

RAILPLAN 6

1 INTRODUCTION

1.1 Purpose of Railplan 6

The purpose of Metro's Railplan 6 is

- to provide a strategy for the development of the rail network for the period of the second Local Transport Plan (2006-2011)
- to set out an approach to longer term developments beyond this period towards 2030.

Metro has an over-arching policy for train services in West Yorkshire, which is:

“To ensure, in partnership with train operators, Network Rail and others that train services are as effective as possible in meeting the travel needs of the people of West Yorkshire, serving both existing passengers and attracting additional patronage, including modal shift from the car”

2. THE SECOND LOCAL TRANSPORT PLAN (LTP2)

2.1 Delivery

The delivery of LTP2 is based around a set of shared priorities

- Delivering accessibility
- Tackling congestion
- Better air quality
- Safer roads
- Quality of life

An important factor in developing rail projects in LTP2 is to demonstrate that they are realistic, deliverable and offer value for money.

2.2 LTP2 Objectives

LTP2 objectives are shown in Part 1 of the final LTP document.

LTP objectives will be delivered by a number of strategy elements which are listed in Table 2.14 of the LTP document. The elements which will be delivered by Railplan 6 are as follows:

Delivering Accessibility

- Improve physical accessibility by making bus stops more accessible, improving the continuity and signage of cycle and walk routes
- Maintain and develop public transport networks through our bus and rail strategies

- Maintain and enhance concessionary fare schemes and address cost barriers for job-seekers
- Raise awareness of public transport and improve information
- Embed accessibility in other strategies, e.g. LDFs

Tackling Congestion

- Encourage modal switch to public transport
- Promote sustainable land use planning policies and practices
- Make the best use of existing capacity
- Encourage more cycling and walking
- Promote smarter travel choices
- Manage the demand for travel

Better Air Quality

- Encouraging more sustainable travel
- Traffic demand management measures, focusing on commuter journeys

Effective Asset Management

- Maintenance and operation of urban traffic control and CCTV systems (on street and public transport)
- Maintenance of lighting, signs and road markings

2.3 Funding

From the LTP2 integrated transport allocation there will be an annual sum available for investment in rail. In addition PTEs are given flexibility in the Railways Act 2005 to:

- Vary rail fares and charges
- Vary rail services and service levels
- Use funds from any charges or savings to purchase other improvements to rail services or infrastructure
- Use funds from savings on service reductions/withdrawals to fund bus services offering better value for money

Metro intends to take advantage of these powers to deliver elements of the strategy, where appropriate and where they can provide the best value for money solution.

The LTP process also includes the provision to bid separately for schemes costing over £5m. The DfT has indicated that funding for such schemes will be limited. A new Transport Innovation Fund has been launched by the DfT providing for 'congestion' and 'productivity' schemes. It is expected that heavy rail will have a role to play in any TIF bid for West Yorkshire

3 NATIONAL RAIL STRUCTURE AND POLICIES

3.1 New industry structure

The current focus within the rail industry is for a period of stability and consolidation to allow improvements to the existing network and services.

The SRA is now replaced by a new organisation within the DfT to lead on rail. The DfT will:

- Set five year high level outputs and budget
- Develop a vision and strategy

The DfT will lead on the specification and procurement of rail franchises. At present Metro is a signatory to the Northern Rail franchise and the Act makes provision for PTEs to be signatories to future franchises, but only with the Secretary of State's consent.

Metro believes there is strong case for remaining as a signatory to the relevant local rail franchise and intends to put forward a robust argument for this when changes are proposed.

3.2 Network Rail's role in leading on performance

There will be much closer working between Network Rail and the TOCs. The new Integrated Operational Control Centres (IOCC) are improving performance and driving down delay minutes in general and delays per incident. An IOCC will be established for the West Yorkshire area at York and is planned to open in 2006.

There is a need to drive down costs in the industry with Network Rail being required by DfT to increase efficiency by 30% in the next five years.

4 PLANNING STRATEGIES

During the course of LTP2 the rail network will be subjected to the following major studies:

4.1 Regional Planning Assessment

This will consider the function of the railway within current and future land use and transport systems and its role in supporting economic and wider development objectives. It will cover the network in Yorkshire and the Humber as a whole. It will be carried out by the DfT in conjunction with Network Rail and is due to be complete in 2006. Metro will be part of the stakeholder reference group for the study.

4.2 Route Utilisation Study (RUS)

The purpose of the RUS is to consider how the network can be used to maximum efficiency. It considers such issues as how best to tackle capacity problems using the existing network and how under used parts of the network can best be incorporated.

The RUS for Yorkshire and Humber is expected to begin during Spring 2006. There are two other associated studies affecting West Yorkshire: the North West RUS and the East Coast Main Line RUS. Both of these studies are currently under way and Metro is providing appropriate inputs.

4.3 Other influences

The DfT's review of the Northern Franchise has concluded that the franchise operates efficiently and proposes no major changes to service levels or rolling stock. Metro welcomes the removal of uncertainty, but is concerned that it does not address the need to cater for growth. This is why Metro is implementing a scheme for additional rolling stock in partnership with Yorkshire Forward, the regional development agency. The scheme also includes fares increases which addresses another issue highlighted in the Northern Review, the lower level of fares in West Yorkshire compared to other areas. Metro's actions will ensure that the additional revenue is invested in a direct passenger benefit.

Metro intends to play a full role in developing future strategies for services impacting on West Yorkshire to ensure that local requirements are properly considered and reflected.

5 THE WEST YORKSHIRE RAIL NETWORK

The current network comprises 217 route miles and 67 stations open to passenger traffic. Like many other industrial areas, the rail network in West Yorkshire developed to serve many different purposes including mineral extraction, general industry, and agriculture as well as passenger carriage. In 1948 the network had over 370 route miles and over 200 stations. There were significant closures of lines and stations over the next 30 years. The result of this is that whilst duplicate lines and stations were eliminated a number of urban and rural areas in the county were left without any railway at all. What remains is a collection of routes built for different principal purposes at different times. Although major centres are served, the network does not offer consistent connections for the county as a whole. Some routes, because they are an amalgam of former duplicate routes, are circuitous and involve complex operations.

During the 1980s and 1990s, Metro invested significantly in the local rail network including opening over 20 new stations, some re-opened lines and electrification of the Airedale/Wharfedale lines. This investment contributed to a doubling of passenger numbers.

5.1 Network operations and management

Track, signalling and associated infrastructure are managed by Network Rail. Local services are provided by Northern Rail on behalf of Metro. These services are branded as the MetroTrain network.

Long distance services are provided by:

- TransPennine Express
- GNER
- Virgin Cross Country
- Midland Main Line

Leeds Station is managed by Network Rail.

Huddersfield and Dewsbury stations are managed by TransPennine Express.

Wakefield Westgate is managed by GNER

All other stations in West Yorkshire are managed by Northern Rail.

6 ACHIEVEMENTS SINCE 2000

6.1 Station improvements

The first LTP period has seen the rebuilding of Leeds station. This has resulted in a potential 40% increase in capacity. Passenger facilities have also been very much improved and extended, such as lifts, escalators, state of the art passenger display screens.

Leeds forms the hub of the West Yorkshire network with around 80% of all local services originating or terminating there. The complete reconfiguration of track and renewal of signalling in the immediate vicinity of Leeds has, therefore made a significant improvement in the operation of local services. It has also provided additional platform capacity which assists peak flows in particular. Peak passenger arrivals at Leeds have doubled in the last ten years.

Many stations have had improvements (supported by LTP investment) including new staffed ticket offices at Horsforth and Guiseley, new waiting areas at Shipley. New shelters and improved bus /rail information have been installed at many other stations. All stations now have a public address system and some, such as the Airedale and Wharfedale lines have public information display screens.

6.2 Track and signalling

As well as the improvements made around Leeds station there was a major project to refurbish Bramhope Tunnel which resulted in an increase in linespeed from 30 to 60 mph.

6.3 Interchange

There have been some developments in interchange at major centres. A new bus / rail interchange at Leeds Rail Station, jointly funded by Metro (through the Local Transport Plan), Network Rail and Leeds City Council, has been completed together with the refurbishment of the nearby Boar Lane Bus Point. The reopened North Concourse now gives direct pedestrian access to the Infirmary Street Bus Point. The bus departure area and bus concourse at Bradford Interchange have undergone a major refurbishment. Hebden Bridge station is the focus of the new 'Hebden Bridger' rural bus initiative, which connects the station with the town centre as well as many surrounding places. Improved bus / rail interchange facilities have been developed at a number of stations including Denby Dale, Sowerby Bridge and Slaithwaite. All rail stations in West Yorkshire now have information showing the locations of nearby bus services.

In addition to the main centres, there are six smaller stations with dedicated bus links for all or part of the day.

6.4 Rolling stock

At the start of the LTP 1 period a fleet of Class 333 three car trains were acquired for operation on the Airedale and Wharfedale lines. Metro subsequently made the case for a fourth car to be added to all the sets (in part funded by the SRA's Rail Passenger Partnership scheme) giving a 38% capacity increase on these routes. Patronage on these lines increased considerably as a result of this investment (over the last five years growth in peak patronage has been 40%). Two classes of diesel rolling stock have been refurbished with part funding from LTP.

6.5 New train services

A new semi fast hourly service has been introduced linking Leeds, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield in conjunction with SYPTE and with funding from Yorkshire Forward. The half hourly service between Leeds and Skipton has been extended to operate all evening. Both are good examples of getting better value for money through improvements made using existing resources and adjustments to services.

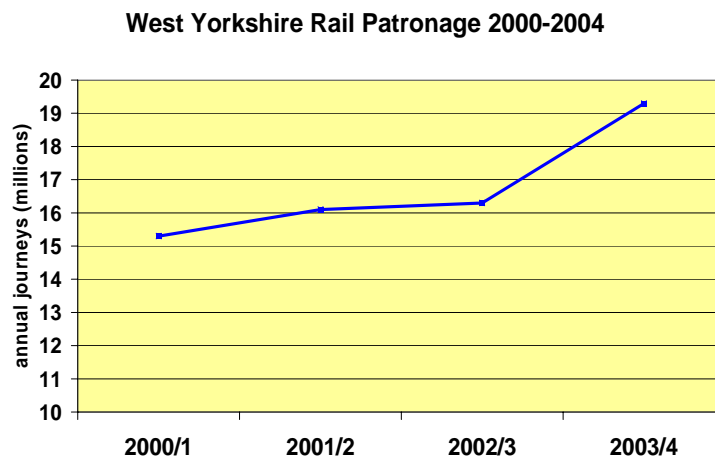
6.6 New stations

A new station was opened in February 2005 at Glasshoughton between Castleford and Pontefract serving a new housing, shopping and leisure complex. It is fully DDA compliant and includes park and ride for 100 cars and adjacent bus / rail interchange facilities.

Further work has been undertaken on the other four priority station sites identified in RailPlan 5 (Apperley Bridge, Horsforth, Kirkstall and Low Moor). Work is ongoing to identify how and when these additional stations can be implemented. All require either changes to services or additional rolling stock prior as a pre-requisite.

6.7 Patronage growth

There has been an overall growth of 26% in passenger numbers since 2000. The rate of growth over this period is twice the national average growth.

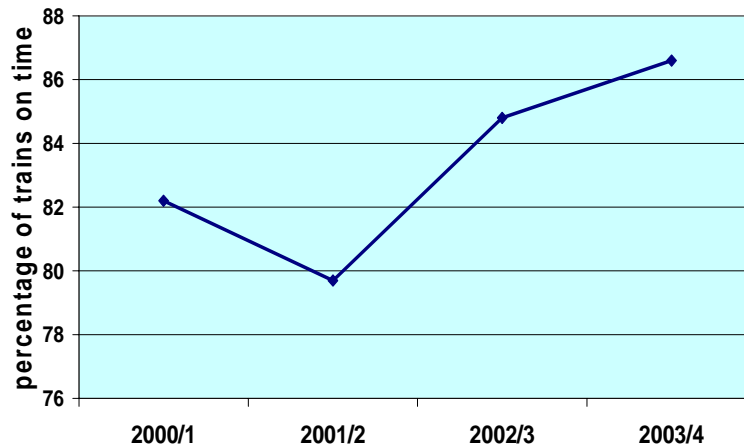


6.8 Punctuality and reliability

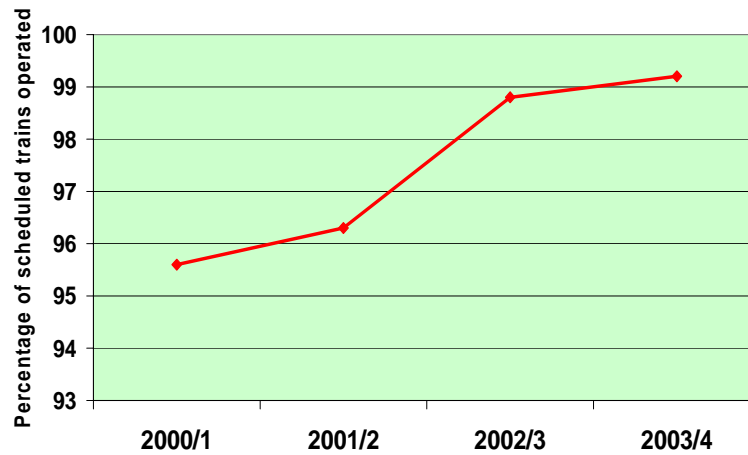
In general, performance has improved steadily after a very difficult period during the major reconstruction works carried out in the Leeds 1st Project, the Hatfield accident aftermath and staffing problems.

Good performance was identified through consultation as the highest priority for passengers. This will therefore form an overarching strategy objective in RailPlan 6.

West Yorkshire Rail Punctuality 2000-2004



West Yorkshire Rail Reliability 2000-2004

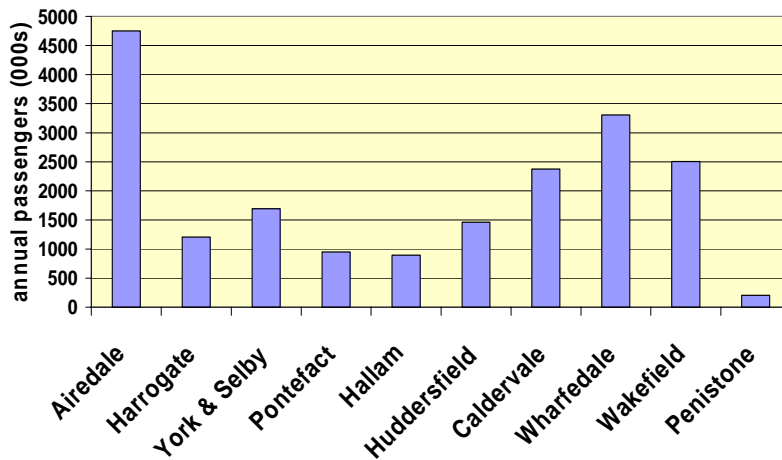


7 CURRENT USAGE OF THE NETWORK

While use of the network continues to increase the pattern of patronage varies considerably both by route and by time:

7.1 Routes

West Yorkshire local journeys by line



50% of the local lines carry 76% of total local traffic. The two busiest lines are Airedale and Wharfedale, which are both operated by modern electric rolling stock. The third busiest is the Wakefield Line. All three are at least in part operated by electric rolling stock.

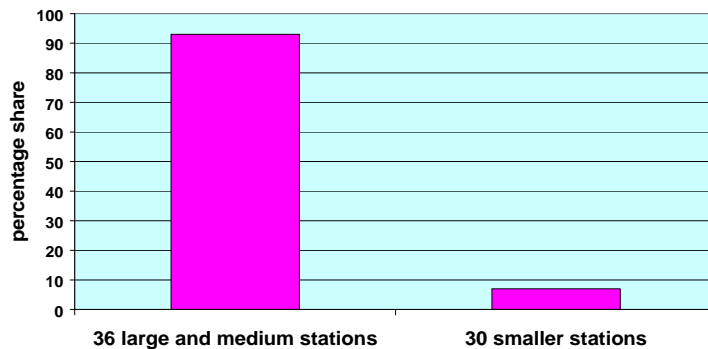
Other routes have the potential for greater usage, particularly where housing and / or economic growth is forecast.

When considering future route development or service alterations, passenger numbers are not the only relevant factor. Metro will work with the industry to better understand the costs associated with operating individual routes and how best value for money can be obtained (e.g. by finding ways to increase the income on lightly used lines).

7.2 Stations

57% of West Yorkshire stations attract **93%** of the traffic. The remaining **43%** account for **7%**.

West Yorkshire station patronage

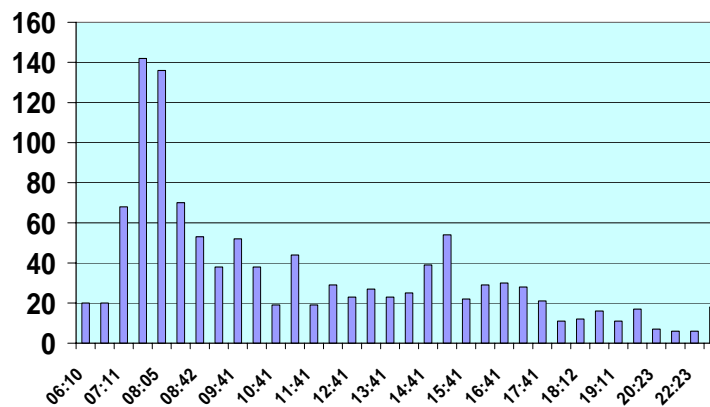


Numbers of passengers using stations is not the only way of assessing the performance of a station. Running costs (which can be low for small stations), revenue and the wider role in accessibility and social inclusion will also be important factors that Metro will take into account when considering future stopping patterns.

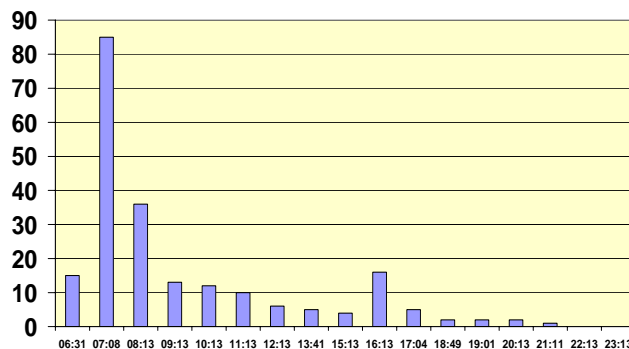
7.3 Peak periods

Peak passengers i.e. those arriving at main centres between 0730 and 0930 and departing between 1600 and 1800 represent an average of 50% of the total patronage but only 22% of the 18 hours of operational time (0600-2400). This shows the patronage pattern of a well used station.

Ilkley departures



Knottingley departures



At lesser used stations such as Knottingley (above) the peak share is even more pronounced.

Metro will work with train operators seek to increase the number of off peak passengers where there is usually spare capacity available.

7.4 Services

The majority of the network operates on a half hourly frequency during the daytime with fifteen minute frequency on busier routes. The MetroTrain network also plays a key role in the wider City Region and contributes to the aims of the Northern Way Growth Strategy. There are at least four trains per hour from Leeds to York, Sheffield, Manchester and three to Doncaster. There are six trains per hour over two routes between the two largest West Yorkshire centres -Leeds and Bradford.

The service patterns on most routes have remained the same for some considerable time i.e. reduced frequencies evenings and Sundays and hours of operation between 0600 and 1200 midnight. These do not necessarily reflect current movements such as:

- Sunday shopping
- Late night city centre entertainment
- Shift working

Some off peak services operate at less than hourly frequencies in some cases with very few passengers. There are a number of centres which do not have direct train services e.g. Bradford and Wakefield.

Through the Regional Planning Assessment, Route Utilisation Strategy and its own planning work, Metro intends to review service patterns on the network to identify opportunities where adjustments could be made to better meet current demands.

7.5 Track and signalling

The main hub of the West Yorkshire system at Leeds now has a new and expanded track and signally layout. There are capacity problems which restrict development of new routes and services. These are caused mainly by:

- 'Pinch points' on the system such as triangular junctions and large station approaches
- restrictions caused by trains of different types and speeds using the same track
- long block sections in signalling e.g. Calder Valley and Harrogate Line
- single line sections e.g. Wharfedale Line
- Temporary and permanent speed restrictions in a number of places

The focus of RailPlan 6 will be on making best use of the existing infrastructure, but Metro intends to identify any opportunities for small scale infrastructure enhancements (which might be appropriate for LTP Major Scheme bids) or for longer term aspirations.

7.6 Stations

Many stations have had improvements including new staffed ticket offices, new shelters, improved bus /rail information and extended park and ride.

Only the two most recently opened stations (Glasshoughton and Brighouse) are fully compliant with the latest accessibility guidance although over 70% do offer step free access. Some stations and car parks do not have CCTV or passenger information

display screens. Market research shows that many people are concerned about security at stations or approaches to stations. Whilst progress has been made in lengthening platforms on parts of the network there are still constraints on some lines where increased patronage will require longer trains in the near future.

7.7 Cross boundary issues

The West Yorkshire rail network serves the wider journey to work area and City Region.

Anomalies in fares structures within and outside the Metro boundaries create problems in travel patterns. Boundary car parks are oversubscribed as passengers are attracted by the actual or perceived cheaper fares within West Yorkshire.

Some operational constraints are outside the West Yorkshire boundary and will need to be addressed in partnership with other authorities (e.g. platform lengths on the Harrogate Line)

Metro will work with neighbouring authorities on cross boundary initiatives (such as Harrogate Line platform extensions in collaboration with North Yorkshire CC and service patterns on the Caldervale Line with Greater Manchester PTE)

8 THE ROLE OF RAIL

8.1 General

Heavy rail has a number of strengths in urban and inter urban passenger transport:

- It can carry large volumes of people in a sustainable way
- It can offer higher speeds than the local road network
- Park and ride is very successful in encouraging motorists to switch to public transport
- Modern rolling stock can provide high standards of comfort, safety and passenger facilities
- The network is simple and easy to understand
- Routes and times are not subject to frequent and confusing changes such as can occur in bus operations
- It provides feeder links to long distance network

It does have its limitations:

- The cost structures within the industry mean that it can be seen as expensive to operate especially where passenger numbers are small
- Very high fixed costs for infrastructure
- It is not as flexible as the bus in terms of proximity to homes
- It cannot provide the same intensity of service as the bus
- Some stations are poorly sited in relation the local population.
- Concerns for personal safety at lonely stations
- Discomforts of old and unsuitable rolling stock
- Overcrowding on peak services

RailPlan 6 aims to build on the strengths of the rail network in West Yorkshire, taking advantage of where it can offer a more attractive alternative to the private car.

8.2 Role of rail in West Yorkshire

Nearly 40% of all rail journeys in West Yorkshire take place in the peak to and from Leeds. The busiest stations are not necessarily serving the largest communities but are ones, which have fast direct services into the regional centres. The overall modal share of rail does not give the true picture of its role in tackling congestion, in that it only serves certain corridors. On the routes it does serve it plays a major role, such as the Airedale line route where it accounts for 75% of all peak commuters to the centre of Leeds from the Skipton-Shipley corridor.

The key roles of rail in West Yorkshire are:

- Spreading the benefit of the growing Leeds economy by providing the fastest and most efficient journeys to work
- Tackling congestion in the major centres and on main corridors by providing fast inter urban services at peak times
- Providing accessibility with fast, direct links to and between centres in West Yorkshire
- Providing a feeder link to a major rail interchange e.g. Penistone Line
- Providing the basis for a future development of a more intensive fast inter urban network.

9 CHALLENGES AND CHOICES

Railplan 6 is a strategy for rail which will assist in the delivery of the objectives of LTP2. In formulating this strategy, therefore, local aspirations must be balanced alongside regional and national priorities, building on rail's strengths and new opportunities.

In particular, rail schemes need to

- demonstrate that they are realistic, deliverable and offer value for money.
- Make the best use of the existing network.
- Consider the most effective and efficient way to achieve the objectives and targets
- Meet the objectives of LTP2 (see introduction)

9.1 Railways Act 2005

The new PTE powers (see introduction) will give the opportunity for reviewing options, particularly with regard to fares and charges.

There are financial constraints to these new powers. Metro will have the flexibility to develop additional services and facilities on the network but will have to find any additional finance required. One source of finance and resources may be through adjustments in areas identified by a review of the network.

9.2 Revenue funding

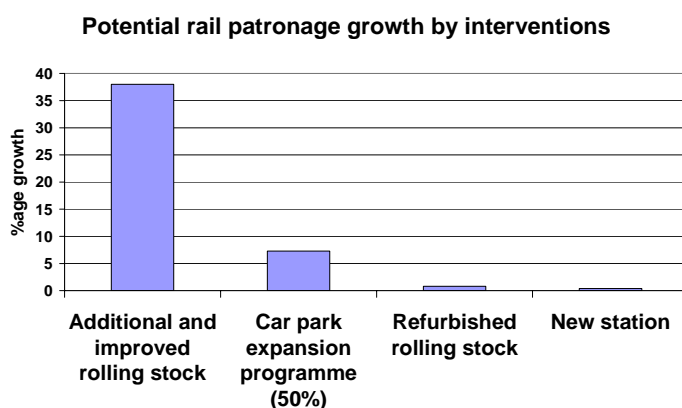
Many infrastructure improvements have additional revenue implications. Improvements to stations and extensions of car parks, for example, will incur regular ongoing costs for maintenance. This factor will need to be taken into consideration in terms of developing a programme and agreements with operators.

9.3 Value for money

All schemes will need to demonstrate value for money.

One factor in determining overall value for money is the patronage increases as a result of interventions. Potential patronage increases of the following planned or previously implemented interventions (based on typical schemes) are:

- New stations (one new station would produce a 0.3% increase in West Yorkshire patronage as a whole)
- Refurbished rolling stock (0.8%)
- Increased car parking - 50% increase in space could produce 6% increase in passengers
- More and improved rolling stock would facilitate estimated growth of up to 40% in peak patronage.



9.4 New stations

A new station, as well as being very costly to construct, has an element of uncertainty regarding its likely patronage. Whilst many of the new stations in West Yorkshire have been very successful there are a number which generate few passengers. New stations require increased train capacity and network capacity to accommodate additional stopping time.

The issue associated with lengthening trains to provide the additional capacity needed is that this may incur additional costs of platform lengthening at other stations on the route. Metro will therefore work closely with neighbouring authorities to identify funding and delivery mechanisms for such schemes.

In the short-term, Metro's new station strategy will focus on developing proposals for Apperley Bridge, Horsforth, Kirkstall and Low Moor. Implementation will be dependent on deliverability and funding and are likely to extend beyond the LTP2 period.

10 RAILPLAN 6: THE STRATEGY

The strategy addresses key issues arising from:

- consultation with the general public and rail user groups
- consultation with the rail industry
- new PTE powers under the Railways Act 2005
- other current national and regional policy
- current information about the state and likely development of the network
- Trends identified through statistical data and market research

The strategy is primarily concerned with the second Local Transport Plan (2006/7 – 2010/11), but it also includes longer term aspirations to 2020. Some parts of the LTP2 programme will form part of the long term plans. The strategy is set out in the following paragraphs

10.1 Strategy influences

Leeds has seen significant growth in employment which is predicted to continue with an estimated 30,000 new jobs over the next 10 years. Not only have all main centres seen both an increase in numbers travelling in the peak, but also there has also been an increase in rail mode share. In Leeds the overall peak hour flow has increased considerably in recent years (by 9% since the start of the first LTP). In addition rail's modal share has increased by 25% since 1991. These factors combined with a tendency for people to make more and longer trips have resulted in increasing congestion on the transport systems:

- Increasing road traffic is causing congestion which can hinder further economic growth
- Peak traffic growth on rail has reached its limits with the present rolling stock, infrastructure and park + ride facilities.

Rail has the capacity to move large volumes of people so the Railplan strategy will seek to:

- Manage peak demand by a variety of measures
- Create more peak capacity in order to relieve congestion on road corridors paralleled by rail services

A key role for Metro is in the improvement of the quality of service provided with regard to:

- Personal safety and security
- Quality of rolling stock
- Capacity
- Information services

These issues are perceived to be of importance to passengers in market research surveys. They assume greater importance as the network becomes busier.

A further factor is the increasing distance travelled. The average distance travelled to work increased by 25% between 1991 and 2002. It is now over 10km. Rail is well placed to serve the needs of longer distance commuting with its fast inter urban network. Railplan sets out a strategy for:

- Improving travel links within West Yorkshire
- Improving links to other parts of the region

11 OVERARCHING STRATEGY

Maintain and improve performance

This will be achieved through Metro's role in the franchise for local services. Metro will also seek commitment from Network Rail for continued improvements and some enhancements to track and signalling on the network.

11.1 Managing peak capacity

The principal and continuing trend on the network is patronage growth, particularly in the peak. The management of this growth is a key factor in network development.

Extra rolling stock

Provision of extra rolling stock to provide peak strengthening on trains reaching capacity. On some routes this will involve platform lengthening to accommodate the longer trains. Funding for extra rolling stock is not a provision of the new Northern Franchise so it is necessary to seek funding from other sources.

Provision of extra rolling stock is costly in that it would only be used for one return revenue earning trip per weekday. It will be important to include other means of tackling peak capacity and thereby limit the amount of extra rolling stock needed.

Metro has secured funds from the Regional Development Agency (Yorkshire Forward) for a scheme for 12 additional carriages to operate on the busiest peak services which will be in full operation from December 2006.

Fares policy

New PTE powers on setting fares give potential for managing capacity. Possibilities include:

- Introduction of a cheaper 'early bird' fare to encourage passengers onto early trains where there is still spare capacity
- Reviewing peak time fares to encourage passengers to travel at other times
- Increase rail fares where they are cheaper than the equivalent bus journey

- Making fares compatible with the service i.e. a higher rate on routes with fast frequent services operated by modern rolling stock.
- More attractive off-peak fares where capacity is available.

In addition, it will be necessary to increase overall fares levels to help fund some of the additional rolling stock.

11.2 Making additional car parking capacity available.

- Larger car parks where feasible
- Construction of some new stations with good park and ride potential

The possibility of introducing charges at some car parks will be considered as a way of providing increased standards (including better safety and security).

Funding for one new station is likely to be available from the core LTP during this period. Low Moor is currently the most advanced station in the priority list. Any further developments would depend on external funding and a robust value for money business case.

11.3 Integrated transport

Rail is a fixed network, but integration measures can give it greater flexibility. Integration requires good connections to the station by physical means of bus stops and turning facilities, cycle lockers, car parks and good pedestrian access. It is also provided by timetabling to give good bus / rail connections enhanced by real time information. This strategy supports the national shared priority of accessibility in developing seamless journeys from a variety of locations around the station catchment area.

87% of all access to rail stations is by a mode other than the car. Further improvement of facilities connected with these modes would benefit the majority of passengers

a. Bus/rail integration

The development of physical interchanges at selected stations including turning circles, waiting facilities, establishing connections, seamless fares, full bus/rail information. This also requires implementation of Metro's Bus Strategy as bus operators have shown little interest to date in improving bus/rail interchange.

b. Improved cycle provision

Provision of cycle lockers and investigation of improved cycle facilities on trains

c. Improved provision for passengers on foot

Audit of access to stations to improve provision for pedestrians including

- Lighting
- footway conditions
- pedestrian crossings

- improved signage
- better accessibility

These audits will be followed by the delivery of prioritised and affordable investment.

11.4 Quality improvements to stations and trains

The programme of station improvements will continue during LTP2 providing

- Schemes including the provision of new shelters, lighting and electronic information
- Improved signage to stations

In addition other developments to include

- The establishment of minimum facilities / standards to stations depending on size / patronage.
- An audit of stations to assist in developing improvements

Improvements to rolling stock featured strongly in Metro's market research. Surveys of trains which have undergone improvements have shown that they do create a modal shift from the car. They also have the effect of improving the perception of safety and security. As such they have impact on the LTP objectives of reducing car based travel. This will be met by continued refurbishment of existing rolling stock and the acquisition of additional and better quality stock. (in conjunction with the strategy for increasing peak capacity)

11.5 Enhancement of Strategic Links

The development of enhanced links between main urban areas will support the Northern Way Growth Strategy. People who travel to their place of work in a centre may, during the course of the day need to make business trips to other centres. If there is a wider variety of destinations by fast links such people are more likely to travel to work by public transport and use the fast links during the day. This strategy would

- Increase accessibility
- Assist the LTP2 objectives to reduce the impact of car based travel
- Encourage off peak business travel and ease day time road congestion
- improve journey time reliability

The development of an inter urban network exploits a key strength of rail – its ability to move people quickly and efficiently in a busy urban environment.

Opportunities include:

- Upgrading the Transpennine route by introducing a semi fast Bradford – Manchester Victoria service using, in the first instance, higher quality cascaded 158 stock
- Examining the development of fast links by 'skip stop' services for routes such as Harrogate-Leeds

- Providing more direct links by the rearrangement of existing services without the need for more train paths or rolling stock
- Examining whether some services could be reduced or withdrawn to provide improved links on other routes where there is a greater traffic potential (e.g. recent withdrawal of a direct evening Leeds-Bradford FS trains to provide half hourly service to Skipton)
- Achieve links to larger centres currently without rail by running express bus services linking rail as well as bus stations.
- Possible use of disused rail corridor alignments as segregated express Busways
- Potential change of technology for a number of rail corridors to provide enhanced capacity and more cost-effective operation of services, including consideration of tram-train (e.g. Harrogate Line).

11.6 Accessibility

In response to the revised national strategy and in order to make the rail network within West Yorkshire fully accessible, it is proposed that Metro's strategy to improve accessibility at local rail stations is as follows:

- Consider developing local schemes that would provide step-free access at those stations not included within the ten year national programme
- Maximise the use of funds from Northern Rail and DfT whenever possible
- Consider the extension of the customer information system by building upon the benefits that will be delivered by the recently approved scheme to replace the control system in Leeds
- Continue with the current programme of minor accessibility improvement works and extend to all lines in west Yorkshire.
- Production of the popular 'Go For It' guide, which provides information on how to access rail and bus services

11.7 Safety and Security

Priority areas will include:

Expansion of CCTV

- Commencing a programme to provide CCTV at all stations.

Station environments

- Improvements to station environments to give passengers greater perception of safety and security with attention to
 - lighting,
 - removal of excessive shrubbery over footways,
 - removal of graffiti

Lineside security

- Liaise with Network Rail regarding any problems with lineside security raised by passengers or surveyors, such as damaged fencing, excessive rubbish, graffiti.

Policing

- Develop safety initiatives in association with British Transport Police

11.8 Cross boundary issues

There are three main aspects of cross boundary services:

- Fares
- Development of inter urban links
- Improvement of whole routes covering more than one authority

Fares

Metro in partnership with neighbouring authorities will develop proposals for a MetroCard Zone 6 covering the journey to work area and City Region.

Development of inter urban links

To address the increasing need for these links Metro will continue to co-operate with other authorities to explore improvements of cross boundary links. The new Leeds – Sheffield service is a good example of such co-operation

Improvement of whole routes

Metro will seek to develop those routes which are in need of improvement outside the West Yorkshire boundary. There is an existing consortium of Metro and three other authorities looking at potential improvements to the Harrogate Line which suffers from limited capacity and operational efficiency due to lack of modern infrastructure.

11.9 Measures to encourage greater off peak usage

Metro will seek more attractive ticketing products to encourage greater off peak usage including transferable Metrocards for employees to use on company business. The development of more flexible timetables to meet the increasing '24/7' urban living environment. Conflicts would arise between 1200 midnight and 0600 because of essential maintenance work required to be carried out by Network Rail. Implementation will be dependent on funding.

Other aspects are the improvement of some Sunday services. This could be achieved by looking at concentrating better Sunday services on some lines and reducing or withdrawing them on others which are under performing and do not have the same potential. Any improvements to services without changes elsewhere would need additional funding to provide them.

11.10 Maintaining a strong Metro branding

The Metro brand has high recognition across West Yorkshire. Maintenance of the brand is important in terms of improving integration between modes and making the network in West Yorkshire simple to understand.

11.11 Other infrastructure improvements

Network Rail has a programme of works during the LTP2 period which includes:

- the removal of temporary speed restrictions
- track renewals in most of the major tunnels on the network
- renewal of life expired signalling

There are plans in the new GNER East Coast Main Line franchise to electrify the line between Neville Hill and Hambleton Junction to allow running of electric trains to

London. This will give more flexibility for capacity on the Wakefield Line. In connection with this Metro is developing a scheme (through the LTP major scheme programme) for increased platform capacity at Wakefield Westgate to facilitate additional Leeds – Sheffield services and accommodate services that currently terminate at Wakefield Kirkgate.

12 LONG TERM VISION

Although the actions and priorities set out in this plan reflect the likely availability of funding and capacity to deliver in the short term, they do not reflect the limit of Metro's aspirations.

Building on past investment in the West Yorkshire rail network, the heavy rail network will continue to play an important role in supporting the wider vision for West Yorkshire (including supporting future economic growth, social inclusion and accessibility).

Metro is committed to work with partners (including District Councils, stakeholders and the rail industry) to develop a long term vision for all modes of transport across the City Region. This is likely to include specific proposals for heavy rail enhancements. The longer term vision for rail will also be informed by the Northern Way Growth strategy, Regional Planning Assessment (to be undertaken by the DfT) and Regional Spatial Strategy (including the Regional Transport Strategy).

The development of the longer-term vision will include consideration of:

- The potential for major route and infrastructure upgrades to support future aspirations (e.g. upgrading of the TransPennine route)
- The need for additional and/or higher quality rolling stock
- The outcome of the Harrogate Line study
- Opportunities for additional park and ride stations
- The opportunity for further new stations (RailPlan 5 contained a list of 30 potential new station sites)
- Opportunities for new fixed track public transport routes
- Opportunities for journey time improvements through infrastructure upgrading
- Further electrification e.g. York/Selby to Bradford (building on GNER proposals for the 'electric horseshoe').
- Possible creation of a train-train network by conversion of some existing heavy rail routes complemented by sections of new alignment

Until this work is complete, it is intended to continue to seek protection of sites and alignments previously identified through the UDP process as having potential future public transport uses.