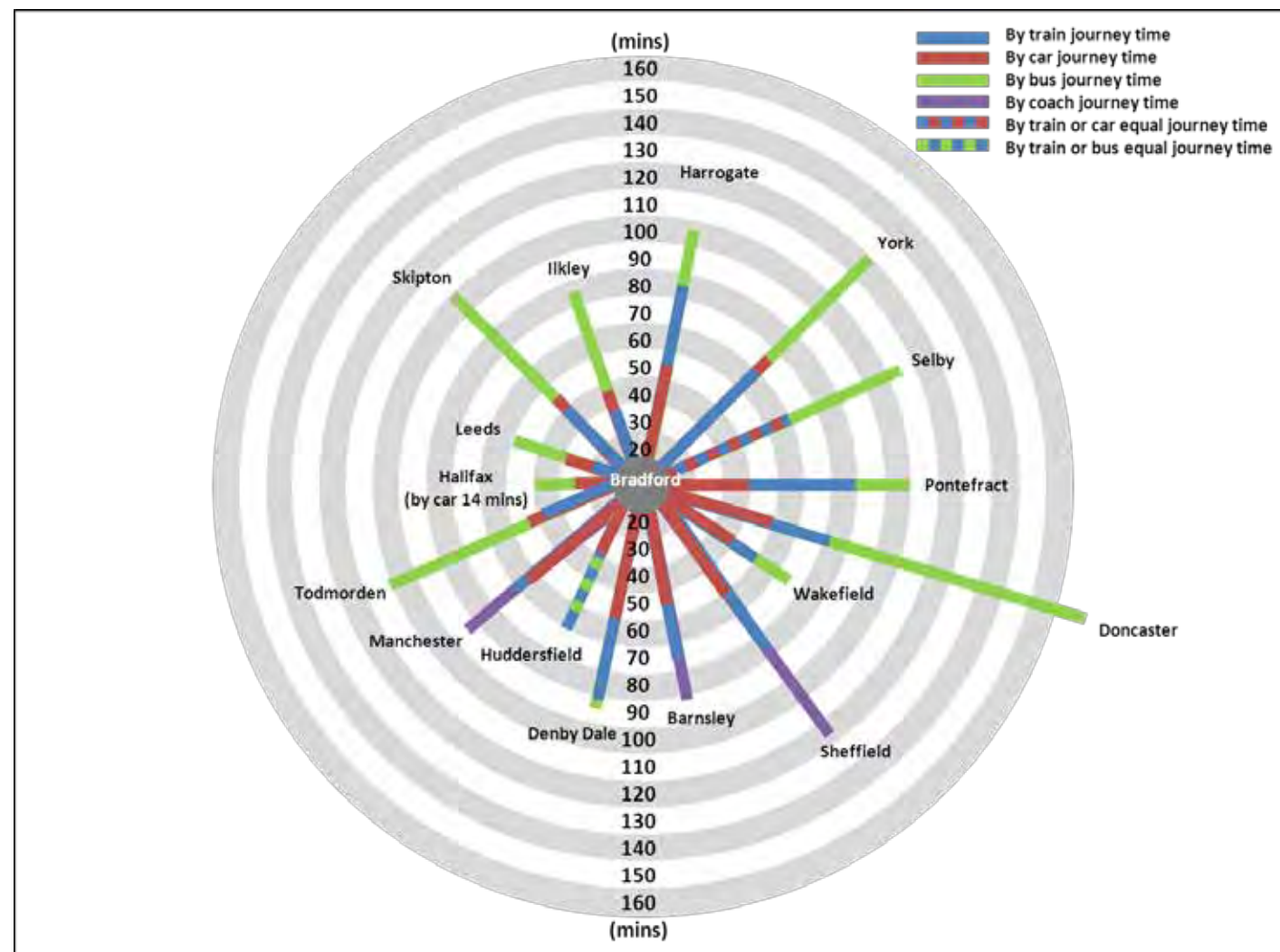


Figure 2 shows AM peak journey times in to Bradford by bus, rail and car (and for longer distances to Sheffield and Manchester by coach).

Figure 2: Journey times into Bradford - morning peak by various modes

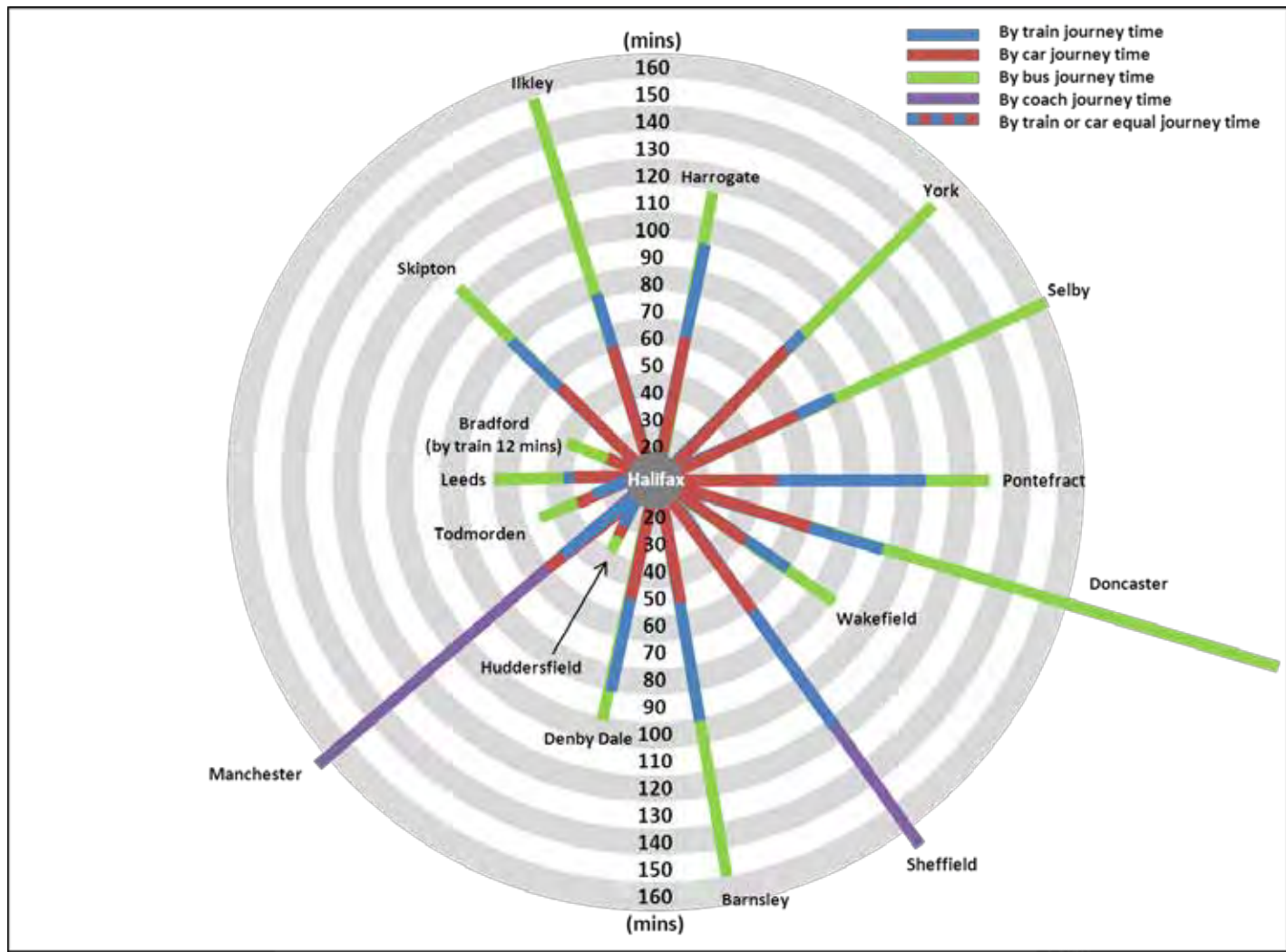


Figure 3 shows AM peak journey times in to Halifax by bus, rail and car (and for longer distances to Sheffield and Manchester by coach).

Figure 3: Journey times into Halifax - morning peak by various modes

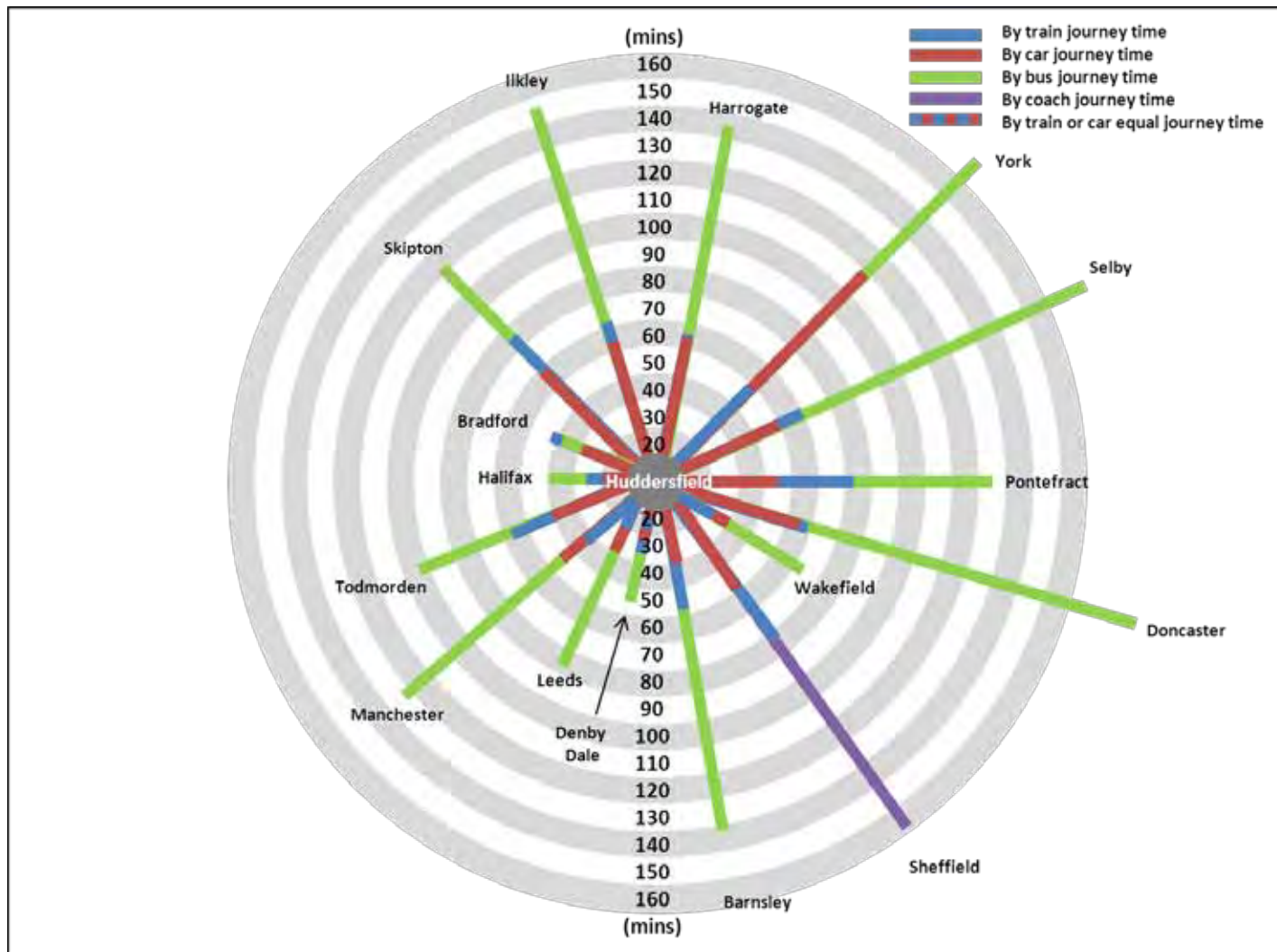


Figure 4 shows AM peak journey times in to Huddersfield by bus, rail and car (and for longer distance to Sheffield by coach).

Figure 4: Journey times into Huddersfield - morning peak by various modes

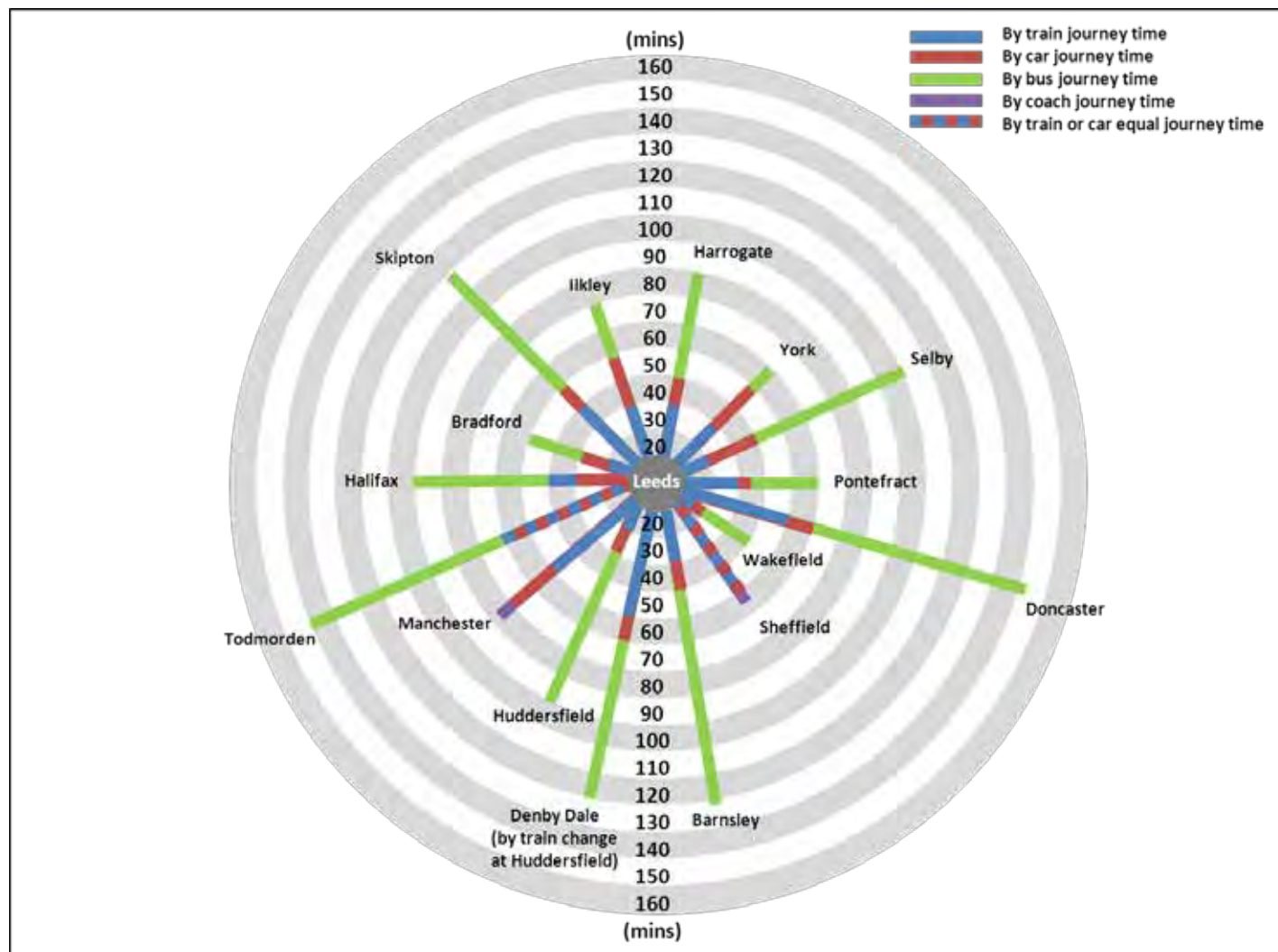


Figure 5 shows AM peak journey times in to Leeds by bus, rail and car (and for longer distances to Sheffield and Manchester by coach). Whilst rail is very competitive on most corridors, it is less so on inter-regional and even local links to Caldervale line destinations and Manchester, as well as to Sheffield.

Figure 5: Journey times into Leeds - morning peak by various modes

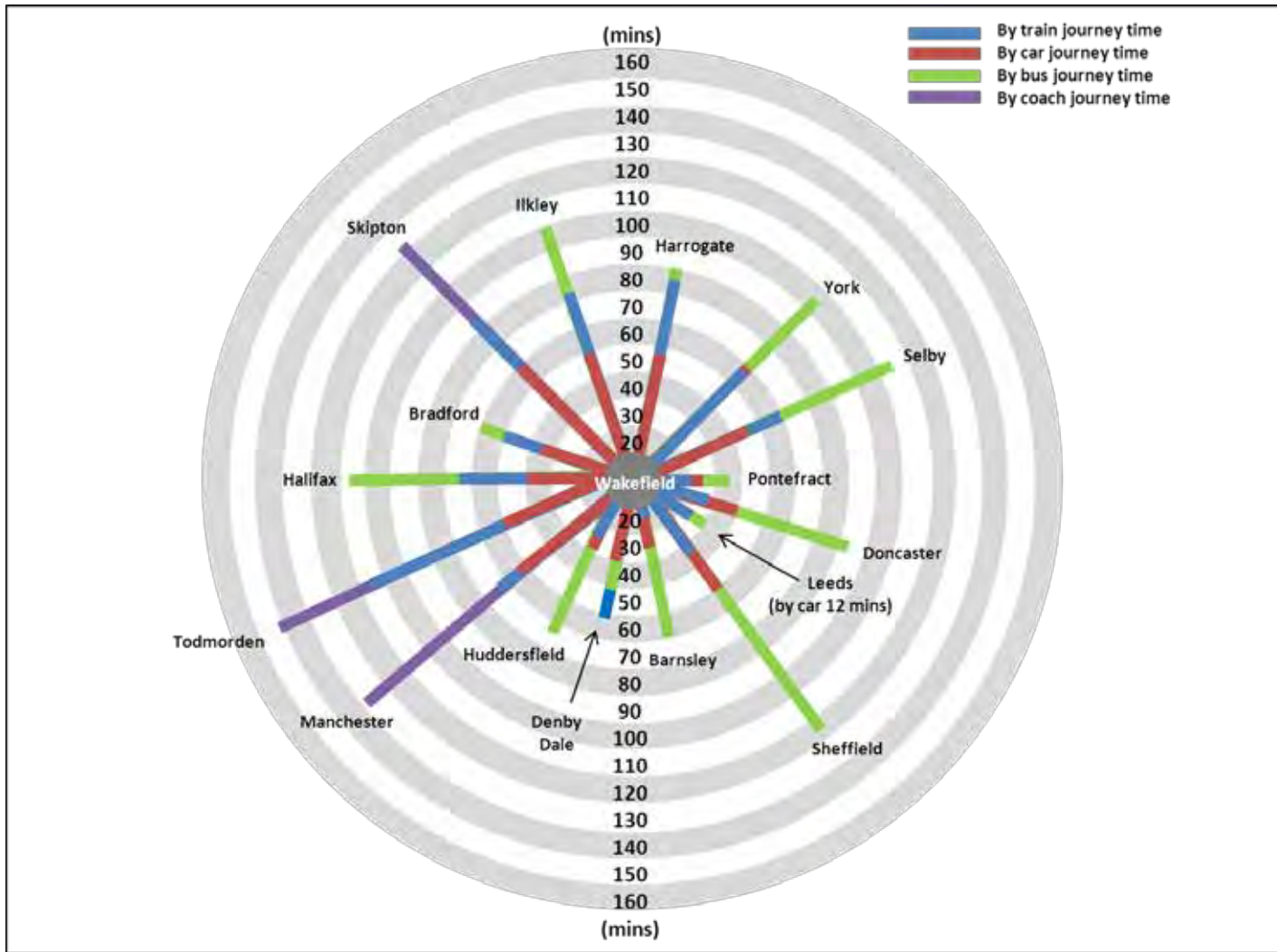


Figure 6 shows AM peak journey times in to Wakefield by bus, rail and car (and for longer distances to Manchester, Skipton and Todmorden by coach).

Figure 6: Journey times into Wakefield - morning peak by various modes

Gap 3 : Leeds Station Track Capacity - The track and signalling around Leeds station cannot deliver more frequent and longer trains needed to accommodate future demand growth.

The following tables show the expected maximum lengths of services and infrastructure solutions at Leeds:

Corridor	Assumptions on maximum possible formations of services arriving into Leeds in the high-peak hour in 2024
Bradford Forster Square	4x23m EMU
Calder Valley	4x23m DMU
Castleford	4x23m DMU
East of Leeds local services	4x23m DMU
Harrogate	4x20m DMU
Huddersfield/Brighouse local services	4x23m DMU
Ilkley	6x23m EMU
North cross-Pennine	6x23m DMU (4x23m on Hull services)
Skipton	Services from Skipton: 6x23m EMU Services through Skipton: 4x23m DMU
Wakefield Westgate	4x23m EMU from Doncaster 4x23m DMU from Sheffield
	Cross country LDHS: 8x23m DMU London LDHS: 10x26m IEP vehicles

Leeds station area capacity is a potential major constraint on the rail network in the north's ability to cater for growth.

The Northern RUS provides details of a number of infrastructure improvements at Leeds station which are required in order for it to be able to accommodate the service improvements proposed by 2024.

(www.networkrail.co.uk).

Source: Northern Route Utilisation Strategy – May 2011

Service Change	Infrastructure requirement
Lengthening of Ilkley and Skipton services to six-car	New bay platform on north side of station
Additional Horsforth or Halifax services	
Lengthening of Castleford corridor and Sheffield – Barnsley – Leeds semi fast to four cars	Extend platform 17 to eight-car operation or a new four-car bay platform 18
Two additional trains per hour between Manchester and Leeds	Combine Platforms 13 and 14 into a through platform
An amalgamation of the above at Leeds and/or operation of fifth cross-Pennine east of Leeds	Micklefield turnback facility

Source: Northern Route Utilisation Strategy – May 2011

Gap 4 : Corridor Track Capacity - Inadequate track capacity means it is difficult to accommodate local passenger services, faster long distance passenger services and freight.

The following table provides details of the gaps as identified in the Northern Hub document:

Northern RUS - Gaps
<p>Gap 3 - Peak and off-peak crowding on the Leeds – Manchester route taking into account journey time improvements</p> <p>The Government announced the funding of the first three interventions in the Northern Hub portfolio. This announcement will significantly change services over the Leeds to Manchester Piccadilly via Huddersfield route in the Manchester area.</p>
<p>Gap 5 - Peak crowding on the Retford and Penistone lines, and additional calls at Elsecar</p> <p>The Penistone line currently has one stopping service every hour between Sheffield and Huddersfield in each direction, and many of the platforms are only long enough to accommodate trains comprising the equivalent of two 23 metre vehicles.</p>
<p>Gap 6 - Insufficient freight capacity on the Immingham – Scunthorpe – Knottingley corridor</p> <p>Analysis of the track capacity available to provide paths required for the Strategic Freight Network (SFN) forecasts for 2019 and 2030 was undertaken to identify where the number of freight paths required per hour is expected to exceed the capacity available. The analysis demonstrates that there is sufficient capacity on all sections to meet requirements of the 2019 forecasts if there is no increase in passenger paths. The following sections/locations have insufficient capacity to meet the 2030 forecasts.</p> <ul style="list-style-type: none">· Immingham to Brocklesby· Wrawby Jn to Scunthorpe Foreign Ore Jn· Knottingley East Jn
<p>Gap 7 - Peak crowding on the Ilkley, Skipton and Wakefield Westgate corridors into Leeds</p> <p>Lengthen the two busiest services from Ilkley into Leeds in the AM high-peak hour to provide sufficient capacity to 2024.</p> <ul style="list-style-type: none">· This option will require four additional EMU vehicles on one services plus the additional vehicle mileage related to running lengthened train.· Infrastructure would be required at Leeds station to accommodate lengthened services alongside capacity interventions on other corridors. <p>Lengthen the busiest service from Skipton into Leeds in the AM high-peak hour to provide sufficient capacity to</p>

Both the Northern RUS and the Yorkshire and Humber RUS provide details of gaps in current track capacity that will need to be addressed in order for future proposed service enhancements to be introduced.

2024.

- This option will require two additional EMU vehicles on one service plus the additional vehicle mileage related to running a lengthened train.
- Infrastructure would be required at Leeds station to accommodate lengthened services alongside capacity interventions on other corridors.

In CP4 the two-car DMU that runs the Sheffield to Leeds will be lengthened to a four-car DMU.

Gap 9 - Strategic connectivity across the north of England

The geographical RUSs that covered the north of England all identified the need for improved connectivity within the areas they covered. The Northern RUS recognises that strategic connectivity across the north of England is a gap.

Source: Northern Route Utilisation Strategy –May 2011

The following table details the list of high-level gaps identified in the baseline assessment in the Yorkshire and Humber RUS:

Yorkshire and Humber RUS - Gaps
<p>1. Peak Overcrowding on key corridors, especially into Leeds and Sheffield (peak crowding)</p> <p>Full potential for rail in the relevant markets cannot be realised due to the inability within the present train service to accommodate any further growth.</p>
<p>2. Overcrowding and suppressed growth between the peaks (off-peak crowding)</p> <p>There is increased overcrowding on TransPennine Express (TPE) trains and on those CrossCountry services via run via Leeds throughout the day.</p>
<p>3. Suppressed demand for travel when the route is closed for engineering work (engineering access)</p> <p>There is evidence of demand for passenger services at times when few people traditionally travel, particularly later on weekday evenings and earlier on Sunday mornings. Additionally, there is demand to operate freight trains on a continuous basis and a desire for weekend passenger services to be free from bus substitution at least for the major trunk flows. Regular and lengthy possessions for maintenance and renewals are required to keep infrastructure fit for purpose.</p>
<p>4. Inadequate inter/intra regional links (regional links)</p> <p>Services between some of the major conurbations within and outside if the RUS area are particularly slow and /or infrequent relative to similarly sized locations in other parts of the UK. Inevitably there is a trade-off between additional station calls and reduced journey times, and it is rarely possible to develop a scheme which can deliver both of these improvements.</p>

5. Inadequate freight capacity of the network in terms of diversionary routes, route availability loading gauge and capacity (freight capacity)

The Freight RUS has identified a number of routes where freight traffic will increase but which are currently constrained in terms of both capacity (particularly where passenger services have changed or increased) and capability. The Freight RUS identified aspirations for gauge enhancement to W10 and W12, the elimination of heavy axle weight restrictions and ability to operate longer trains to maximise the use of train paths, drivers and locomotives. The need to for a move to seven-day operation of freight services is also highlighted.

6. Poor performance in some areas with high levels of reactionary delays (reactionary delays)

Reactionary delays occur as a result of incidents that occur elsewhere on the network, and usually manifests itself at key capacity pinch-points. This can be a result of outdated or inadequate rail infrastructure, or from timetables with historically tight turnarounds as a result of high rolling stock utilisation.

Source: Yorkshire and Humber Route Utilisation Strategy – July 2009

Gap 5 : Train Depot Capacity – The train depots cannot accommodate any more trains for repairs and maintenance. Additional capacity is required to accommodate future growth.

NE013: Neville Hill depot access improvements

Operating route: LNE

Output: capacity

CP5 output driver

To provide enhanced access arrangements for trains entering and leaving Neville Hill depot, including:

- A more flexible track and signalling layout to reduce vulnerability to operational disruption;
- Improved ability to regulate and reorder train movements from Leeds station onto Neville Hill depot; and
- Improved maintenance access to the infrastructure in the Marsh Lane / Neville Hill area.

Scope of works

- Remodelling of S & C in the Marsh Lane / Neville Hill area and associated signalling and overhead line alterations; and
- Provision of additional bi-directional signalling between Quarry Hill Junction and Neville Hill West Junction.

Significant interfaces

- This scheme aims to take advantage of the opportunity to undertake enhancements in conjunction with planned S & C renewals and refurbishment at Neville Hill West Junction: and
- Schemes are also being developed for capacity improvements in Leeds station and journey time improvements between Leeds and Hull in CP4 and CP5.

Key assumptions

- The number of train movements on and off Neville Hill Depot will remain broadly similar to now; and
- The number of train services on the route between Leeds and Micklefield will increase in line with the Yorkshire and Humber RUS.

The provision of increased capacity on West Yorkshire’s rail network will mean that train care depots will also need increased capacity. Standardisation of rolling stock should help make depot processes more efficient and cost effective however. Neville Hill Train Care Depot is highlighted in the rail industry’s Initial Industry Plan (IIP) as in need of investment. (www.networkrail.co.uk/iip).

Gap 6 : Cost of Running Trains - Northern Rail franchise receives about £1m a day in subsidy from the taxpayer - one of the highest in the country.

The need to provide value for money and minimise whole industry whole life costs

The cost of running the British rail network is currently estimated to be £10.9 billion per annum, of which approximately £4.8 billion is funded through subsidy. The rail industry, Department for Transport (DfT), Transport Scotland and the Welsh Government are united in an objective of obtaining value for money and minimising these costs. Rolling stock procurement and operation costs are substantial. Between 1998 and 2007 approximately £4.6 billion was spend on the procurement of new vehicles. As such a large cost item, reductions in the costs of rolling stock have the potential to make a substantial impact on the overall costs of the railway.

A number of manufacturers of rolling stock vehicles have indicated that the cost of rolling stock could be substantially reduced if larger orders of a consistent vehicle type were procured over a period of time. Similarly, a number of manufacturers have stated that the rolling stock supplied to Britain in the past has often been of a bespoke design which contributes towards a higher unit price than would be the case if there were repeat orders of the same design. There would inevitably be certain design considerations which would be specific to Britain, such as the vehicle size which differs from that produced for gauges in Europe. Nonetheless, manufacturers believe that efficiencies could be obtained from using design platforms which comprise standardised equipment.

The operational railway is a complex system where many interfaces exist between rolling stock and the infrastructure over which it is required to operate. Historically the national rail network was developed in various stages and as a result there are variations across the network in electrification, gauge and platform lengths. The variation of the network has, in part, contributed to the introduction of the many different rolling stock types in operation today. Each type has a different amount of network coverage. Given the variations across the network, it is important that rolling stock and the infrastructure are planned together to ensure vehicle and network compatibility in meeting passengers' needs. Rolling stock which is planned to serve a whole market sector rather than a route could enable both whole life cost savings and enhanced operational flexibility of a fleet.

The McNulty Rail Value for Money Study report ([Realising the Potential of GB Rail – Final Independent Report of Rail Value for Money Study – Detailed Report – May 2011](#)) highlights the net cost to Government and passengers of three categories of rail franchise. The net cost per passenger mile of London and South East franchises to Government is 4.8 pence, whereas the figure for “regional” (anything outside London and the South East and not Inter-City) is 31.1 pence.

The Passenger Rolling Stock RUS identifies cost savings can be achieved if larger orders of a consistent vehicle were procured over a period of time by repeating orders of the same vehicle design.

Source: Network RUS – Passenger Rolling Stock – September 2011

Gap 7 : Train Capacity - Peak trains are already at capacity on many routes into Leeds and demand is forecast to continue to grow. Without additional capacity demand growth will be restricted which will in turn restrict economic growth.

The following chart shows the current peak demand and capacity by line:

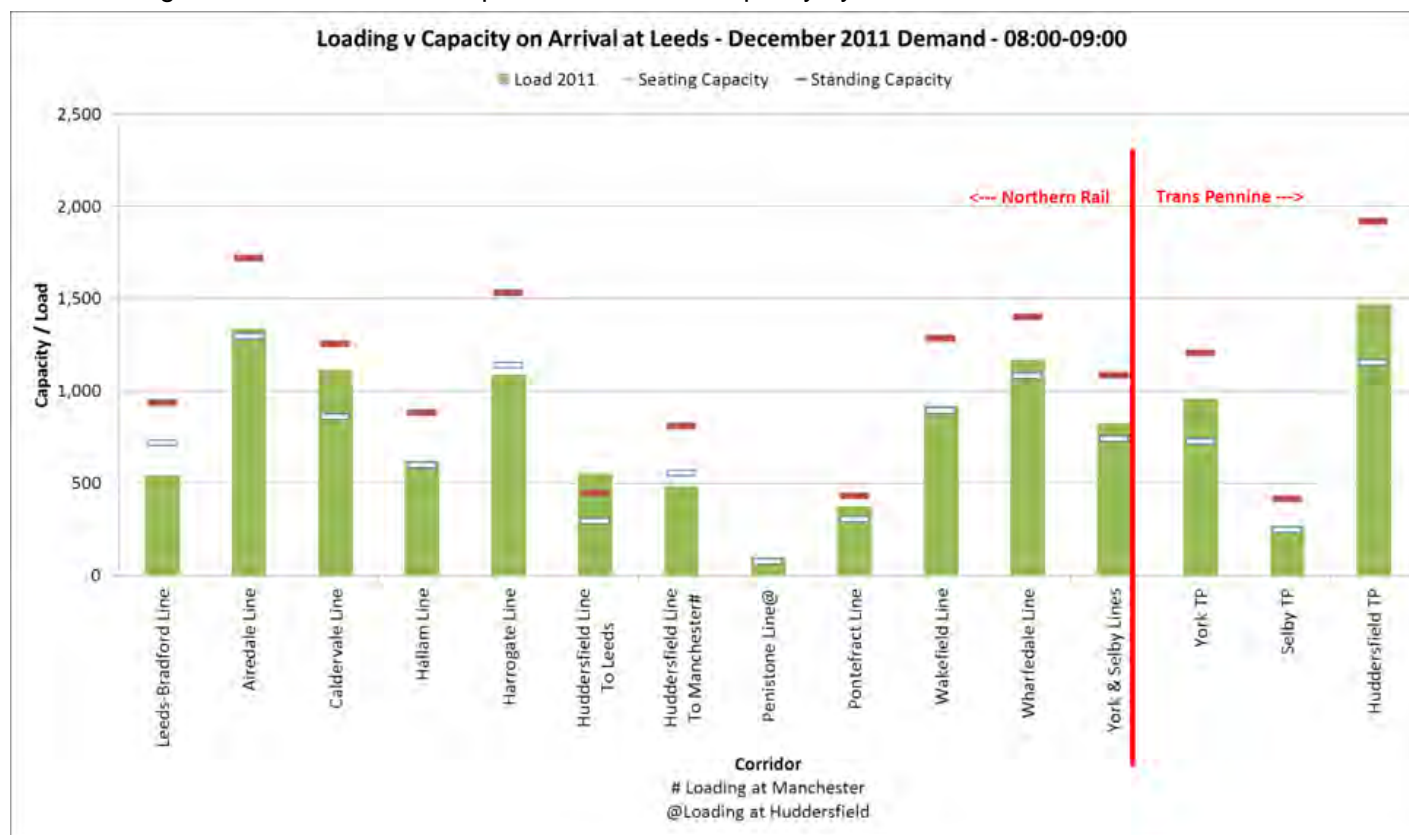


Figure 7: Forecasted demand and capacity 2011 - 2019

Over the past decade demand for rail travel has seen significant growth putting a strain on existing rolling stock levels. It is forecasted that demand on the West Yorkshire rail network will continue to grow and could be up to 60% by the end of 2026. It is not yet known what additional capacity may be provided between Control Period 5 (2014 – 2019). However without investment there is limited infrastructure and rolling stock resources to deliver significant increases in capacity.

Gap 8 : Train Strengthening - Northern Rail is unable to deliver planned train capacity.

The following chart shows strengthening train performance between June and December 2011:

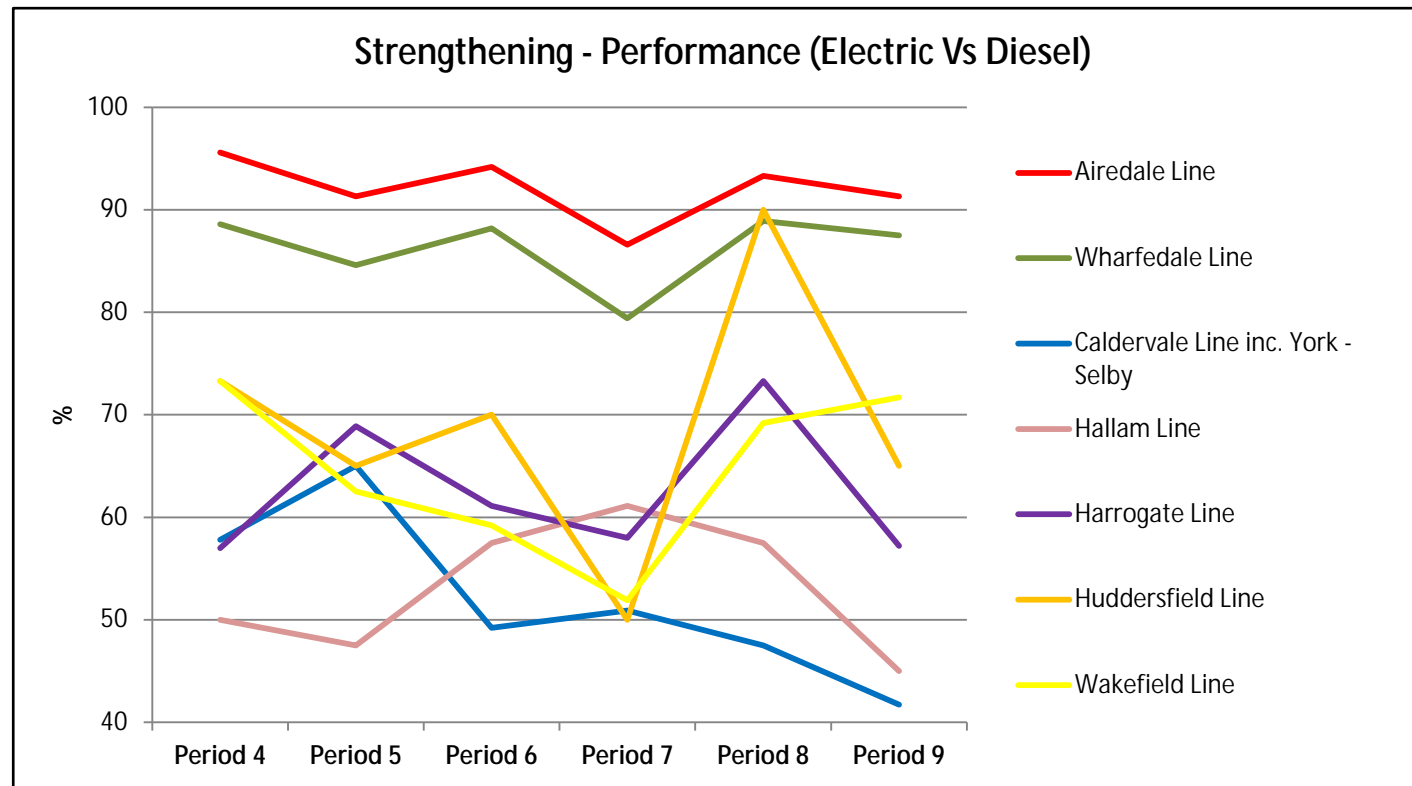


Figure 8: Rail Performance 26 Jun – 10 Dec 2011

Capacity is monitored by Metro in terms of specified peak train strengthening achieved. For key peak trains that are planned to be formed of more than two vehicles, the actual number of vehicles provided is compared with the planned number to determine whether the strengthening has been achieved. Metro specifies services arriving in Leeds during the morning peak or departing Leeds during the evening peak that are subject to further scrutiny.

Peak unit strengthening on routes that use a variety of diesel rolling stock is much poorer than on electric routes where standardised rolling stock fleets are used. Passengers are sometimes left behind at stations as a result.

Gap 9 : Train Performance - Rail performance varies across West Yorkshire and on-going poor reliability will deter passengers from travelling by rail.

The following chart shows the Moving Annual Average for West Yorkshire routes:

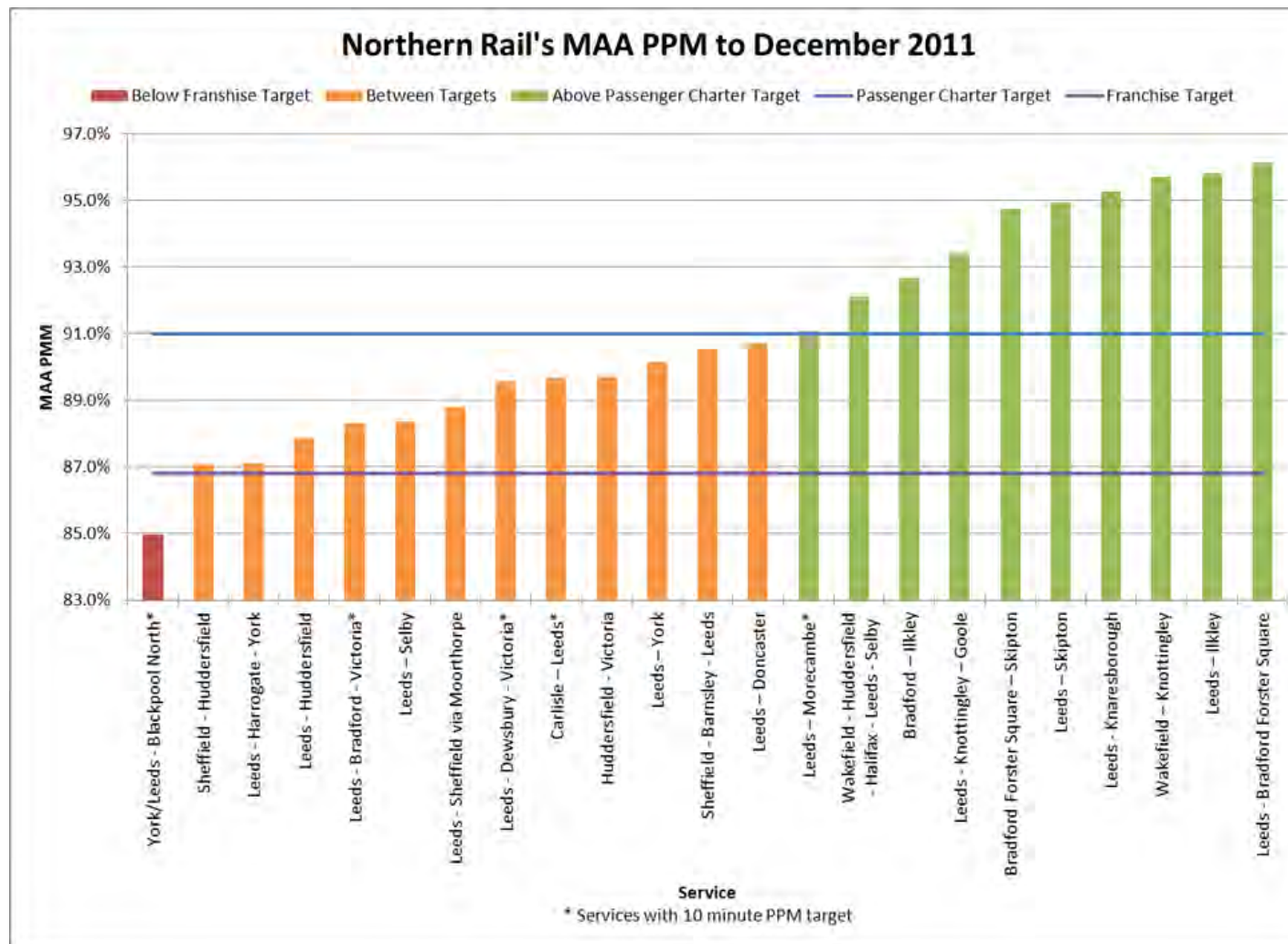


Figure 9: Rail Performance PPM (Public Performance Measure) / Source: Northern Rail's Moving Annual Average (MAA)

Public Performance Measure (PPM) is the key performance measure of train punctuality and reliability used by passenger train operators. To achieve PPM, a train must complete its full booked journey, making all of its scheduled station stops, and terminate at its destination less than 5 minutes late for Northern Rail and less than 9 minutes late for TransPennine Express.

The punctuality and reliability of rail services that serve West Yorkshire has improved significantly in the last decade, however, it is still a key concern for passengers. There are particular concerns about the relatively poor performance on the Caldervale, Harrogate and Leeds – Selby lines with a moving annual average of punctuality and reliability performance of less than 90%:

Due to a global increase in the price of copper, the theft of railway signalling cables by criminals has risen dramatically, with West Yorkshire being one of the worst hit areas in the country. Cable theft has become the main reason for train disruption. In 2009-10 West Yorkshire had 106 incidents of cable theft which increased to 161 in 2010-11.

Gap 10 : Stations as Gateways – The facilities and passenger capacity at Leeds station are not considered sufficient given the anticipated demand growth. Other West Yorkshire stations are not seen as welcoming gateways to cities and towns, which limits the attractiveness of rail.

The following table shows West Yorkshire rail stations categorisation and footfall data:

Station/Settlement Hierarchy			*ORR 2010-11 figures		
Regional / Sub-regional Centre Station	Footfall*	Regional / Sub-regional Centre Station	Footfall*		
Leeds	24,491,616	Bradford Interchange	2,803,554	Halifax	1,802,630
Huddersfield	4,095,240	Wakefield Westgate	2,148,410	-	-
Principal Town / Park and Ride	Footfall*	Principal Town / Park and Ride	Footfall*	Principal Town / Park and Ride	Footfall*
Bradford Forster Square	2,118,109	Guiseley	948,722	Wakefield Kirkgate	491,362
Keighley	1,653,298	Horsforth	950,608	Castleford	393,776
Shipley	1,482,972	New Pudsey	772,094	Sowerby Bridge	298,254
Dewsbury	1,455,884	Hebden Bridge	713,926	Pontefract Monkhill	185,880
Ilkley	1,342,018	Garforth	675,966	-	-
Bingley	1,154,644	Todmorden	525,084	-	-
Local Station	Footfall*	Local Station	Footfall*	Local Station	Footfall*
Steeton & Silsden	744,336	Batley	272,638	Denby Dale	137,398
Saltaire	668,012	East Garforth	267,542	Walsden	99,048
Burley Park	632,112	Brighouse	223,186	Cottingley	90,870
Menston	493,986	Baildon	221,770	Featherstone	77,754
Cross Gates	480,344	Normanton	212,654	Shepley	65,104
Burley-in-Wharfedale	441,078	Slaithwaite	207,416	Honley	61,008
Frizinghall	384,626	Moorthorpe	196,646	Brockholes	54,018
Headingley	364,434	Micklefield	194,214	Deighton	52,768
Outwood	354,792	Fitzwilliam	195,542	Pontefract Tanshelf	49,950
Woodlesford	337,502	Ben Rhydding	180,778	Lockwood	39,086
Morley	328,558	Sandal & Agbrigg	180,046	Streethouse	30,938
Mirfield	317,298	Marsden	185,846	Berry Brow	31,256
Bramley	315,482	Knottingley	172,500	Stocks Moor	27,194
Crossflatts	334,482	Mytholmroyd	147,660	Ravensthorpe	23,064
South Elmsall	298,254	Glasshoughton	138,424	Pontefract Baghill	4,308

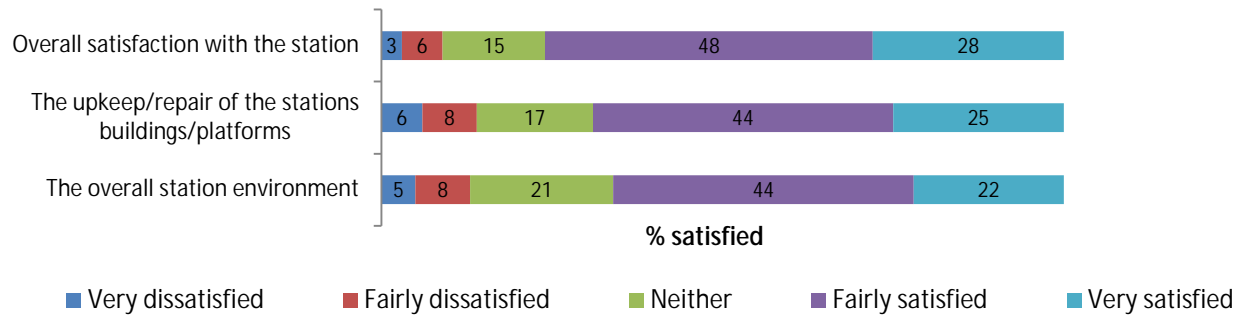
Leeds, along with Manchester, are the key drivers of the economy of the north of England. Its financial services sector is the largest outside London. Yet, the city's station is not seen as a fitting gateway to this important economic centre. The Leeds Chamber has called for investment in the appearance and facilities at Leeds station.

<http://leedschamber.co.uk/index.php/news-from-the-chamber/531-chamber-to-call-for-leeds-station-investment.html>

Other major stations have undergone a major overhaul in recent years (e.g. Manchester Piccadilly, Liverpool Lime Street) and major investment is planned at other locations across the country including Birmingham New Street, www.networkrail.co.uk.aspx/6220.aspx.

Whilst Leeds is West Yorkshire's major station, other stations are not seen as fitting gateways to other towns and cities e.g. Wakefield Kirkgate, and Bradford's Interchange and Forster Square stations. The rail industry has historically prioritised funding, not according to Local Planning Authorities' local development frameworks and their spatial priorities, but by current station

Performance satisfaction results for Northern Rail



footfall. This appears to be changing however, as evidenced in the proposed CP5 NSIP fund set out in the IIP in which smaller stations will be also be prioritised for investment (www.networkrail.co.uk/iip).

Figure 10: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 11 : Car Parking Capacity – The majority of rail station car parks are already full before the end of the morning peak period, which prevents potential passengers accessing the rail network, particularly in the inter peak periods.

The following table shows the time during the morning peak when car park reached capacity:

Station	Car Park Capacity Reached	Station	Car Park Capacity Reached	Station	Car Park Capacity Reached
Baildon	08:10	Glasshoughton	09:15	New Pudsey	08:30
Batley	08:00	Guiseley	08:00	Normanton	08:55
Ben Rhydding	07:50	Halifax	07:05	Outwood	08:35
Bingley	06:50	Headingley	09:10	Sandal & Agbrigg	08:45
Bradford Forster Square	08:55	Hebden Bridge	07:47	Shipley	07:50
Bramley	07:59	Horsforth	07:45	Slaithwaite	Capacity not reached
Brighouse	09:14	Ilkley	1 space left unused	South Elmsall	Capacity not reached
Burley In Wharfedale	08:39	Keighley	09:00	Sowerby Bridge	07:55
Castleford	Capacity not reached	Knottingley	08:10	Steeton & Silsden	08:00
Crossflatts	07:45	Menston	08:05	Todmorden	07:51
Cross Gates	07:49	Micklefield	Capacity not reached	Wakefield Kirkgate	09:30
Fitzwilliam	08:05	Mirfield	08:20	Woodlesford	08:10
Garforth	08:00	Morley	2 spaces unavailable for use	-	-

Stations surveyed from the time of the first train timetabled to arrive in Leeds after 07:00 until the last train timetabled to arrive into Leeds before 10:00. Surveys not carried out at stations operated by East Coast, Network Rail, and First TransPennine Express, stations without direct service to Leeds or stations with ten spaces or less.

Source: Metro Survey Results October 2009

The availability of rail station car parking has been highlighted as a significant problem by transport users (source: WYLTP Consultation Feedback Report, Metro 2011).

Metro's own detailed rail station car parking surveys confirm that virtually all of the rail station car parks in West Yorkshire are full by the end of the morning peak. The station surveys also indicated that a good number of non-rail users use the station car parks, which are mostly all free of charge. The car park at Brighouse for example is used by non-rail users due to its convenient central location within the town.

During the surveys, attempts were made to ascertain levels of rail on-street parking on nearby streets. Observations at Mirfield, Steeton & Silsden and Crossflatts confirmed that rail users were parking on-street due to a lack of capacity in the car park. Elsewhere, for example at Slaithwaite the opposite happens with rail users opting to park on-street even though the car park has spaces available. At some stations



Figure 11: Availability of car parking at West Yorkshire rail stations

the station approach road was also used for rail parking which in some cases would make it an issue for any potential rail replacement service to access into the station if required.

For rail demand to double in West Yorkshire passengers must be able to access the rail network. It is therefore essential that additional parking capacity is provided and appropriate management measures are put in place.

A general lack of car parking at stations also means that the off-peak rail market is suppressed as many potential leisure and shopping passengers do not even attempt driving to a station as they know all parking spaces will have already been taken by morning commuters.

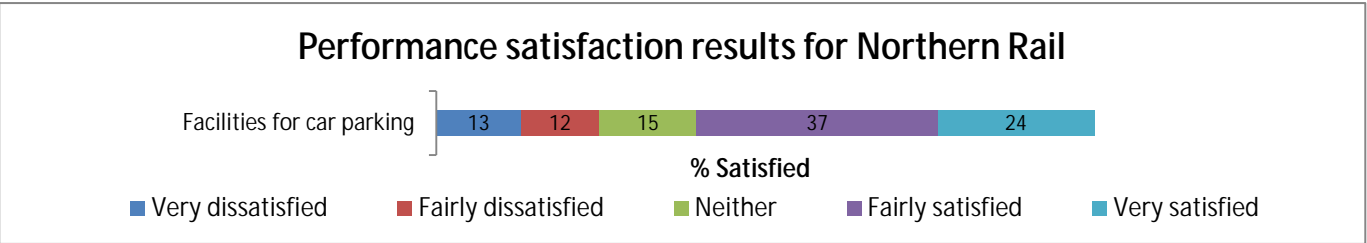


Figure 12: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 12 : Integration with Sustainable Modes – Passengers find it difficult to connect with other transport modes at some stations. Signage in the locality of some stations does not encourage walking and cycling journeys to and from the station.

The following table shows integration with bus at West Yorkshire rail stations:

Station	At station	Close by	Station	At station	Close by	Station	At station	Close by
Baildon		P	Frizinghall		P	New Pudsey		P
Batley		P	Garforth		P	Normanton		P
Ben Rhydding		P	Glasshoughton		P	Outwood		P
Berry Brow		P	Guiseley		P	Pontefract Baghill		P
Bingley		P	Halifax	P*	P	Pontefract Monkhill		P
Bradford Forster Square		P	Headingley		P	Pontefract Tanshelf		P
Bradford Interchange	P		Hebden Bridge	P		Ravensthorpe		P
Bramley		P	Honley		P	Saltaire		P
Brighouse		P	Horsforth		P	Sandal & Agbrigg		P
Brockholes		P	Huddersfield	ftb	P	Shepley		P
Burley-in-Wharfedale		P	Ilkley	P		ShIPLEY		P
Burley Park		P	Keighley		P	Slaithwaite	P	
Castleford		P	Knottingley		P	South Elmsall	P	
Cottingley		P	Leeds	P		Sowerby Bridge	P	
Crossflatts		P	Lockwood		P	Steeton & Silsden		P
Cross Gates		P	Marsden		P	Stocksmoor		P
Deighton		P	Menston	P		Streethouse		P
Denby Dale	P		Micklefield		P	Todmorden		P
Dewsbury	ftb	P	Mirfield		P	Wakefield Kirkgate	fcb	P
East Garforth		P	Moorthorpe		P	Wakefield Westgate	fcb	P
Featherstone		P	Morley		P	Walsden		P
Fitzwilliam		P	Mytholmroyd		P	Woodlesford		P

fcb – freecitybus, ftb – freetownbus, P* - limited service

Passengers say there is a lack of integration between train and other modes of transport. (source: WYLTP3 Consultation Feedback Report). Bus services do not always connect well with train arrivals meaning passengers have additional waiting time for the next part of their journey.

Gap 13 : Fares and Ticketing - Concern about lack of passenger value for money is discouraging more rail use.

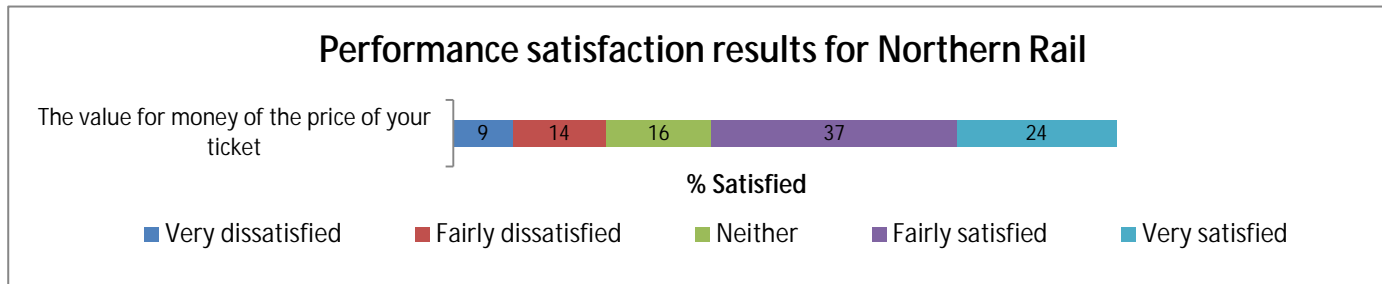


Figure 13: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

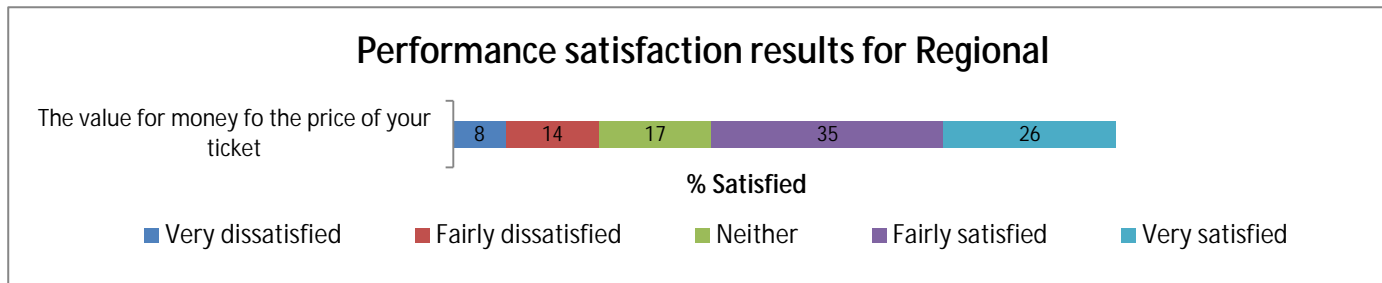


Figure 14: Performance satisfaction results for Regional / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

There is a perception that rail fares are complicated. Train operators offer a range of rail fares including discounts for off-peak and season ticket travel. Metro also offer a range of multi-model tickets such as MetroCard. Passengers are concerned about which ticket is going to work best for their own travel patterns while at the same time offering them value for money.

Cross boundary travel is also a barrier as for example, Metro products have to be supplemented by an additional fare for the non-West Yorkshire part of the journey.

High fares and concern about value for money are discouraging more rail travel and bus use in West Yorkshire (source: WYLTP3 Consultation Feedback Report, Metro 2011).

Performance satisfaction results for Northern Rail

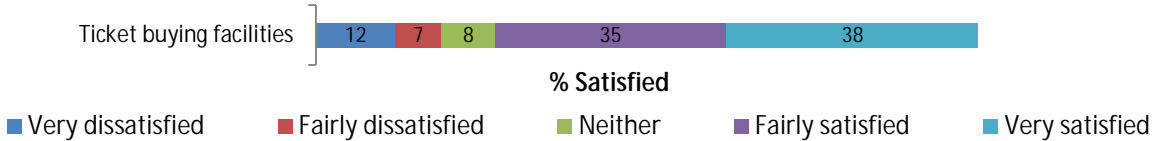


Figure 16: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 15 : Quality of Information – Quality of real-time information is not accurate enough at times of service disruption. Visual real-time information is not available at every station. Customers tell us that disruption is one of the key factors discouraging rail travel.

The following diagram shows which rail stations are equipped with departure information screens:



Figure 17: Customer Information Screens at West Yorkshire rail stations

Real-time information provided at stations by long line public address announcements and display screens is reliant on train data sent to a centralised information control system. The means by which the train is tracked is in need of investment in order to improve the accuracy of real-time information. 18 stations across West Yorkshire have recently seen £600k of investment in new customer information screens. There are however a further 24 without such modern facilities (screens due to be installed at Wakefield Kirkgate 2012). Research by Passenger Focus highlights the importance of up to date and accurate information provision as part of the journey experience. Customers need the reassurance that their train is running on time and if not, need to know how late it will be and what their other travel options are. Passengers generally have an understanding that unforeseen circumstances can cause delays and cancellations. However it is a lack of up-to-the-minute information which is most likely to infuriate passengers and deter future rail travel.

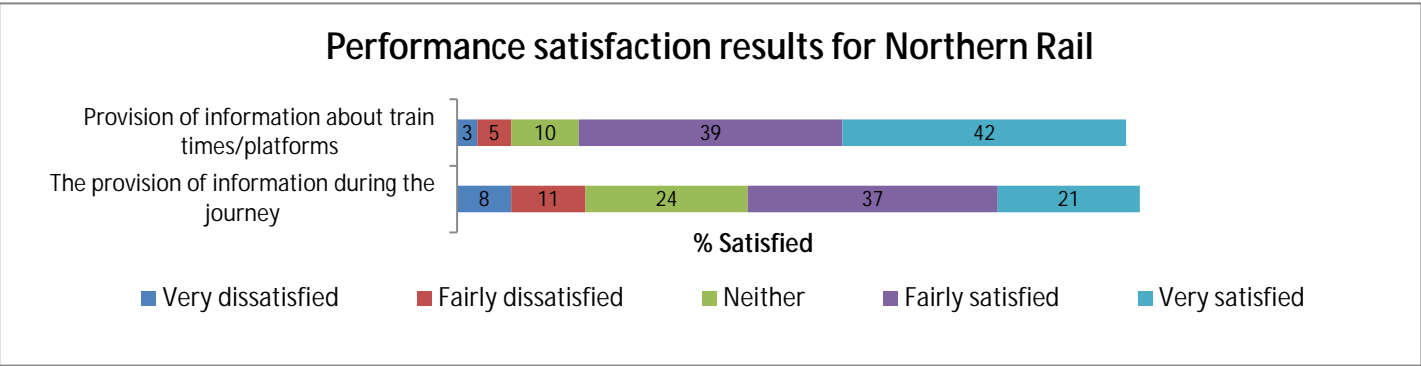


Figure 18: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 16 : Train Quality – The poor quality facilities offered by some rolling stock do not meet with passenger’s expectation of a modern transport system, which deters rail use.

The following table provides details of rolling stock in operation in West Yorkshire:

Vehicle Class	Date Introduced	No. in Service	Routes Used in West Yorkshire
43	-	30	Leeds – London Kings Cross
91	-	31	Bradford Foster Square – London Skipton – Keighley – London Kings Cross Leeds – London Kings Cross
142	1985	79	Leeds- Morecambe
144	1986	23	Leeds – Harrogate – York
150	1984	60	Wakefield Kirkgate – Knottingley
153	1991	18	Leeds – Knottingley Wakefield Kirkgate – Knottingley
155	1987	7	Leeds – Manchester Victoria
158	1989	46	Leeds – Sheffield via Barnsley Leeds – Manchester Victoria Leeds – Nottingham Blackpool North – Leeds – York
180	2001	5	Bradford Interchange – London Kings Cross
185	2005	51	Manchester – Leeds – York
221	2002	23	Plymouth – Edinburgh (Via Leeds & Newcastle)
321	1991	3	Leeds – Doncaster
322	1990	5	Leeds – Doncaster
333	2000	16	Leeds and Bradford – Shipley – Ilkley Leeds and Bradford – Shipley – Keighley – Skipton

West Yorkshire is served by some of the oldest rolling stock on the national network. Some of the train fleets such as the Class 144 trains are more than 20 years old. However, there is no current planned programme to replace or refurbish these vehicles. Northern Rail currently operate 14 different train types, making maintenance, operations and training more complicated and therefore expensive.

Performance satisfaction results for Northern Rail

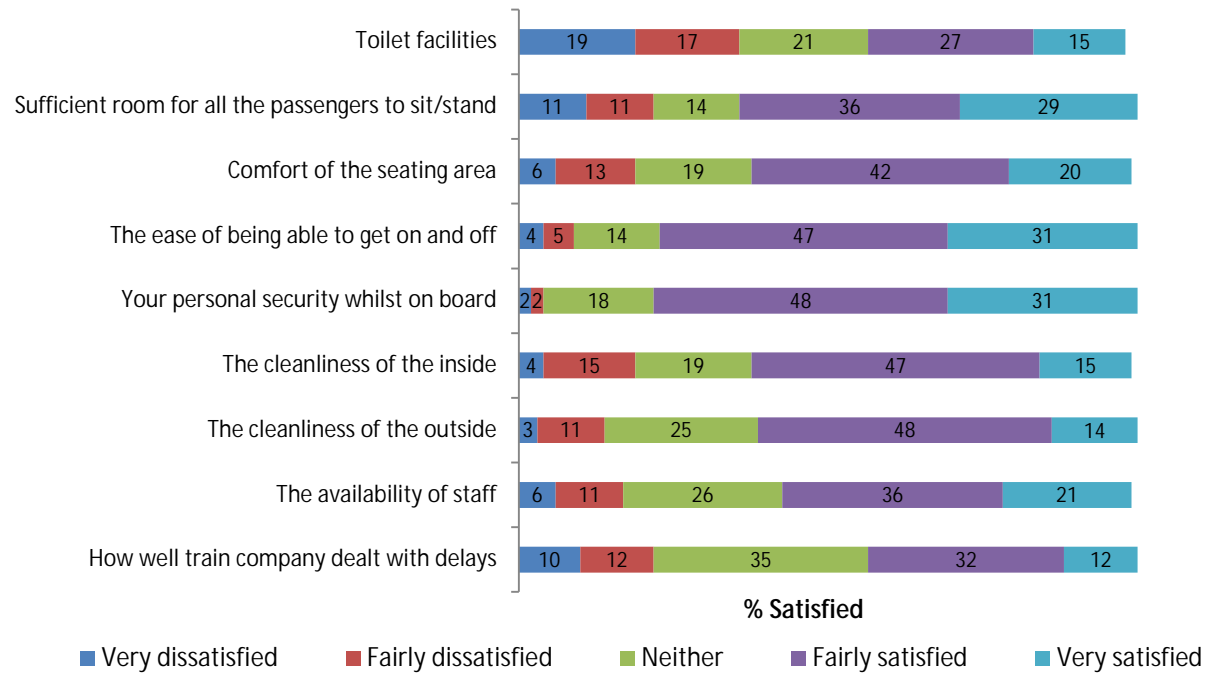


Figure 19: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 17 : Train Accessibility – Not all of the trains serving West Yorkshire are fully accessible for people with disabilities, and those with buggies, luggage and bicycles.

The table below shows rolling stock compliancy with modern day accessibility standards:

Vehicle Class	Date Introduced	No. of sets in Service	DDA Compliant with PRM-TSI
43	-	30	No
91	-	31	No
142	1985	79	No
144	1986	23	No
150	1984	60	No
153	1991	18	No
155	1987	7	No
158	1989	46	No
180	2001	5	Yes
185	2005	51	Yes
221	2002	23	Yes
321	1991	3	No
322	1990	5	No
333	2000	16	Yes

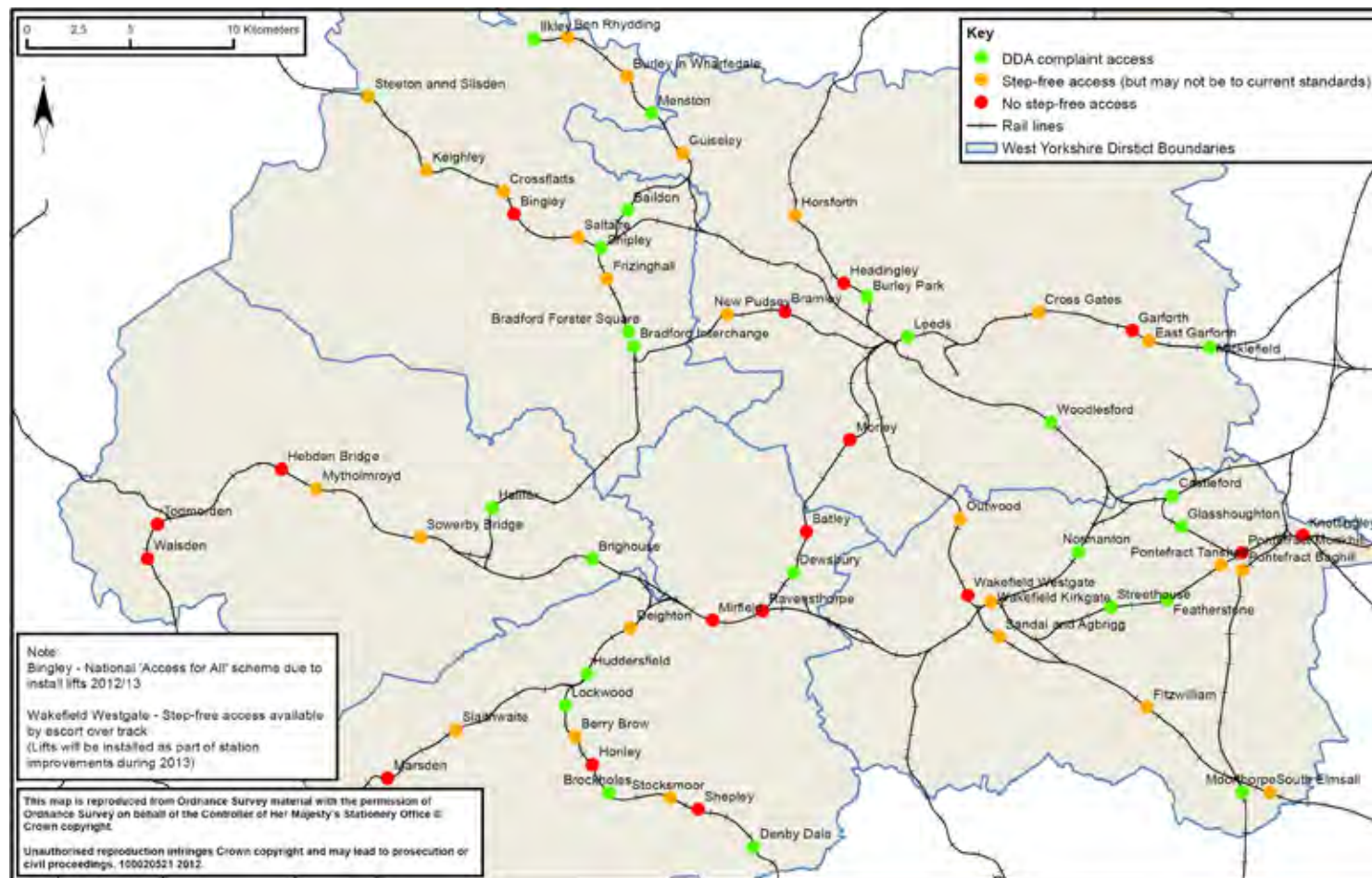
Rail vehicles built before 1999 do not at present need to comply with any accessibility legislation, although operators may choose to make improvements for the benefit of their passengers. (Office of Rail Regulation – Rail Vehicle Accessibility)

Source: DfT – List of rail vehicles built or refurbished to modern accessibility standards last updated 23 January 2012

The vast majority of the train fleet serving West Yorkshire is at least 20 years old and is not compliant with PRM-TSI (Technical Specification for Interoperability for Persons with Reduced Mobility). The poor on-board lighting, lack of DDA compliant toilet and lack of customer Information screens become physical barriers to travel. Rolling stock should provide a number of features that make it easier to use including provision for wheelchairs, priority seats, passenger information boards and handholds.

Gap 18 : Station Accessibility – Passengers with mobility problems or with shopping, luggage or pushchairs find it difficult accessing platforms at stations which do not have ramps or lifts.

Of the 66 stations in West Yorkshire, 48 are step free although this includes stations with ramped access which does not meet current access recommendations, and stations which are accessible only via an inconvenient longer pedestrian route. The other 18 stations have either stepped access to one or both platforms. The 'Access for All Programme' which is part of the Railways for All Strategy, launched in 2006 for the provision of improving



station accessibility has, to date funded access improvement schemes at Huddersfield and Shipley stations in West Yorkshire. Future schemes identified for this funding are due to take place at Bingley and Keighley (revised scheme will improve the existing ramps but not provide lifts as originally proposed). Wakefield Westgate will be enhanced with passenger lifts during a major station improvement scheme due to take place in 2013 funded by the 'Station Commercial Project Facility' fund - an initiative by the DfT in partnership with Network Rail, ATOC and the Office of Rail Regulation. Major access improvements at rail stations continue to be unaffordable locally without funding assistance from central Government.

Figure 20: West Yorkshire Rail Stations Accessibility

Gap 19 : Safety and Security – Personal safety and security at stations is a concern for passengers, which will deter potential rail users.

The following chart shows West Yorkshire rail stations which have been identified for future CCTV and lighting improvements:



Figure 21: West Yorkshire Rail Stations Identified for CCTV and Lighting Enhancement

Metro's 2011 Annual Customer "Tracker" survey highlighted that personal safety at rail stations was of key importance to customers. A number of rail stations have been identified for future improvements in order to change safety perceptions and encourage rail travel.

Performance satisfaction results for Northern Rail

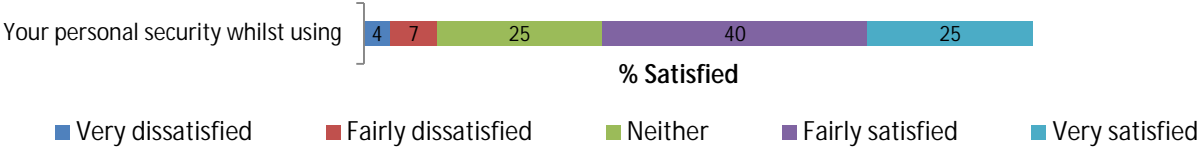


Figure 22: Performance satisfaction results for Northern Rail / Source: National Passenger Survey, TOC Report for Northern Rail Autumn 2011

Gap 20 : Freight Network Capability – There are limited freight paths at key points of the network to cater for growth in rail freight. The network capability in terms of length of freight passing loop and sidings prevents longer trains operating. The loading gauge prevents larger containers being moved on conventional wagons.

Rail Freight

Rail carries 4.5 million tonnes of freight through West Yorkshire each year. Two important multimodal freight terminals, Leeds Stourton and Wakefield Euro Terminal are located in this area. These terminals will continue to be important for rail freight such as containers and intermodal traffic.

The majority of rail freight is made up of bulk products. For example, a third of rail freight is coal to supply power stations. This highlights the importance of West Yorkshire as a hub and through route for rail freight. One of the key issues, however, is a lack of capacity on the network (in terms of train paths on the rail lines paths on the rail lines and rail freight interchanges) to enable growth in the rail freight sector.

The McNulty Review (2011), an independent evaluation of costs in the UK Rail Industry, has reported that the costs of developing improvements in the rail industry are around 30% high than comparable railways in Europe and elsewhere.

Source: My Journey West Yorkshire – Freight Plan 2012-2026

Loading Gauge

The following diagram taken from the Yorkshire and Humber RUS shows loading gauge. Loading gauge is the profile for a particular route within which all vehicles or loads must remain such that sufficient clearance is available at all structures. In the UK, it typically ranges from W6 (the most restrictive) to W12 (the most generous).

In the Yorkshire and Humber RUS area, the gauge ranges from W6 to W9, but predominantly W8 or below. As can be seen in the diagram in the small area where W9 is available, for most part clearance exists on only one route. Consequently, if this route is unavailable, alternative options for W9 traffic are not readily available. The current pattern of gauge across the RUS area is a constraint on freight use. The absence of W10 gauge (which would allow 9' 6" containers to be conveyed on standard-height wagons) is a serious limitation on rail's attractiveness in the intermodal container market. Even the primary east – west route across the Pennines is restricted to W8 traffic.

The mixture of gauges means diversionary routes can often be long and circuitous, or trains have to be cancelled when the main route is unavailable. For example, whilst the route across the Pennines via Huddersfield and Stalybridge is cleared for W8 traffic, the other two routes (Calder Valley and Hope Valley) are only cleared for W7 traffic.

Source: Yorkshire and Humber Route Utilisation Strategy – July 2009

The Northern Hub scheme is being developed to unlock economic growth by dealing with the rail network's capacity constraints. Capacity constraints effectively mean congestion on the network which is caused both by the number of trains operating, but also the different types of trains e.g. freight, local, inter-regional and inter-city. All have different running speeds and stopping patterns, and a congested network means that there is little or no scope for service pattern and journey time improvements without infrastructure enhancements. For more detail, see both www.northernwaytransportcompact.com and www.northernhub.co.uk.

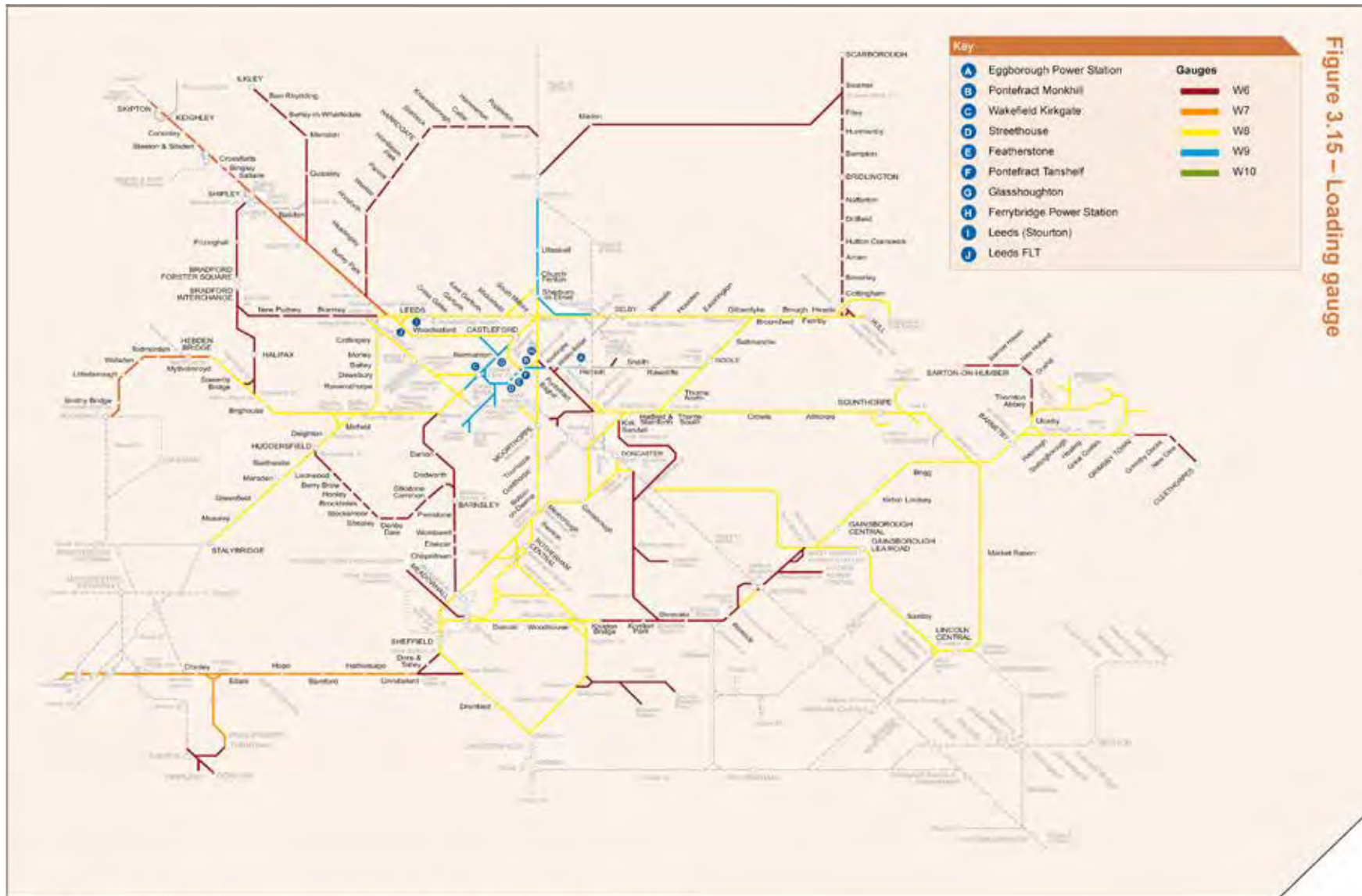


Figure 3.15 – Loading gauge

The data was collated from the Route Maps and produced by Network Rail for the Yorkshire and Humber Route Utilisation Strategy process

Figure 23: Loading Gauge / Source: Yorkshire and Humber Route Utilisation Strategy – July 2009

Gap 21 : Carbon Emissions – Only 30% of the rail network in West Yorkshire is electric. Diesel trains emit much more carbon.

The following chart shows a breakdown of surface transport emission:

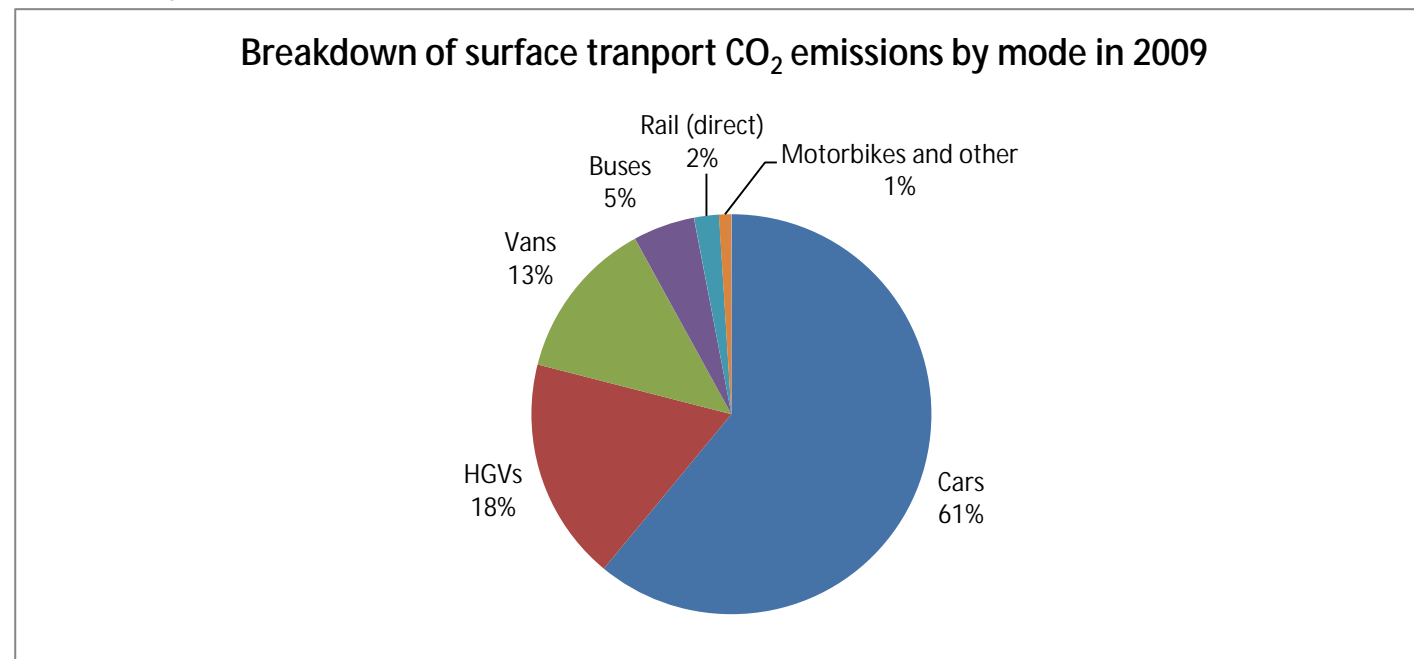


Figure 24: Breakdown of surface transport CO₂ emissions by mode in 2009 /

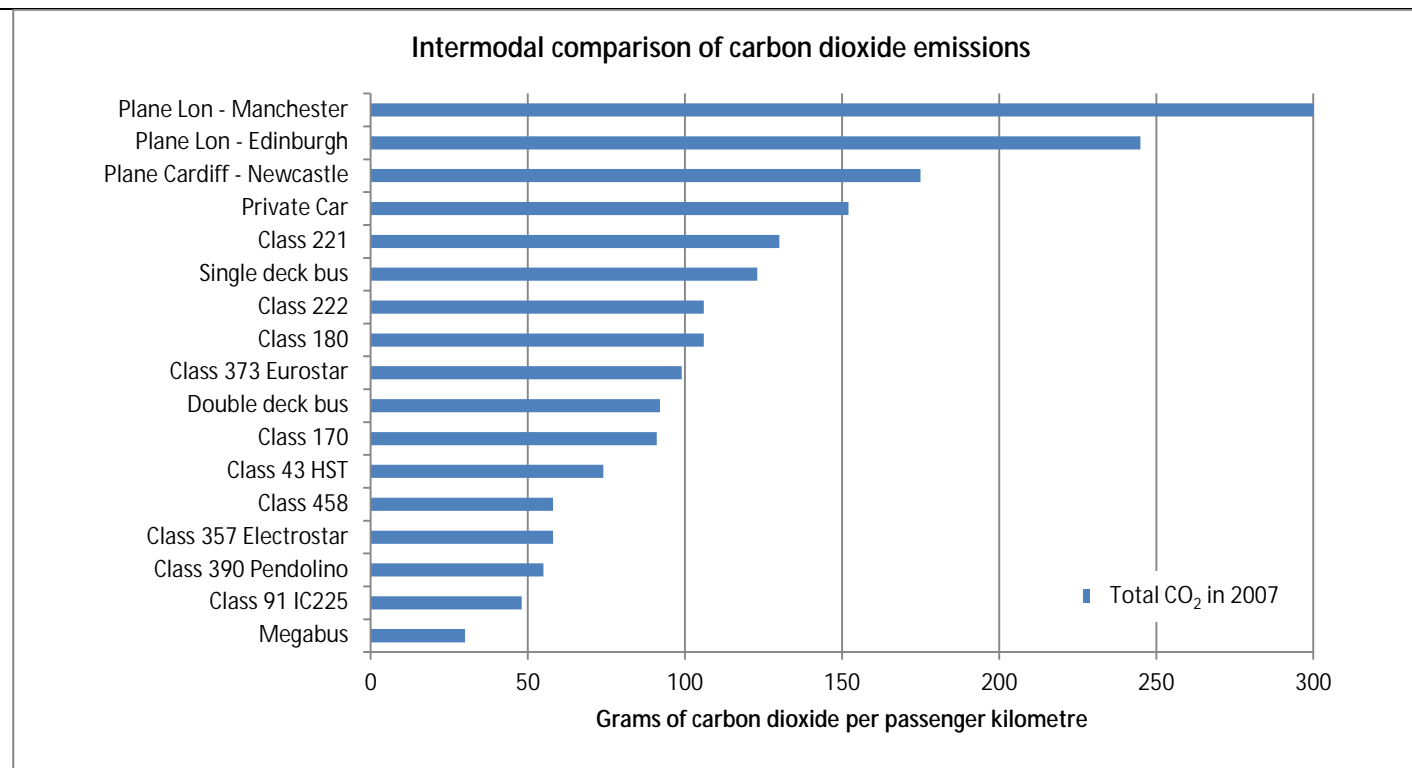
Source: http://hmccc.s3.amazonaws.com/Progress%202011/CCC_Progress%20Report_Ch4_interactive.pdf

‘Planning Ahead 2010’ a document published by Network Rail, ATOC and Rail Freight Operators’ Association set the ambition to enable a 50% reduction in rail industry carbon emissions in the long-term from a 2009/10 baseline. If the UK is to meet its carbon reduction targets and be more resilient to volatile energy prices going forward, then more and more of West Yorkshire’s rail network will need to be electrified, coupled with other carbon reduction measures. (www.networkrail.co.uk/iip).

2030 Emissions Reductions

By 2020, the UK should aim to have reduced total greenhouse gas emissions from today’s level of 574 MtCO₂e to around 310 MtCO₂e (a 60% reduction relative to 1990); this 46% reduction over the next twenty years will require a subsequent 62% reduction between 2030 and 2050 to meet the 2050 target. We believe that this ‘back-ending’ is justifiable given the feasibility of accelerated emissions reductions in the 2030s and 40s if key enabling technologies and conditions (e.g. a largely decarbonised power sector) are in place by 2030. But any less ambitious target for 2030 would endanger the feasibility of the path to 2050.

Source: *The Fourth Carbon Budget – Reducing emissions through the 2020s – Committee on Climate Change – December 2010*



Note: Data assumes the following load factors: urban bus 20%, intercity coach 60%, intercity rail 40%, all other trains 30%, domestic airlines 70%, cars 30%. Road, air and diesel-powered rail vehicle emissions have been increased to take account of refinery losses and electric powered vehicles take into account losses in the grid. The aviation figures include a factor for radiative forcing.

Figure 25: Intermodal comparison of carbon dioxide emissions / Source: RSSB, Rail Technical Strategy, DfT 2007

2. Route Plans – Supporting Information

The route plans are set out as follows:

Committed – Existing schemes that have committed funding and are currently being delivered

Planned – Improvements set out in the relevant rail industry Route Utilisation Strategy and Initial Industry Plan which do not have committed funding, and frequency and capacity improvements needed to deliver the Conditional Outputs in the Yorkshire Rail Network Study

Future Development – Other improvements that could address the gaps, but are in need of further development and evaluation

2.1. Network Schemes

Title:	Leeds Station Southern Entrance		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide a new fully accessible pedestrian southern entrance to Leeds City Station.			

Title:	Improved service quality monitoring regime		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The next rail franchise should include monitoring of the whole journey experience which will encourage the operator to improve all aspects of a journey and not just focus of condition of assets.			

Title:	Leeds Station Platform Capacity - Platform 13 / 14		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Additional / longer platforms at Leeds station, which may include creating an additional through platform from existing bay platforms 13 and 14 to accommodate continued passenger growth in the Yorkshire area by enabling the operation of additional services and longer trains on local and inter-regional services. (Ref: Initial Industry Plan 2011)			

Title:	Leeds Station Platform Capacity - Leeds platform 17 lengthening		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	<p>To accommodate continued passenger growth in the Yorkshire area by enabling the operation of longer trains on services to Castleford, Knottingley and Sheffield via Barnsley. Lengthening of the existing platform 17 at Leeds to accommodate longer trains.</p> <p>(Ref: Initial Industry Plan 2011)</p>			

Title:	Neville Hill Depot Access Improvements		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	<p>To provide enhanced access arrangements for trains entering and leaving Neville Hill depot, including: a more flexible track and signalling layout to reduce vulnerability to operational disruption, improved ability to regulate and reorder train movements from Leeds station onto Neville Hill depot and improved maintenance access to the infrastructure in the Marsh Lane / Neville Hill area.</p> <p>(Ref: Initial Industry Plan 2011)</p>			

Title:	Implement smart cards and products that reflect modern day working and travel practices		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	<p>Multi modal tickets and travel cards, so that passengers only need to buy a single ticket for a multi modal journey, and can buy this on the day of travel, and the use of smart card technology.</p>			

Title:	Improved early morning, evening and weekend services		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	<p>On many routes the frequency of services operated in the evenings and on Sundays reduces from the typical weekday inter peak service level. The relaxation of Sunday trading laws and the increasing attractiveness of the city centres for evening activities mean there is growing demand for travel at these times. Consideration needs to be given to improving evening and Sunday services to allow rail to better cater for this demand.</p>			

Title:	Improve connectivity (including new services) to stimulate economic growth and provide capacity for long term demand growth		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Improve connectivity and provide additional capacity.			

Title:	Investigate feasibility of improving connectivity from Leeds/Bradford/York to airport		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Future development work to address the feasibility of connecting to the airport.			

Title:	Modern Rolling Stock		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Services on many routes are provided by a mixture of former British Rail rolling stock that in some cases is now over 25 years old. The variety and age of the rolling stock means that service reliability can be variable and many do not meet modern safety and accessibility standards. Over the next decade there will be a need to replace the rolling stock with more modern stock.			

Title:	Provide cycle storage at stations, more cycle space on trains and consideration of bike hire schemes		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide adequate cycle parking facilities at stations to meet demand. Enhance rolling stock layouts to accommodate more space for cycles. Consider the introduction of bike hire schemes at stations.			

Title:	Provide ticket machines at all stations		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Enhance stations to provide opportunity to purchase ticket before boarding services.			

Title:	New Stations		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The review will consider the potential for further new stations across West Yorkshire and identify a short list for possible new station locations to be developed during the period of this RailPlan.			

Title:	Redevelopment of Leeds station concourse , northern entrances and environs to cater for on-going demand growth		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Services on many routes are provided by a mixture of former British Rail rolling stock that in some cases is now over 25 years old. The variety and age of the rolling stock means that service reliability can be variable and many do not meet modern safety and accessibility standards. Over the next decade there will be a need to replace the rolling stock with more modern stock.			

Title:	Future Demand Growth		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The Yorkshire Rail Network Study suggests that rail demand could increase by up to 37% by 2016, while evidence from the Urban Dynamic Model suggests demand could double by 2026. Currently proposed schemes will not fully cater for this growth. On-going development of schemes to deliver this growth is essential.			

2.2. Airedale Line of Route Scheme Details

Title:	Intercity Express Programme – Gauge and Network Capability Enhancement		Possible Delivery:	CP5
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	To provide infrastructure capability enhancements to enable the operation of the IEP train according to the deployment strategy defined by the DfT. This includes gauge clearance works on the Airedale Line.			

Title:	Apperley Bridge - New Station		Possible Delivery:	2015
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Construction of new railway station, car park and access road at Apperley Bridge. DfT Major Scheme funding has been secured and the stations is planned to be opened by 2015.			

Title:	Bingley - Accessibility Improvements		Possible Delivery:	2013
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of passenger lifts. DfT Access for All funding has been secured.			

Title:	Crossflatts - Car Park Extension		Possible Delivery:	CP4
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. Funding secured from the Local Transport Plan and Station Commercial Project Facility.			

Title:	Keighley - Accessibility Improvements		Possible Delivery:	2012
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through resurfacing of ramps. DfT National Access for All funding has been secured.			

Title:	Kirkstall Forge - New Station		Possible Delivery:	2015
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Construction of new railway station and car park as part of the Kirkstall Forge development site. DfT Major Scheme funding has been secured together with a developer contribution from Commercial Estates Group.			

Title:	Additional Peak Capacity		Possible Delivery:	By CP6
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The Northern RUS identifies that by 2024 additional capacity, beyond that currently committed, will be required to accommodate forecast demand growth. The RUS identifies that this additional capacity should be delivered by extending existing services to six cars.			

Title:	Platform Extensions		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Potential platform extensions to allow operation of longer trains in order to meet CP5 crowding targets.			

Title:	Bingley – Ticket office enhancements		Possible Delivery:	2012
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Enhance the station ticket office by improving and enclosing with automatic doors to provide a warm environment. Funding is proposed from the National Station Improvement Programme (NSIP).			

Title:	Bradford Forster Square – Ticket office and stairs/lift area refurbishment		Possible Delivery:	2012
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Refurbish ticket office and the stairs and lift area of the station. Funding is proposed from the National Station Improvement Programme (NSIP).			

Title:	Shipley – Ticket office enhancements		Possible Delivery:	2012
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Enhance the station ticket office to improve the passenger experience. Funding is proposed from the National Station Improvement Programme (NSIP).			

Title:	Keighley – Turnback Siding		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Turnback siding to allow additional peak services to terminate at the station. The option was discounted by the Northern RUS as a medium term solution.			

Title:	Bradford Forster Square – Station masterplanning and redevelopment		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Masterplanning and redevelopment of the station to improve facilities and integration with other modes and the surrounding area.			

Title:	Shipley - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by redesigning or decking the existing car park. A feasibility study has been undertaken.			

Title:	Shipley – Station Redevelopment		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Development of the station to provide better integration between connecting rail services and other local transport.			

Title:	Steeton & Silsden - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by decking part of existing car park. A feasibility study has been undertaken.			

Title:	Steeton & Silsden - Passenger Facilities		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide increased passenger waiting capacity through installation of new waiting shelters. A feasibility study has been undertaken.			

2.3. Caldervale Line of Route Scheme Details

Title:	Northern Hub - Journey Time Improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Increases in the "line speeds" on the route from Manchester to Rochdale, Halifax and Bradford leading to shorter journey times. Funding was announced in the March 2012 Budget subject to confirmation of the value for money case.			

Title:	Low Moor - New station		Possible Delivery:	2013
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Construction of new railway station and car park. Delivered through Local Transport Plan funding.			

Title:	New Pusey - Car park extension		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. Funding secured from the Local Transport Plan and Station Commercial Project Facility.			

Title:	Sowerby Bridge - Car park extension		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. Funding secured from the Local Transport Plan and Station Commercial Project Facility.			

Title:	Todmorden - Car park extension		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. Funding secured from the Local Transport Plan and Station Commercial Project Facility.			

Title:	Todmorden Curve		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	New curve at Todmorden enabling direct services between Manchester and Burnley.			

Title:	Northern Hub – Remaining Schemes		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The Northern Hub strategy includes schemes to allow more frequent services in the Caldervale route and the improvements in the Castlefield Corridor through Manchester and additional platform capacity at Manchester Airport that would allow direct services from Bradford to Manchester Airport. A possible service pattern has been identified by the Calder Valley Line Enhancement Strategy (2012).			

Title:	Bradford Mill Lane capacity		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Infrastructure enhancements are required to facilitate parallel moves in and out of Bradford Interchange to / from Leeds and Halifax at the same time. The Yorkshire & Humber RUS recommends an additional crossover between platforms 1 & 2 at Bradford Interchange, this would offer capacity that could be used to address peak crowding on the Calder Valley line. (Ref: Initial Industry Plan 2011)			

Title:	Halifax station capacity		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	To provide a turnback facility at Halifax, facing Leeds, which will improve capacity, performance and journey times between Halifax, Bradford and Leeds to meet RUS and Northern Hub outputs and to meet passenger growth forecasts. (Ref: Initial Industry Plan 2011)			

Title:	New Pusey – Ticket office refurbishment		Possible Delivery:	2012/13
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Refurbish the ticket office to enhance passenger experience. Funding identified as part of Tranche 3 of the National Station Improvement Programme (NSIP).			

Title:	Walsden – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Electrification		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Electrify route to allow electric trains to operate. An economic pre-feasibility study has been undertaken.			

Title:	Huddersfield – Bradford signalling renewal		Possible Delivery:	CP6
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Signalling renewals with opportunities to reduce operational cost / provide enhancement.			

Title:	Bradford Interchange – Station masterplanning and redevelopment		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Masterplanning and redevelopment of the station to improve facilities and integration with the surrounding area.			

Title:	Hebden Bridge - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of passenger lifts.			

Title:	Hebden Bridge - Car park extension		Possible Delivery:	CP4
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

Title:	Mytholmroyd - Car park extension		Possible Delivery:	Unknown
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by expanding the existing car park. A feasibility study has been undertaken.			

Title:	Todmorden - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed		Planned	Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of passenger lifts.			

2.4. Hallam Line of Route Scheme Details

Title:	Wakefield Kirkgate – Station Regeneration		Possible Delivery:	2012/2013
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Regeneration of the station building bringing it back into use. Groundwork Trust office space, conference/meeting room facilities for community use, small business enterprise units for new businesses, passenger facilities with a café/retail facility including ticket selling and exhibition area to promote green technologies, heritage and public transport, increased car parking and improvements to the station frontage including resurfacing and landscaping. Funding identified includes: LTP, Network Rail, Northern Rail, Grand Central, Wakefield Council, Rail Heritage Trust, Station Commercial Project Facility and European Regional Development Fund (to be confirmed).			

Title:	Half Hourly Service at all Stations		Possible Delivery:	CP6
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide a 30 mins service frequency at all stations on the line to meet the Yorkshire Rail Network Study conditional output.			

Title:	Castleford – Bus and rail stations redevelopment / improved links between		Possible Delivery:	CP4/5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Metro and Wakefield District Council are working towards improving the facilities at Castleford Bus and Rail stations and to improve linkages between the two locations as part of a phased package. There is committed Local Transport Plan funding for the bus elements as Phase 1 of the delivery.			

Title:	Horbury Junction to Wakefield Journey Time Improvements		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Opportunity to undertake enhancements in conjunction with planned track and signalling renewals at Turners Lane Junction, Wakefield Kirkgate, Horbury Junction and Wooley Coal Siding. The scheme aims to provide journey time reductions and improve capacity for passenger and freight services on the route through Horbury Junction and Turners Lane Junction including: improved operational flexibility and higher junction speeds and reduced journey times between Wakefield Kirkgate and Barnsley. (Ref: Initial Industry Plan 2011)			

Title:	Electrification		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Electrify route to allow electric trains to operate.			

Title:	Improve capacity and connectivity by opening platform 2 at Castleford		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide capacity and connectivity improvements through Castleford and reopen platform 2.			

Title:	Normanton - Car park extension		Possible Delivery:	Unkown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

Title:	Woodlesford - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

2.5. Harrogate Line of Route Scheme Details

Title:	Horsforth – Turn back		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide track infrastructure to allow vehicles to turn back at Horsforth.			

Title:	Intercity Express Programme – Gauge and Network Capability Enhancement		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	To provide infrastructure capability enhancements to enable the operation of the IEP train according to the deployment strategy defined by the DfT. This includes gauge clearance works on the Harrogate Line.			

Title:	Horsforth Shuttle Services		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Additional peak shuttles between Leeds and Horsforth.			

Title:	Harrogate Area Re-signalling		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Signalling renewal including improved capacity to meet passenger growth and improve performance.			

Title:	Burley Park – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Headingley – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Electrification and modern electric trains		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Electrify route to allow electric trains to operate.			

Title:	Timetable development for both local and intercity services		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Development both local and intercity service timetables.			

Title:	Tram-train – Leeds Bradford International Airport		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Develop a tram-train link between Leeds city centre and Leeds Bradford International Airport using the Harrogate Line route.			

Title:	Headingley - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Horsforth - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. A feasibility study has been undertaken.			

2.6. Huddersfield Line of Route Scheme Details

Title:	Electrification – North Trans Pennine		Possible Delivery:		
Status:	Committed		Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info	
Description:	<p>Electrify route to allow electric trains to operate and increase capacity in order to deliver the operation of the proposed Northern Hub timetable between Manchester and Leeds via Huddersfield, including new electric rolling stock. Announced in Government Autumn Statement 2011 (Ref: Initial Industry Plan 2011)</p>				

Title:	Increase the frequency of Leeds – Manchester to 6 trains per hour		Possible Delivery:		2018
Status:	Committed		Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info	
Description:	<p>As part of the electrification scheme and the Northern Hub strategy, the service frequency between Leeds and Manchester via Huddersfield is proposed to increase to 6 trains per hour.</p>				

Title:	Huddersfield – Automatic ticket gates		Possible Delivery:		2014
Status:	Committed		Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info	
Description:	<p>Provide improved station facilities through the installation of automatic ticket gates. Funding secured from the Station Commercial Project Facility fund.</p>				

Title:	Improvements to local services		Possible Delivery:		CP5
Status:	Committed	Planned		Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info	
Description:	<p>Electrification of the Huddersfield Line will provide an opportunity to review and improve the provision of local rail services on the Huddersfield Line.</p>				

Title:	Journey time savings		Possible Delivery:		CP5
Status:	Committed	Planned		Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info	
Description:	<p>Improve track infrastructure to reduce journey times.</p>				

Title:	Platform Extensions		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Potential platform extensions to operate longer trains in order to meet CP5 crowding targets.			

Title:	Dewsbury – Batley Capacity Enhancements		Possible Delivery:	CP6
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide passing loops between Dewsbury and Batley to provide additional capacity and improved performance for services between Leeds and Huddersfield / Manchester.			

Title:	Huddersfield station capacity improvement		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Increase the capacity at Huddersfield station for longer vehicles services to / from Leeds and Manchester to meet passenger growth on the Manchester-Huddersfield-Leeds-York / Selby corridor. Potential construction of new through platform (number 9), potential extension of platform 1 eastwards to provide a longer Penistone bay (Platform2) to accommodate peak hour train lengthening on the Sheffield-Penistone route, potential extension of platform 4 and potential remodelling of the east end station layout to give longer platforms 5, 6 and 8 and access to the stabling sidings. (Ref: Initial Industry Plan 2011)			

Title:	Mirfield - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. Consideration being given to funding through the Local Transport Plan.			

Title:	Batley – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Cottingley – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Deighton – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Marsden – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Mirfield – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Morley – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Ravensthorpe – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Slaithwaite – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Batley - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Batley - Passenger waiting facilities		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide new passenger waiting facilities and refurbish passenger areas of the station building.			

Title:	Marsden - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Morley - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Morley - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park and formalising other local car parking.			

Title:	Ravensthorpe – Station enhancement		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Consider possible enhancements to station access and facilities as part of local housing development.			

2.7. Penistone Line of Route Scheme Details

Title:	Customer information screens at all stations		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens at each station on the line. Funding not yet confirmed.			

Title:	Infrastructure or selective door opening to allow longer trains		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide infrastructure or selective door opening to allow longer trains to operate on the line and provide increased capacity.			

Title:	More frequent services		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Increase the service frequency to meet the minimum two trains per hour frequency identified by the Yorkshire Rail Network Study, subject to an affordable and value for money solution being identified.			

Title:	Consideration of possible future light rail solution		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Consideration of a tram train or other potential low cost infrastructure solutions to provide improved services on the route.			

Title:	Additional parking at stations on the route/formalise on-street parking		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional parking at stations where possible and work with Kirklees Council to formalise on-street parking around stations.			

Title:	Honley – Refurbish and Improve waiting facilities		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Refurbish and improve the passenger waiting facilities at the station.			

2.8. Pontefract Line of Route Scheme Details*

Title:	More frequent services		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Increase the service frequency to meet the minimum two trains per hour frequency identified by the Yorkshire Rail Network Study, subject to an affordable and value for money solution being identified.			

Title:	Platform Extensions		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Potential platform extensions to allow operation of longer trains in order to meet CP5 crowding targets.			

Title:	Featherstone – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Pontefract Tanshelf – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Streethouse – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	Improved connectivity to support local housing growth including consideration of light rail solutions		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Consideration of tram train technology to provide improved connectivity to development areas in the 'Five Towns' area of Wakefield District.			

Title:	Featherstone - Passenger waiting facilities		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide new passenger waiting facilities.			

Title:	Knottingley - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Knottingley - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

Title:	Pontefract Monkhill – Delivery of station Masterplan		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Deliver the station improvements identified in the Masterplan for the station which includes: accessibility improvements, bus/rail interchange, car park extension and pedestrian access improvements. No funding identified.			

Title:	Pontefract Tanshelf - Passenger waiting facilities		Possible Delivery:	
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide new passenger waiting facilities.			

Title:	Streethouse - Passenger waiting facilities		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide new passenger waiting facilities.			

* For Castleford and Wakefield Kirkgate see '2.4 Hallam Line',

2.9. Wakefield Line of Route Scheme Details

Title:	Intercity Express Programme – Gauge and Network Capability Enhancement		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	To provide infrastructure capability enhancements to enable the operation of the IEP train according to the deployment strategy defined by the DfT. This includes gauge clearance works on the Wakefield Line.			

Title:	Wakefield Westgate – Station redevelopment		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Regeneration of the station including: installation of lifts and removal of barrow crossing, increasing concourse space on platform 1, increasing space for retail facilities on platform 1, creation of new passenger waiting room located centrally on platform 2, new toilets on platform 2, a new passenger customer information point with waiting area for passengers requiring assistance. Station Commercial Project Facility and National Station Improvement Programme funding has been secured.			

Title:	South Elmsall – Customer information screens		Possible Delivery:	CP4
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide better information through the installation of customer information screens. Funding not yet confirmed.			

Title:	More frequent services		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Increase the service frequency to meet the minimum two trains per hour frequency identified by the Yorkshire Rail Network Study. Specifically increase the off peak service frequency at stations south of Fitzwilliam and provide an additional hourly fast Leeds – Sheffield service via Wakefield Westgate. Subject to an affordable and value for money solution being identified.			

Title:	High Speed Two – Released Capacity		Possible Delivery:	CP8
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Consideration of the opportunities presented by changing Long Distance High Speed services following the introduction of High Speed 2 to Leeds.			

Title:	Electrification – Sheffield to Leeds		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	An option to electrify the route from Sheffield to Leeds via Moorthorpe is being considered as a possible extension to the planned Midland Main Line electrification. This would allow local services to be electrically operated and bring potential for further electrification schemes to allow freight and cross country services to be electrically operated.			

Title:	Outwood - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

Title:	Sandal & Agbrigg - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

2.10. Wharfedale Line of Route Scheme Details*

Title:	Ben Rhydding Speed Improvement		Possible Delivery:	CP4
Status:	Committed	Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Removal of permanent speed restriction at Ben Rhydding to allow faster services.			

Title:	Additional Peak Capacity		Possible Delivery:	By CP6
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	The Northern RUS identifies that by 2024 additional capacity, beyond that currently committed, will be required to accommodate forecast demand growth. The RUS identifies that this additional capacity should be delivered by extending existing services to six cars.			

Title:	Platform Extensions		Possible Delivery:	CP5
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Potential platform extensions to allow operation of longer trains in order to meet CP5 crowding targets.			

Title:	Burley-in-Wharfedale - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park.			

Title:	Menston - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by decking part of existing car park. A feasibility study has been undertaken.			

* For Bradford Forster Square, Frizinghall and Shipley see '2.2 Airedale Line'

2.11. York & Selby Lines of Route Scheme Details

Title:	Electrification – North Trans Pennine		Possible Delivery:		CP4
Status:	Committed		Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations		Tickets & Info
Description:	<p>Electrify the route from Leeds to York as part of the North Trans Pennine scheme to allow electric trains to operate to increase capacity and reduce on-going operating cost. Announced in Government Autumn Statement 2011. (Ref: Initial Industry Plan 2011)</p>				

Title:	Intercity Express Programme – Gauge and Network Capability Enhancement		Possible Delivery:		CP5
Status:	Committed		Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations		Tickets & Info
Description:	<p>To provide infrastructure capability enhancements to enable the operation of the IEP train according to the deployment strategy defined by the DfT. This includes gauge clearance works on the York and Selby Line.</p>				

Title:	Electrification – Further Extensions		Possible Delivery:		CP4/5
Status:	Committed		Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations		Tickets & Info
Description:	<p>Possible extensions of the North Trans Pennine electrification to Selby and Hull are being considered, but are not yet committed.</p>				

Title:	Micklefield turnback		Possible Delivery:		CP4
Status:	Committed		Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations		Tickets & Info
Description:	<p>Turnback facility east of Leeds in the Micklefield area to allow through working at Leeds and peak strengthening through more frequent, short distance services. (Ref: Initial Industry Plan 2011)</p>				

Title:	East Leeds Parkway - New station		Possible Delivery:		Unknown
Status:	Committed		Planned		Future Development
Input Type:	Trains & Services	Infrastructure	Stations		Tickets & Info
Description:	<p>Construction of new railway station and park and ride facility replacing Micklefield Station.</p>				

Title:	Garforth - Accessibility improvements		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide improved access to platforms through the installation of ramps.			

Title:	Garforth - Car park extension		Possible Delivery:	Unknown
Status:	Committed	Planned	Future Development	
Input Type:	Trains & Services	Infrastructure	Stations	Tickets & Info
Description:	Provide additional car parking by extending the existing car park. A feasibility study has been carried out.			

Further information

If you have any queries about this document, or If you would like this information in other formats such as Braille, large print or in audio format (CD / MP3) or in other languages, please contact us:

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Published by Metro.
40 - 50 Wellington Street, Leeds LS1 2DE.

