

## Appendix 1 Implementation Strategy

RailPlan 6 does not attempt to include a prescriptive list of schemes for implementation over the next five years, but will provide a framework for considering and assessing potential schemes within the resources available.

### Framework for prioritisation

Metro's short-term priorities will be based on the strategy elements outlined earlier.

The framework for prioritisation also includes:

- 1) Route development strategies
- 2) Station standards

### Route Development Strategies

Appendix 2 contains a route development strategy for each of the 10 routes in West Yorkshire carrying Metro-supported rail services. The purpose of the route development strategies is to indicate the short-term priority areas for each line of route based both on needs, opportunity and the potential to contribute to LTP objectives. The route development strategies are not the limit of Metro's aspirations (see section below on longer term vision), but provide a framework for prioritising investment and development work in the short term.

### Station Standards

Metro's aim is to provide a basic standard of facility at all stations and a consistent standard of facilities at stations serving similar markets and with similar usage. An initial categorisation (based on 6 proposed categories) of stations within West Yorkshire has been developed.

The proposed categories are:

- **District centres** – stations serving the five main district centres in West Yorkshire
- **Large Urban** – The busiest stations serving the main urban centres
- **Key Park and Ride** – Larger stations where there is known to be a significant Park and Ride potential (either currently using the station or where capacity problems prevent growth at the moment)
- **Large Suburban** – Other stations generating more than 400 passengers per day
- **Small Suburban** - Other stations generating less than 400 passengers per day
- **Community Rail** – Stations on designate Community Rail Routes.

The table below indicates the vision for stations in West Yorkshire:

Facility	Station Category					
	District Centre	Large urban	Main Park and Ride	Large suburban	Small Suburban	Community rail
Shelter	Already installed at all West Yorkshire Stations					
Public Address						
Information on bus and taxi services						
Accessible	All stations to be accessible where a value for money solution exists. Where this is not practical, a reasonable alternative (e.g taxi to nearest accessible station) should be provided in accordance with latest guidance.					
Real Time Information	✓	✓	✓	✓	✓	
Cycle facilities	✓	✓	✓	✓	✓	✓
CCTV	✓	✓	✓	✓	✓	✓
Phones	✓	✓	✓	✓		

Facility	Station Category					
	District Centre	Large urban	Main Park and Ride	Large suburban	Small Suburban	Community rail
Waiting room	✓	✓				
Ticket office	✓	✓				
Taxi rank	✓	✓				
Toilets	✓*					

Notes: \*Where already installed

In developing and implementing schemes, Metro will also have regard to factors including wider benefits (e.g links to regeneration initiatives), deliverability, future running costs and the availability of funding.

### Funding sources

Although funding within the rail industry is likely to be constrained during the next five years, there is a range of funding resources available to Metro including:

- 1) Capital from the 2006 – 2011 Local Transport Plan. The table below sets out the indicative capital funding available for rail projects in the Provisional LTP2. This will be amended in the light of actual capital allocations and the availability of bonus funding.

### Provisional Capital Funding Allocation from LTP2 (£m)

Rail station shelters and waiting areas	1,000
Platform extensions	2,000
New rail stations e.g. Low Moor	3,346
Rail Station Access Improvements (includes Park and Ride, cycle and pedestrian access, DDA accessibility and Bus / Rail interchange)	2,850
Information at rail stations	500
<b>Rail subtotal</b>	<b>9,696</b>

- 2) The provisional LTP also highlights the potential for highly rated LTPs to receive up to 25% additional funding which will be used to fund additional packages of schemes. For heavy rail, potential additional schemes include:

#### Potential additional rail schemes funded through LTP 'bonus' funding

<b>Package</b>	<b>Estimated Cost (£m)</b>
Additional bus or rail park and ride	2.8
Rail CCTV Control centre	1.0

There could also be funding from further major scheme bids or the new Transport Innovation Fund.

- 3) Capital/ Revenue funding available for accessibility improvements from the DfT's Access for All fund for accessibility improvements to the rail network and funding available through the Northern franchise (Minor works budget available across the franchise.)
- 4) Funding from 3<sup>rd</sup> parties. This includes:
  - Funding from other franchisees (for example TransPennine franchisee has funding available for station enhancements)
  - Funding from developers (for example relating to developments close to new stations or contributions to the cost of new stations)
  - Funding from neighbouring authorities (for example where Metro is leading on a line of route station upgrade or platform lengthening)
  - Funding from regional bodies (for example funding for additional rolling stock from Yorkshire Forward). Funding may also be available through the Northern Way Growth Strategy
- 5) Funding relating to Metro's powers under the Railways Act 2005. This includes
  - Funding released through service amendments (or revenue neutral service changes)
  - Funding from additional patronage growth or through changes to fares within West Yorkshire
  - Funding from potential car park charges at some locations

The table below indicates how each element of the strategy is likely to be funded. The precise funding mix will vary for individual schemes. Metro's strategy will be to optimise the funding package for each individual scheme in order to maximise value for money and take advantage of 3<sup>rd</sup> party funding opportunities.

Strategy Elements	Likely funding sources				
	1	2	3	4	5
Managing peak capacity	✓			✓	✓
Car parking enhancements	✓	✓	✓		✓
Integrated transport	✓			✓	
Quality Improvements	✓			✓	
Enhancement of strategic links				✓	✓
Accessibility	✓		✓		
Safety and security	✓	✓			
Cross boundary issues				✓	✓
Greater off-peak usage					✓
Metro branding	No additional cost				
Infrastructure improvements		✓		✓	

## Partnership Delivery

The actions identified in this rail strategy can only be developed in partnership with stakeholders in the rail industry including train operators and Network Rail. In preparing this document, Metro has consulted with the industry, neighbouring authorities and wider stakeholders including rail user groups. In particular, Metro has worked closely with Northern Rail on their own partnership development plan setting out their own aspirations for delivery of schemes over the duration their franchise, which ends in 2013. As a result, there should be a high degree of alignment between Metro's aspirations and those of Northern Rail.

In order to deliver the priorities set out in RailPlan 6, it is important that DfT Rail and Network Rail also play their role in facilitating delivery.

## Appendix 2 Route Development Strategies

### RD1: Airedale Line (including Leeds-Shipley-Bradford services)

#### Vision

Following electrification and the provision of new rolling stock, the Airedale line has been very successful in attracting new passengers. For stations north of Shipley rail caters for 75% of all peak trips to and from Leeds City Centre. The vision for the Airedale Line is to build on this success and attract more car drivers to switch to rail. The Airedale Line also has a major role to play in delivering the Airedale Masterplan and supporting the Bradford City Centre Masterplan. Development of transport interchange hubs will be a key element of this. Enhanced links between Airedale, other City Region main centres and London are also important.

#### LTP2 Priorities

Priority Area	Action	Delivery and funding mechanisms
<b>Park and Ride enhancements</b>	Development of proposals for new Park and Ride stations at Kirkstall and Apperley Bridge	LTP2 capital programme includes funding for one new West Yorkshire station. This scheme requires additional and/or 3 <sup>rd</sup> party funding.
	Package of parking enhancements (for example at Shipley, Crossflatts and Bingley)	LTP2 capital programme
<b>Development of transport hubs</b>	Proposals for Shipley to be developed as part of a potential major scheme for a package of integrated transport improvements	Potential major scheme bid
	Opportunities for improved interchange at Keighley linked to the proposed college re-development will be explored	LTP2 capital programme
	Schemes for other key interchanges such as Bingley will be developed as appropriate	LTP2 capital programme
<b>Improvements to strategic links</b>	Make the case for more Bradford/Skipton to London services (Including developing the case for strengthening the electrical power supply to allow intercity electrics to reach Skipton)	Lobbying DfT Rail Working with Network Rail to develop a case
	Examine the possibility for linking some Airedale services with other parts of the City Region	To be considered as part of other service reviews (e.g in connection with new stations)

## RD2: Caldervale Line

### Vision

The Caldervale line provides strategic links between Bradford and Halifax and Leeds and Manchester. The vision is for the route to become the second key Trans-Pennine route between the Leeds and Manchester City Regions operated by high quality rolling stock appropriate to the status of the route. Bradford Interchange should be upgraded to reflect its role as a gateway to the city centre. The topology of the Calder Valley means that there is the potential to further enhance interchange between all modes at stations. Park and Ride has an important role to play and this will be developed further including through the provision of a new station at Low Moor.

### LTP2 Priorities

Priority Area	Action	Delivery and Funding Mechanisms
<b>Improvements to Strategic Links</b>	Review the current service pattern with the aim of improving Bradford- Manchester journey times and accommodating a new station at Low Moor	Any changes to be resource neutral or funded through additional revenue sources
	Work with First TransPennine to develop proposals to bring the Calder Valley into the Trans-Pennine network (a franchise commitment)	Currently no funding source for any service enhancements identified, but discussions will take place with DfT Rail
	Proposals for additional strategic links (e.g Grand Central's proposals for London services) will generally be supported (with the caveats that they should not have an adverse impact on existing services and that Metrocards will be accepted within West Yorkshire.)	Services would have to be financially self-supporting
<b>Improved Rolling Stock</b>	Additional capacity will be provided through the scheme for additional rolling stock with Yorkshire Forward	3 <sup>rd</sup> party funding plus additional revenue sources.
	Platform extensions to support the additional rolling stock (if required)	LTP2 Capital programme
	Deployment of higher quality rolling stock (e.g Class 158s)	Working with Northern Rail on revised unit deployment
<b>Interchange and Integration</b>	Major scheme bid for Bradford Interchange integration for bus and rail station integration and improvements to the rail station	LTP Major Scheme
	Develop and implement a package of integration and additional car parking focusing on opportunities at Mytholmroyd, Sowerby Bridge and Hebden Bridge	LTP2 Capital programme
	New station at Low Moor	Dependent on agreeing a revised service pattern LTP2 Capital programme

### RD3: Harrogate Line

#### Vision

The Harrogate Line supports a key cross-boundary flow between West Yorkshire and the wider City Region. It currently suffers from overcrowding on peak services and lower quality rolling stock which limits its ability to attract more car users. The vision is to upgrade the line to a similar level of quality as Airedale and Wharfedale. The first step in the short term is for additional rolling stock to provide longer trains.

#### LTP2 Priorities

<b>Priority Area</b>	<b>Action</b>	<b>Delivery and Funding Mechanisms</b>
<b>Additional Peak Capacity</b>	Scheme under development with Yorkshire Forward for an additional 12 carriages across West Yorkshire, some of which would be allocated to the Harrogate Line	Revenue cost funded by 3 <sup>rd</sup> party and additional fares revenue
	Platform extensions to accommodate longer trains	LTP2 capital (in partnership with North Yorkshire CC)
<b>Improved Rolling Stock</b>	Higher quality rolling stock more appropriate to large commuter flows (e.g “sprinter” units) will be focussed on this route	Delivered as part of scheme for additional rolling stock. May require some additional capital funding for refurbishment work
<b>Longer term Route Development</b>	Complete study work considering a more comprehensive upgrading of route and rolling stock including a new station at Horsforth Woodside and a potential new link to Leeds Bradford International Airport	Study funded by Metro, North Yorkshire CC and City of York. No funding currently identified for implementation which is likely to be beyond LTP2.

## RD4: Hallam Line

### Vision

The Hallam line provides important strategic links between Barnsley, Wakefield, Castleford and Leeds. Castleford is a regeneration area and patronage growth has been particularly strong on the Castleford-Leeds corridor. The route has recently seen the introduction of a new semi-fast service between Leeds, Wakefield, Barnsley and Sheffield which supports the regional transport priority of improving Leeds-Sheffield links. The vision is for a higher quality service (better rolling stock and improved journey times) supported by interchange improvements at the key transport hubs.

### LTP2 Priorities

<b>Priority Area</b>	<b>Action</b>	<b>Delivery and Funding Mechanisms</b>
<b>Interchange Improvements</b>	Implement the Castleford Interchange scheme	LTP major scheme (provisional funding secured)
	Develop bus rail integration in advance of new interchange	In partnership with local bus operators
<b>Park and Ride enhancements</b>	Park and Ride enhancements (e.g at Normanton)	LTP2 Capital
<b>Improved Rolling Stock</b>	Higher quality rolling stock more appropriate to longer Leeds-Sheffield journeys (e.g Class 158 units) will be focussed on Leeds-Sheffield semi-fast services	To be delivered as part of scheme for additional rolling stock.

## RD 5: Huddersfield Line

### Vision

The Huddersfield Line plays a strategic role both within the City Region and across the Northern Way area. Trans Pennine services operate the Liverpool –Manchester/ Manchester Airport – Huddersfield – Leeds – North East corridor. The Northern Franchise provides local services between, Leeds, Huddersfield, Marsden and Wakefield as well as peak services between Leeds and the Calder Valley. The vision is to provide sufficient capacity to cater for commuter and longer-distance flows, to improve long distance services in line with Regional and Northern Way aspirations in conjunction with improvements to local services including making better use of bus/rail/car interchange opportunities.

### LTP2 Priorities

Priority area	Action	Delivery and Funding Mechanisms
<b>Route Upgrade including Additional Peak capacity</b>	New rolling stock for TPE services	Part of TPE franchise
	Additional capacity on local services	May be the opportunity to cascade stock as part of the scheme for additional capacity.
	Develop the case for further route and capacity enhancements	Northern Way Growth Strategy Regional Transport Strategy
<b>Interchange and Integration improvements</b>	Improved integration with bus at Huddersfield and Dewsbury	Working with TPE and bus operators
	Station upgrades at Huddersfield and Dewsbury including improved accessibility and security	Part of TPE franchise / LTP2 funding
	Car park enhancements and extensions (e.g Morley, Batley, Mirfield)	LTP2 capital
<b>Development of local services</b>	Develop options for amendments and improvements to local services to deliver overall best value for money.	Options assessed with Metro's rail model and through future Route Utilisation Study. Any changes to be resource neutral or funded through additional revenue sources

## RD6: Penistone Line

### Vision

This line provides direct links between Huddersfield and South Yorkshire centres of Barnsley, Meadowhall and Sheffield. It also provides connections with the main Trans Pennine rail route at Huddersfield. The designation of the route as a Community Rail Partnership offers considerable potential for its development as a line serving the needs of the local area. The vision is to assist the line develop its full potential as a Community Railway whilst still forming part of Metro's rail network.

### LTP2 Priorities

Priority area	Action	Delivery and Funding Mechanisms
<b>To be determined through Community Rail Partnership</b>	Metro will support the Community Rail Partnership to allow the route to become more financially sustainable whilst offering the best value for money service to the local population and supporting the wider community priorities.	LTP2 capital potentially available to support some station improvements

## RD7: Pontefract Line

### Vision

The Pontefract Line comprises two routes to Knottingley from Leeds and Wakefield and a limited Leeds – Goole service. A new station at Glasshoughton was opened in February 2005 serving the retail and entertainment complexes and new housing. The vision for this route is develop business to/from the new station at Glasshoughton, improve interchange including delivering the major new interchange at Castleford and restore services through to Wakefield Westgate (where they currently terminate at Kirkgate). It is also proposed to undertake a review of services in the area to inform the development of a longer term plan for services.

### LTP2 Priorities

Priority area	Action	Delivery and Funding Mechanisms
<b>Develop business at Glasshoughton</b>	Promotional activities	In partnership with Northern Rail
<b>Interchange and integration improvements</b>	Implement the Castleford Interchange scheme	LTP major scheme (provisional funding secured)
	Potential enhancements to Park and Ride (e.g at Pontefract Monkhill and Knottingley)	LTP2 capital
<b>Development of services</b>	Restoration of services to Wakefield Westgate	Major scheme bid developed to increase capacity at Westgate
	Proposals for additional strategic links (e.g Grand Central's proposals for Pontefract to London services) will generally be supported	Services would have be financially self-supporting
	Develop options for amendments and improvements to local services to deliver overall best value for money.	Options assessed with Metro's rail model and through future Route Utilisation Study. Any changes to be resource neutral or funded through additional revenue sources

**RD8: Wakefield Line**

## Vision

The Wakefield line forms part of the regionally important East Coast Main Line and cross-country networks towards London, the Midlands and the West Country. Increased services in recent years have caused capacity problems, particularly at Wakefield Westgate. The vision for this line is the expansion of capacity at Wakefield to allow for both additional intercity services and to support delivery of the regional transport priority for enhanced Leeds-Sheffield services. A further priority is the provision of additional park and ride capacity on the route.

LTP2 Priorities

<b>Priority area</b>	<b>Action</b>	<b>Delivery and Funding Mechanisms</b>
<b>Improved capacity and operational efficiency at Wakefield Westgate</b>	Construct additional platform / track accommodation to facilitate more local trains to stop without interfering with main line services	Major scheme bid
<b>Enhanced services</b>	Restoration of Pontefract Line services to Wakefield Westgate	Dependent on major scheme bid
	Develop proposals for a further Leeds-Sheffield fast service	No funding source identified at this stage.
<b>Park and Ride enhancements</b>	Extensions at heavily used stations (e.g Sandal and Agbrigg)	LTP2 capital

## RD9: Wharfedale Line

### Vision

Following electrification and the provision of new rolling stock, the Wharfedale line has been very successful in attracting new passengers. The vision for the Wharfedale Line is to build on this success and attract more car drivers to switch to rail, particularly from areas not currently served by rail links.

### LTP2 Priorities

Priority area	Action	Delivery and Funding Mechanisms
<b>Park and Ride enhancements</b>	Review demand and opportunities to increase Park and Ride at all stations without adding to problems for local residents	Potential LTP capital schemes
	Development of proposals for new Park and Ride stations at Kirkstall	LTP2 capital programme includes funding for one new West Yorkshire station. This scheme requires additional and/or 3 <sup>rd</sup> party funding.
<b>Encourage more feeder bus services</b>	Develop proposals for additional feeder bus services from areas not served by rail stations.	Will require implementation of Metro's bus strategy as bus operators have shown little interest to date

## RD10: York and Selby Line

### Vision

The lines from York and Selby converge at the West Yorkshire boundary and form a key commuter route into Leeds, linking parts of the wider City Region to Leeds. The vision of this line is to continue to encourage motorists to switch to rail through park and ride and to seek to extend electrification, which GNER has proposed between Neville Hill depot and Hambleton Junction with the East Coast Main Line between Micklefield and Selby.

### LTP2 Priorities

Priority area	Action	Delivery and Funding Mechanisms
<b>Extension of park and ride</b>	Extension/ enhancements to car parks.	LTP2 capital and/or 3 <sup>rd</sup> parties
	Consider the feasibility of further park and ride sites	Working with Leeds CC and industry partners
<b>Opportunities for extending electrification to/from York/ Selby</b>	Work with GNER, Network Rail and the SRA to develop a case for further electrification	Northern Way potential source of funding for feasibility work Funding for extension of electrification not yet identified.