

RailPlan 5

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1. Introduction

Background

- 1.1 RailPlan 5 has been produced by Metro (West Yorkshire Passenger Transport Executive) and forms part of the West Yorkshire Local Transport Plan (LTP) covering the period 2001/2002 to 2005/2006.
- 1.2 RailPlan 5 sets out aspirations for the future development of the rail network serving West Yorkshire over the twenty year period from 2000 to 2020. The Plan covers network wide issues (such as reliability and access for disabled people) as well as the development of services and infrastructure on a line-by-line basis. The Plan aspirations are broken down into three time periods
 - ◆ short-term: - improvements that are a high priority and can be secured within the 5 year period of the Local Transport Plan;
 - ◆ medium term: - improvements which will need more time to develop but could be secured within a 6 - 10 year period;
 - ◆ longer term: - aspirations for further development in the 11- 20 year period. Many of these aspirations will be subject to feasibility and other studies.
- 1.3 RailPlan 5 is a statement of the West Yorkshire Passenger Transport Authority (WYPTA) input to the shadow Strategic Rail Authority (sSRA) in respect of the re-franchising of local, TransPennine, Cross-Country and East Coast Main Line rail services. It also contains aspirations in respect of the future development of Channel Tunnel rail services.
- 1.4 RailPlan 5 has been produced in the context of Railtrack's Leeds 1st scheme to enhance facilities and provide additional track capacity at Leeds. It sets out priorities for utilising some of the extra capacity and is therefore to be considered alongside the aspirations of the train operators and potential train operators.
- 1.5 RailPlan 5 is a statement of Metro and the PTA's requirements for Railtrack to take into account in its planning process and in particular in the 2001 Network Management Statement.
- 1.6 RailPlan 5 is also forms an input to spatial planning in West Yorkshire. By setting out clear proposals for the development of the local rail network it will influence and inform the formulation of land-use plans that direct new development to transport nodes and encourage more sustainable travel patterns.

Structure of the Plan

- 1.7 The Plan is structured so that aspirations are set out in an integrated way on a line by line basis. Common issues, such as performance targets, are identified as applying to the whole of the local rail network.

Consultation

- 1.8 Consultation took place during the development of the draft RailPlan in parallel with the consultation on the first, five year Local Transport Plan. This extended from consultation at public meetings to meetings with local Rail User Groups, rail industry partners and relevant local authorities.
- 1.9 The key message from initial consultation was the customers' desire for:
- ◆ A reliable and dependable service;
 - ◆ Clean and reliable trains;
 - ◆ Adequate seating capacity on trains;
 - ◆ Reliable and up to date information on train running;
 - ◆ Clean and safe rail stations and car parks with adequate facilities;
 - ◆ New initiatives in terms of services and frequencies.
- 1.10 The draft RailPlan document was presented to the local rail user groups, Railtrack, Train Operators, the Passenger Transport Authority's Passenger Consultative Committees and all of the relevant, neighbouring local authorities. All of the consultees were invited to comment on the draft document and their responses have been taken into account within the relevant sections of the final document.

2. National, Regional and Local Context

The National Context

- 2.1 The National Policy Context is set by the Government's Integrated Transport White Paper, the associated daughter documents, the reform of the Regional Planning Guidance system and the Transport Bill published in December 1999.
- 2.2 The White Paper recognised that PTAs/PTEs should continue to play a key role in the planning of public transport services in metropolitan areas. The White Paper also proposed the establishment of a Strategic Rail Authority in order to provide a clear, coherent and strategic national programme for the future rail development.
- 2.3 The White Paper also proposed:
- ◆ the introduction of Local Transport Plans as a key delivery mechanism for integrated transport;
 - ◆ Rail Passenger Partnership funds as a means of encouraging and supporting innovative proposals that develop rail use and promote modal shift.
- 2.4 The establishment of the Strategic Rail Authority is one of the key proposals contained within the Transport Bill currently before Parliament. In the meantime, the sSRA has started the process of inviting proposals for re-franchising the rail network. Their objective is to secure the earliest possible delivery of better railway services for passengers while providing demonstrable value for money for the taxpayer. It is envisaged that this objective will be achieved on the basis of long-term replacement franchises that will seek to:
- ◆ Commit to a continuous improvement in safety
 - ◆ Deliver improvements in the quality of service to passengers
 - ◆ Ensure expansion of network capacity and high levels of investment
 - ◆ Treat franchisees and train operating companies as full partners, alongside Railtrack and rolling stock lessors, sharing the risks and rewards that the industry offers
 - ◆ Encourage train operating companies to build brands, develop markets and provide innovative customer service initiatives
 - ◆ Structure and manage efficiently the risks involved in major investment projects
 - ◆ Involve train operators co-investing with other industry parties and in sharing the risks.
- 2.5 The first round of franchise replacement involves three operating areas including the East Coast Main Line (service presently operated by GNER). The second round includes the sSRA's proposal for a new Trans-Pennine Express franchise based on removing this element from the current Northern Spirit franchise. The remainder of the Northern Spirit franchise is to be merged into a new 'Northern' franchise also covering parts of the North West.

Regional Planning Guidance

- 2.6 Draft Regional Planning Guidance (RPG), prepared by the Regional Assembly for Yorkshire and the Humber, was published and submitted to the Secretary of State in October 1999. The draft RPG contains the draft Regional Transport Strategy which places emphasis on the development of rail services and infrastructure as part of an integrated approach to strategic transport issues across the region. Cross boundary initiatives including developing ticketing structures that remove artificial barriers to travel will make a key contribution to the regional strategy.

West Yorkshire Local Transport Plan

- 2.7 The LTP sets out a strategy based upon the four key themes of:
- ◆ improving the quality of alternatives to the car;
 - ◆ managing the condition and use of the highway network;
 - ◆ managing the demand for travel;
 - ◆ promoting social inclusion.
- 2.8 Improvements to the quality of rail services and expansion of the rail network are an integral part of the Local Transport Plan strategy.
- 2.9 The Plan proposes that a variety of funding sources be utilised to achieve improvement to the rail network, with some funding from Local Transport Plan being available to complement investment by Railtrack and train operating companies. In addition, it is assumed that Rail Passenger Partnership funding will be sought, in accordance with DETR guidance, for major rail projects for which there is not a commercial case to justify implementation by the private sector.

The West Yorkshire Local Transport Plan sets out the overall primary transport objectives shown below:

Economic

- to provide opportunities for fostering a strong, competitive economy and sustainable economic growth;
- to improve operational efficiency within the transport system;
- to maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods.

Social

- to improve safety, security and health, in particular to reduce the number and severity of road casualties;
- to promote social inclusion and equal opportunities for access to transport.

Environmental

- to improve environmental quality and reduce the impacts of transport on air quality and noise;
- to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.

2.10 The Local Transport Plan also includes **subsidiary objectives** that are proposed. These are not considered to be ends in themselves but are important in achieving the primary objectives. These subsidiary objectives are:

- ◆ to reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels;
- ◆ to encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car;
- ◆ to encourage more use of rail and waterways as alternatives to lorries;
- ◆ to improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations.

Rail Services in West Yorkshire

2.11 Rail services in West Yorkshire are currently provided by five train operators:

- ◆ Northern Spirit;
- ◆ First North Western;
- ◆ GNER;
- ◆ Virgin Trains;
- ◆ Midland MainLine.

2.12 Local services are provided on behalf of the Passenger Transport Authority and Metro by Northern Spirit and First North Western. These services are branded as the MetroTrain network which includes a distinctive rolling stock livery, station branding and minimum service specification.

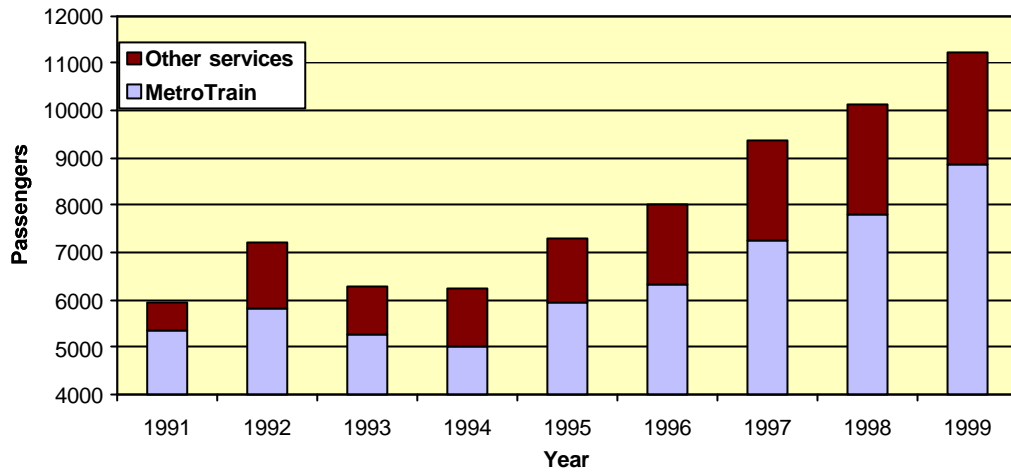
2.13 Although the train operators are responsible for the day-to-day delivery of the train service, there are other key rail industry bodies that have a role in planning, delivery and monitoring of rail services:

- ◆ The sSRA;
- ◆ The Rail Regulator;
- ◆ Railtrack;
- ◆ Rolling stock leasing companies;
- ◆ The Rail Passenger's Committee/Council.

2.14 Patronage on MetroTrain services has grown rapidly recently such that there are now about 16 million passenger journeys per year. This represents a doubling of passengers over the last 10 years.

2.15 Figure 2.1 shows how morning peak passenger arrivals on local train services at Leeds have increased since 1991. The classification of MetroTrain and other services has changed over the period represented by the graph. The figures for 1993 and 1994 were affected by industrial action and electrification works.

Figure 2.1 Morning Peak Passenger Arrivals at Leeds (07.30 - 09.00)



2.16 The growth in peak passengers on PTE supported services has been approximately 40 per cent since the start of the franchise in 1997. As more and more passengers have been attracted to the network, providing sufficient capacity at peak times has become a major issue. This has been addressed, in part, through a successful Rail Passenger Partnership (RPP) by Metro which will see 21 additional vehicles introduced to West Yorkshire.

3. Policies, Objectives and Targets

PTA Policies

3.1 The over-arching PTA policy relating to the development of the rail network is set out below:

To ensure, in partnership with operators, Railtrack and others, that rail 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 mode switch from the car.

In order to achieve this, the PTA and Metro will:

- ◆ Monitor franchise performance ensuring contractual commitments are delivered and enforced.
- ◆ Seek to secure funding for additional rolling stock as an urgent priority to meet immediate and forecasted passenger demand and allow the introduction of new services.
- ◆ Reduce overcrowding by ensuring Passengers in excess of capacity (PIXC) standards in franchise agreements are met.
- ◆ Promote expansion of the rail network through the opening of new stations which contribute to overall transport objectives. Priorities will be based upon forecast patronage and revenue (which will offset capital costs)
- ◆ Develop greater integration with other modes including Park and Ride provision where land is available in order to encourage interchange and greater transfer from the car.
- ◆ Promote the use of cycles by providing secure storage facilities at local rail stations and working with train operators to facilitate the carriage of cycles on as many trains as possible.
- ◆ Improve station facilities in partnership with the rail industry with particular emphasis on accessibility, security and information provision to ensure that station facilities best meet the needs of all users.
- ◆ Promote investments in new train and track where necessary to reduce overcrowding and allow the introduction of new services.
- ◆ Seek to ensure that fares are offered which continue to represent good value for money.
- ◆ Co-operate with SYPTE and GMPTE and other relevant local authorities and rail operators on services that cross West Yorkshire boundaries.
- ◆ Oppose any closures and reductions in services for both local and long distance services which would adversely affect West Yorkshire passengers.
- ◆ Work with the sSRA to achieve further improvements to the local rail network when franchise are re-let.

Objectives

3.2 The objectives of the RailPlan relate to the LTP and Metro's developing Forward Vision for public transport in West Yorkshire.

Metro's 20 year vision for public transport:

To secure, in partnership with others, the development of high quality integrated public transport which is:

- Easy to understand and to use
- Accessible to all;
- Attractive;
- Reliable;
- Affordable;
- Efficient;
- Safe and secure.

3.3 Examples of links between the Vision statement and RailPlan aspirations are shown in the table below.

Objective	Description	Examples of RailPlan aspirations
V1	Easy to understand and easy to use	MetroTrain branding Real time information More frequent services Public Address at stations Use of the internet Improving interchange Additional stations Clockface departure times
V2	Accessible to all	Stations fully accessible New trains compliant with DDA regulations Improved information formats New stations located to serve demand Additional station car parking (including spaces for disabled badge holders)
V3	Attractive	Adequate capacity Higher quality rolling stock Improved station facilities Higher standards of maintenance and repair Retention of MetroCards and concessionary fares
V4	Reliable	Tougher standards for reliability and punctuality More robust train plans

Objective	Description	Examples of RailPlan aspirations
V5	Affordable	Wider range of pre-paid tickets Cross-boundary tickets Removal of interchange penalties
V6	Efficient	New stations on existing lines Feeder bus services Increase off peak travel Skip stop services Cross-Leeds services Link to land use planning
V7	Safe and Secure	CCTV at stations and car parks Increased staffing Quick repairs of vandalism

Targets and Milestones

- 3.4 It should be possible to deliver a significant proportion of the short term aspirations in the Plan through the franchise replacement process. A review of achievements will be undertaken once the process is complete for both the Trans Pennine and Northern franchises.
- 3.5 Key milestones for the first two years of the Plan are:
- ◆ First phase of new stations programme implemented and second phase commenced;
 - ◆ A commitment to new rolling stock for use on MetroTrain services;
 - ◆ A step change in performance;
 - ◆ A fully developed bus-rail integration plan;
 - ◆ A jointly agreed (and resourced) station development plan.
- 3.6 Annual assessments of progress against LTP targets will be made as part of the LTP review process.

4. Network Issues

Introduction

4.1 This section contains aspirations for network wide enhancements that would apply across all MetroTrain services and stations. It also contains aspirations for service developments across the network. More detailed proposals are contained in the route development plans in section 6.

Performance

A reliable and punctual service with enough capacity to meet peak demand is essential to the success of the rail network. A step change in performance is a prerequisite to all the aspirations in the RailPlan.

4.2 Since the present franchises began, performance has been patchy and in particular the number of peak trains operating with less than the planned number of carriages has been consistently too high. This is completely unacceptable and must be addressed as an absolute priority.

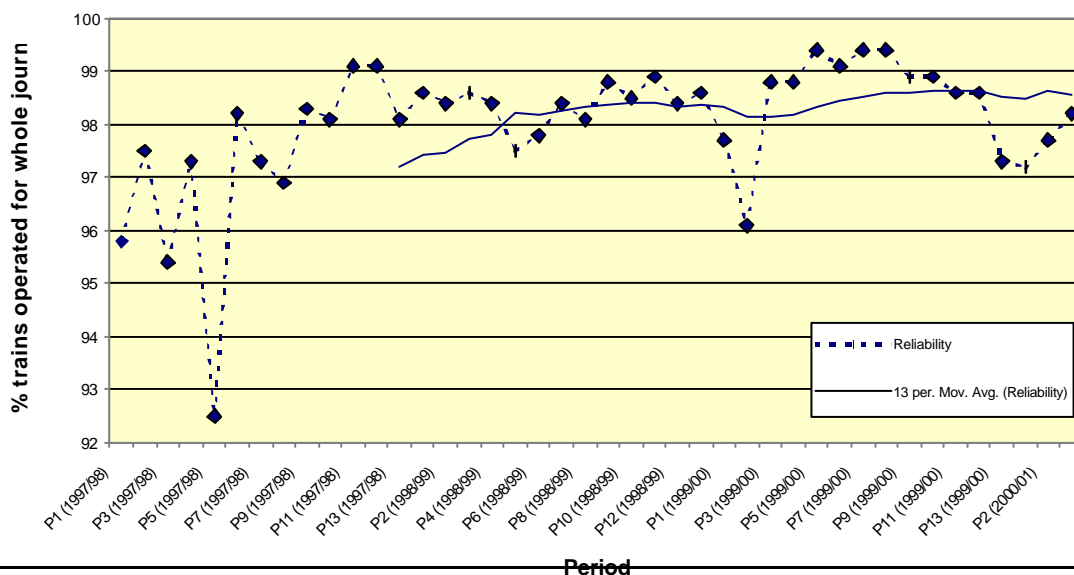
4.3 Rail performance is measured in three main ways:

- ◆ Reliability (which indicates the proportion of trains cancelled)
- ◆ Punctuality (which indicates the proportion of trains on-time)
- ◆ Strengthenings (which indicates the proportion of peak hour trains with the correct number of carriages)

Reliability

4.4 Figure 4.1 shows how reliability across the MetroTrain network has varied since the franchises began in 1997. This is based on Metro's own measure of reliability where a train is counted as 'cancelled' if it fails to operate for any part of its journey. It can be seen that there was a sharp drop in reliability immediately after the franchise began. This was mainly due to staffing problems at Northern Spirit, but since then reliability has generally been improving (as indicated by the moving average), but there have still been periods of high cancellation rates.

Figure 4.1 MetroTrain Reliability

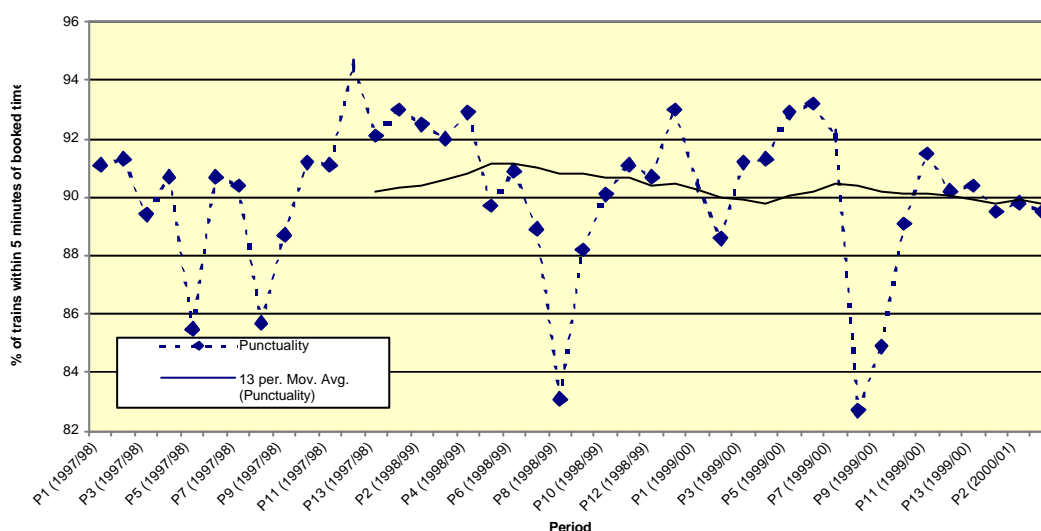


- 4.5 At present, there are several measures of reliability in use by the industry. It is important that passengers have a consistent, understandable measure of reliability. The sSRA has developed a new measure of performance called the Public Performance Measure (PPM). This measures the number of trains cancelled as those that are operated for less than 50% of the total journey. Trains that operate for 50% or more of the journey are added to the punctuality measure.
- 4.6 It is proposed to adopt the PPM as the main figure to be reported and also as one of the Best Value Performance Indicators for rail. An initial target of 99.5% reliability is proposed and this may mean that extra contingencies of staff and vehicles are required to deliver the step change.

Punctuality

- 4.7 Figure 4.2 shows punctuality since the start of the franchises. It can be seen that punctuality has generally been in the band 88% to 92%, but there have been some significantly poorer periods (corresponding to the Autumn leaf-fall season) and the moving average shows no evidence of any long run improvement. Measures such as replacement of the Class 308 fleet and the completion of the Leeds 1st scheme should assist with raising punctuality.

Figure 4.2 MetroTrain Punctuality



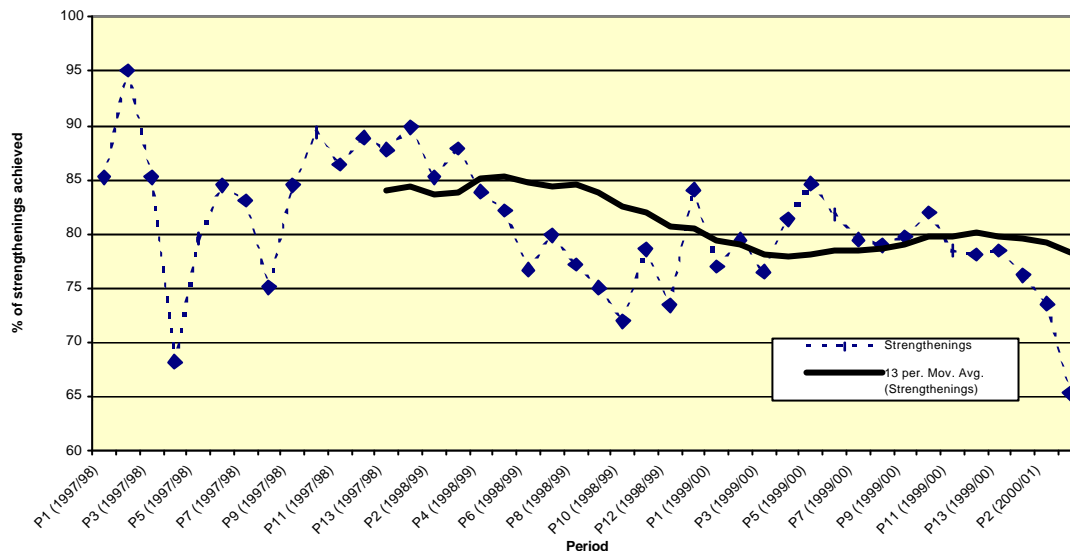
- 4.8 The PPM for punctuality measures the proportion of trains arriving within 5 minutes of booked time (for short distance services) and it is proposed to adopt this as the headline punctuality figure and one of the Best Value Performance Indicators. An initial target of 92% of all trains to arrive within 5 minutes of booked time is suggested with further increases during the life of the franchise.

Strengthenings

- 4.9 Metro carefully plans peak trains to ensure that as far as possible the seating capacity matches demand. As the amount of rolling stock available for MetroTrain services has been fixed for the first three years of the franchise, it has not been possible to guarantee everyone a seat a peak times, nevertheless the service is planned so that the busiest services have the greatest capacity.

4.10 Each train that is required to operate with more than the standard two carriage formation (i.e. three or more carriages) is referred to as a peak ‘strengthening’. Northern Spirit’s performance on delivering these strengthenings is then monitored on a daily basis. Figure 4.3 shows the proportion of peak strengthenings achieved in West Yorkshire since 1997.

Figure 4.3 MetroTrain Strengthenings



4.11 It can be seen that the proportion of strengthenings achieved has recently been about 80%. This means that one in five trains planned as a ‘strengthening’ is operating with less than the booked number of carriages. In many cases, passenger numbers are such that they are simply unable to board the trains and are left waiting for the next service. In other cases, passengers are forced to stand in extremely cramped and uncomfortable conditions. A one in five failure rate means that a passenger who regularly travels on a strengthened train can expect to be faced with fewer than the planned number of carriages on average twice a week.

4.12 This level of failure is completely unacceptable and a step change is required. The target should be 100% of strengthenings achieved on a daily basis. This may mean that train operators will have to re-evaluate their rolling stock requirements and ensure that they have a sufficient level of spares to deliver the capacity allowing for reasonable contingencies. It may also mean a move towards a more uniform rolling stock fleet is required.

4.13 Train operators receive financial penalties and incentives when performance is below and above benchmarks set in the Franchise Agreement. The sSRA has recognised that the current level of these penalties is not sufficient to encourage the operators to improve performance and proposed increases in both penalties and incentives are supported. In particular, the annual penalty for short forming or cancelling a train should exceed the annual cost of leasing the rolling stock concerned.

4.14 It is accepted that on a complex rail network things do occasionally go wrong. Sometimes the causes are outside the control of the rail industry (such as severe bad weather or vandalism). When things go wrong, passengers should be entitled to accurate information and to know that the train operators will assist them with their journey and in some circumstances provide compensation for the inconvenience.

- 4.15 Train companies should set minimum standards for provision of information, assistance and compensation to passengers when things go wrong. The standards should apply to passengers travelling on pre-paid tickets such as MetroCards and concessionary fares.

Integration

- 4.16 Better integration is required in order to more effectively deliver national and local transport strategies. Key aspects are:
- ◆ Integration between rail services;
 - ◆ Development and enhancement of physical interchanges;
 - ◆ Integration with bus services;
 - ◆ Integration with other modes;
 - ◆ Integration of ticketing systems.

Integration between rail services

- 4.17 Integration between rail services primarily means improving connections between local services and long distance services. This is particularly important if the shape of the rail franchises changes (for example if TransPennine is operated as a separate franchise). It is also about ensuring that adequate facilities are available at key interchange stations and ensuring that adequate contingencies are in place to deal with problems.
- 4.18 A key way of improving interchange between rail services is to enhance the frequency of local rail services to ensure that there is always a wide choice of connections available. At times of day when the frequency is lower, connections should be planned so as to minimise waiting time for the majority of passengers. The MetroTrain network will continue to be planned so as to maximise interchange possibilities wherever possible. In West Yorkshire, Leeds is the major interchange point between local and long distance services. Railtrack's Leeds 1st scheme will go a long way towards enhancing Leeds as an interchange point. In particular the installation of a new footbridge with escalators and passenger operated lifts will make interchange much easier.

Physical Interchanges

- 4.19 Leeds is and will continue to be the major interchange point at the hub of the MetroTrain network, but other stations such as Huddersfield and Wakefield Westgate should be developed as major interchange points between local, regional, Intercity and bus services. Proposals already exist to upgrade Wakefield Westgate and it is important this scheme is progressed and that Metro is fully involved in the development.

Integration with bus services

- 4.20 A key LTP strategy is to enhance integration between bus and rail journeys in order to make interchange between modes as seamless as possible. Several dedicated bus links have been introduced recently including:
- ◆ Otley to Menston Station;
 - ◆ Denby Dale to Wakefield Westgate.

- 4.21 It is proposed that further dedicated bus links are pursued where there is demand, but there will be many cases where the provision of a dedicated bus link will not be cost effective, but improvements to the existing links between bus and rail services could offer significant benefits. Examples include:
- ◆ Provision of bus information at all rail stations (must be accurate and up to date);
 - ◆ Minor diversions of existing bus routes to better serve rail stations;
 - ◆ Minor alterations to bus and rail timetables to enhance connections;
 - ◆ Improvements to pedestrian routes (including signing) between bus stops and rail stations;
 - ◆ Introduction of through ticketing.
- 4.22 In order to facilitate the above, an audit of existing bus services passing close to rail stations will be undertaken to highlight opportunities to enhance integration. Opportunities for links with rural bus services will also be considered.
- 4.23 Infrastructure enhancements will also be required at some locations in order to enhance bus-rail integration. An enhanced bus interchange facility is already proposed for New Station Street in Leeds.

Integration with other modes

- 4.24 More needs to be done to encourage passengers to arrive at stations on foot, by bicycle or by public transport. In particular, cycling could be encouraged by ensuring that all stations have secure cycle storage facilities (monitored by CCTV) and that all new rolling stock has sufficient storage space to carry cycles with the minimum of restrictions.
- 4.25 It is recognised that many passengers will still wish to arrive at stations by car and it is particularly important to encourage car drivers to take the train rather than driving for the whole journey. Therefore Park and Ride facilities will continue to be developed. There are two main types of Park and Ride scheme:
- ◆ Promotion and extension of existing station car parks in order to extend the local catchment of the station;
 - ◆ Development of more strategic Park and Ride sites (possibly involving new stations) aimed at relieving particular congestion points.
- 4.26 The following strategy is proposed:
- ◆ Continued expansion of station car park facilities where demand justifies it and land is available;
 - ◆ Improvements to security at car parks (more centrally monitored CCTV systems). Consideration should also be given to the provision of security staff at some of the larger or more vulnerable sites;
 - ◆ Developments of mini interchanges with enhanced Park and Ride and links to bus services, initially at Cross Gates and Micklefield;
 - ◆ In conjunction with others (such as the Highways Agency) examine the potential for strategic Park and Ride sites serving the M1/M62 (in the East Ardsley area) and the M62 (in the Brighouse/Elland/Mirfield area)

Ticketing

- 4.27 The MetroCard family of tickets provide the foundations for integrated ticketing in West Yorkshire. MetroCards have proved extremely popular with commuters and helped to drive the continued growth in patronage. They do not, however, cater for all markets and in particular the infrequent traveller. This is an area that the train operators will be expected to develop further in partnership with Metro and the bus operators.
- 4.28 Metro, together with South Yorkshire Passenger Transport Executive and other partners, is developing proposals to use smartcards for ticketing and concessionary travel on public transport services. Metro is a leader of the national ITSO (Integrated Transport Smartcard Organisation) developing a standard specification for inter-operable smartcards for public transport use and has already discussed with Northern Spirit and ATOC (the Association of Train Operating Companies) preliminary ideas for a smartcard trial in West Yorkshire. A key advantage of smartcards is the ability offer products such as the stored value tickets and electronic purse, which better meet the needs of frequent but irregular travellers.

Rolling Stock

Sufficient rolling stock to satisfy current and future demand is essential to the RailPlan. MetroTrain services are presently operated by a mixture of rolling stock, much of which is quite old and unsuitable for commuter journeys. Replacement of the diesel rolling stock with a new high quality design of train is an essential part of raising the quality of rail travel.

- 4.29 At present, most MetroTrain services are operated by a mixture of Pacer and Sprinter type diesel units most of which fall short of the quality passengers expect. Electric services on Airedale and Wharfedale routes are operated by very old Class 308 units which will be replaced from the end of 2000 by new Class 333 units procured to Metro's specification. Newer electric units also operate Leeds-Doncaster services.
- 4.30 Some rolling stock operated in West Yorkshire was originally purchased by Metro and is now leased directly to Northern Spirit. This and other stock used on MetroTrain services is painted in the distinctive MetroTrain livery. It is important that Metro retains a distinctive image and the livery should be used to signify a minimum standard of service that passengers can expect.
- 4.31 The Class 333 units will set new standards in terms of quality on local rail services. They fully meet the requirements of the DDA Regulations and have been designed with passenger comfort in mind. Consideration should be given to procuring additional Class 333 vehicles for the following purposes:
- ◆ 8 additional centre cars to make the whole fleet 4 car;
 - ◆ Additional units to allow a higher frequency peak service on Airedale/Wharfedale routes;
 - ◆ Possible use on the Leeds-Doncaster line to create a standard electric fleet;
 - ◆ Further units for any routes that may be electrified in the future (such as Leeds to York).
- 4.32 New diesel rolling stock should be procured as a high priority for use on non-electrified lines.

New MetroTrain rolling stock should:

- ◆ Fully meet the requirements of the Disability Discrimination Act;
- ◆ Have adequate well-positioned doors to facilitate quick boarding and alighting ;

- ◆ Have seating that is individually moulded;
- ◆ Have surfaces that are bright and easy to clean;
- ◆ Include automatic in-vehicle Public Address;
- ◆ Include internal and external information displays;
- ◆ Have cycle storage facilities (4 per train);
- ◆ Be painted in the current MetroTrain livery;
- ◆ Be compatible with requirements for cross-boundary services into South Yorkshire /Greater Manchester and other areas not covered by PTEs;
- ◆ Meet the highest standards of safety and security.

4.33 In order to ensure that there is enough capacity to meet growing peak demand, it is important that in the future, the number of vehicles available to operate on MetroTrain services is linked to passenger growth and the service is planned on an annual basis so as to meet relevant overcrowding targets. On many routes, platform extensions will be necessary to accommodate longer trains. A line of route strategy for extending platforms (including those outside West Yorkshire) will be developed with Railtrack and the train operators.

4.34 Once rolling stock is in service it is important that a high quality is maintained and that standards are set for maintenance and cleaning. These should cover:

- ◆ Appropriate light and heavy maintenance;
- ◆ Daily internal cleaning of vehicles;
- ◆ Periodic heavy clean;
- ◆ Regular external cleaning;
- ◆ Periodic external repainting.

Service Development

The existing level of service should be retained as a minimum, but there is also the potential for new services and higher frequency service to be developed to improve key regional links and make existing services more attractive.

4.35 The current network has developed over a period of time into a relatively stable service pattern with good levels of frequency on most routes. Further service development has in some cases been constrained by the lack of spare capacity, primarily at Leeds. This will be alleviated by the completion of Railtrack's Leeds 1st scheme at the end of 2001 and will allow an expansion of services.

4.36 The Plan seeks to increase service provision in order to develop the rail network as an alternative to the car. Priorities for service enhancement will be linked to LTP objectives on the grounds of passenger demand, feasibility and operating costs. Higher frequencies and later services are also desirable in the evenings. Most last trains presently commence their journeys at about 11.00pm. With the advent of more liberal licensing laws and the promotion of Leeds and other areas as 24 hour cities, later services are more appropriate. Aspirations for future service improvements include:

- ◆ Half hourly daytime service on all routes (wherever possible);
- ◆ Core network of 15 minute frequency services;

- ◆ Daytime frequency to extend until 21.00;
- ◆ Last services around midnight;
- ◆ Night services between major centres;
- ◆ Higher frequencies on Sundays (at least hourly);
- ◆ More clockface service intervals.

- 4.37 Operating later trains and additional services on Sundays will have implications for track and infrastructure maintenance and the industry will need to develop innovative responses to changing demands.
- 4.38 Detailed aspirations for each route are included in the Route Development Plans, but high priorities for enhancements are:
- ◆ Half hourly service Leeds-Castleford-Knottingley (via proposed new station at Glasshoughton);
 - ◆ Extension of Pontefract-Wakefield service through to Leeds;
 - ◆ Half hourly service to Marsden and Slaithwaite;
 - ◆ Half hourly service between Halifax and Huddersfield via Brighouse;
 - ◆ Half hourly local service on the Huddersfield Line throughout the day.
- 4.39 In many cases, peak services are already more frequent than off-peak services and increasing the frequency further will in some cases attract new patronage as well as providing additional capacity. Key priorities for an enhanced peak service include:
- ◆ Wakefield to Leeds (morning peak);
 - ◆ Airedale and Wharfedale Line services;
 - ◆ York and Selby Line services.
- 4.40 At present most MetroTrain services call at all stations. As services expand (and particularly if new stations are opened) there is a strong argument to move away from all trains calling at all stations and introduce some limited stop services or ‘skip stop’ (trains serving alternative stations) services. In devising new service patterns, maintenance of existing levels of frequency and journey opportunities should be a priority. There may, however, be some stations where demand cannot justify the existing level of service and this will have to be considered in the context of maximising the overall passenger benefit.
- 4.41 There is also scope for introducing some additional and enhanced services to improve key regional links as the first stage in developing a network of semi-fast services. Key priorities for enhanced regional links include:
- ◆ Leeds to Sheffield (high priority);
 - ◆ Bradford to Manchester;
 - ◆ Barnsley to Leeds;
 - ◆ Leeds to Manchester Victoria via Brighouse;
 - ◆ Bradford to Wakefield with a possible extension to Sheffield.

Network Development

Building on the success of the MetroTrain network and the new stations that were opened in the 1980s and early 1990s, a new programme of station openings will be pursued. In the future there may be the scope for a limited number of new fixed links possibly utilising light rail technology.

4.42 The PTA has prioritised 5 new station sites for implementation by 2002. These are:

- ◆ Kirkstall (on the Airedale and Wharfedale Lines);
- ◆ Apperley Bridge (on the Airedale Line);
- ◆ Low Moor (on the Caldervale Line);
- ◆ Horsforth Woodside (on the Harrogate Line);
- ◆ Glasshoughton (on the Pontefract Line).

4.43 In 1999 consultants undertook a study of more than 30 potential station sites in West Yorkshire which have previously been suggested as having potential or have been identified in local development plans. In addition to the five selected for early implementation it is proposed to bring forward further new stations during the period of the RailPlan having regard to the likely costs and benefits that each site will bring. The sites that would provide the greatest benefits and require the least subsidy will be prioritised for earlier implementation. In the short term, a further 6 sites will be prioritised for early implementation. The full list of sites is shown in Appendix A

4.44 In terms of new routes, it is proposed that the following key ‘themes’ are progressed and brought forward for implementation, if a suitable business case can be made, in the longer term.

- ◆ A fixed link to Leeds/Bradford Airport;
- ◆ Links to areas not presently served by existing rail lines or proposed SuperTram routes;
- ◆ Utilising presently disused railway alignments;
- ◆ Integration of heavy rail with light rail and conversion of heavy rail routes.

4.45 In many cases, the provision of a heavy rail link will be prohibitively expensive even in the long term, but technology is advancing such that within the period of the RailPlan shared heavy rail and light rail running will be possible as will the operation of tram/train hybrid type vehicles which could reduce the cost of such schemes considerably. It is proposed to undertake further work on the potential for such schemes with a view to drawing up a priority list of schemes for implementation in the medium to long term.

4.46 A study is currently being undertaken of the potential for a fixed link to Leeds-Bradford Airport. The capital cost of a heavy rail link (for example from the Harrogate Line at Horsforth) is considerable and it is likely that a business case could only be made when passenger numbers using the Airport reaches a critical threshold. The proposed strategy is therefore:

- ◆ Continue to work with the Airport and other authorities on assessing the potential for a fixed link;

- ◆ Improve existing bus links between Leeds station and the Airport;
 - ◆ Develop a dedicated bus link from Apperley Bridge;
 - ◆ Consider a further bus link from both Horsforth and Guiseley stations;
 - ◆ Make provision for a future fixed link in terms of rail network capacity.
- 4.47 There are several towns in West Yorkshire (such as Otley) which do not have a fixed rail link presently, but could possibly support the provision of such a link in the future. There are also expanding communities such as Allerton Bywater that are located close to disused railway alignments with further potential for Park and Ride traffic. Studies have previously been undertaken of the potential to re-open the old railway route to Scholes and the Spen Valley Line between Dewsbury and Bradford. All routes have potential problems such as necessary deviations from the existing route, but may become more feasible with a tram/train hybrid type scheme.
- 4.48 In the long term, it may also be feasible to convert some existing heavy rail routes to light rail operation or integrate light rail operation with the existing heavy rail services. It is proposed to commence feasibility studies with Railtrack in Autumn 2000.

Access for Disabled People

The rail industry is expected to deliver compliance with the Disability Discrimination Act and make the rail network accessible to a wider range of the community.

- 4.49 Metro has worked with Railtrack and the train operators to improve accessibility at key stations (for example the upgrading and installation of lifts respectively at Halifax and Dewsbury). The Leeds 1st scheme (which includes the installation of passenger operated lifts and escalators) will provide a major enhancement to the accessibility of the MetroTrain network through its role as a key interchange point.
- 4.50 Railtrack has suggested to the Rail Regulator that a sum of £720m is required to make the national network fully accessible and that this cost should be recovered through track access charges. The Regulator's response will be crucial in determining the method of implementing the required improvements.
- 4.51 Metro will continue to consider making contributions to accessibility schemes where additional benefits can be demonstrated or the works can be brought forward in time. It is recognised that some form of prioritisation of works will be required and Metro will work with the industry to develop a strategy for West Yorkshire.

Safety and Security

- 4.52 Crime and more particularly the fear of crime can be a major deterrent to using the railway especially amongst the more vulnerable groups in society. Crime at station car parks is also a major deterrent to many car drivers using park and ride facilities. The provision of high quality CCTV cameras at a number of West Yorkshire stations has assisted in reducing the incidence of crime, but CCTV alone cannot completely alleviate the fear of crime. One way of achieving this is by increasing the staff presence at railway stations.
- 4.53 Train operators will be expected to develop a safety and security strategy which should include the following elements:

- ◆ A programme to ensure that all stations and car parks are covered by centrally monitored CCTV system in the medium term;
- ◆ Provision of help and information points at all stations linked to a CCTV control room (Metro has developed its own CCTV network and control centre initially for bus stations in West Yorkshire);
- ◆ Increased staff presence linked to development of new ticket offices;
- ◆ Commitment to achieving the government's 'Secure Stations' status at all stations in the medium term.

Passenger Facilities and Information

4.54 The quality of the waiting environment makes a major contribution to the overall journey experience. Metro has been very successful in developing partnership schemes to enhance station facilities in conjunction with Railtrack and the train operators. Best practice at these locations should be applied across the network and passengers should know what facilities to expect at each type of station.

4.55 It is reasonable that passengers can expect a common set of standards to apply at all stations. A minimum standard needs to be determined for the small unstaffed stations. At medium and major stations it is reasonable to expect a wider range of facilities to be available.

4.56 The aspiration for all stations is:

- ◆ Stations branded as per Metro specification;
- ◆ High quality waiting shelters adequate for the number of passengers expected at the busiest times;
- ◆ Public Address system (capable of making station specific announcements);
- ◆ Real time information system including a clock display (at least one screen per platform and a departure summary in the main entrance);
- ◆ Ticket machine;
- ◆ A telephone on each platform;
- ◆ A help point on each platform (unstaffed stations);
- ◆ Seating for at least 20% of passengers at the busiest time;
- ◆ High quality lighting to all public areas including car parks and station approaches;
- ◆ CCTV (centrally monitored) covering all public areas;
- ◆ Covered cycle parking (monitored by CCTV);
- ◆ Up to date timetable information;
- ◆ Local area map including bus and taxi information.

4.57 Over time, it is expected that more stations will have a ticket office which will also assist with passenger safety and security. The following targets are proposed in order to prioritise the provision of additional ticket offices:

- ◆ All stations with more than 1000 boardings per day;
- ◆ Stations with more than 500 boardings a day that formerly had a ticket office or have a building that can be easily converted into a ticket office.

4.58 Development of pre-trip and in-trip information is a key priority for Metro . Operators will be expected to play a role in the development of MetroLine (telephone information service), internet databases and other developing technologies.

5. Implementation Strategy

- 5.1 The proposals set out in Section 4 range from service quality performance to major capital investment in new infrastructure. RailPlan 5 recognises the need for a strategy to secure the achievement of the Plan proposals which brings together funding from Railtrack, train operating companies and other sources, including Rail Passenger Partnership and Local Transport Plan.
- 5.2 Some costs associated with RailPlan 5 can be quantified. Other costs cannot be estimated with any certainty until feasibility work has been undertaken.
- 5.3 Indicative capital costs of RailPlan 5 short -term proposals are set out below. At this stage, the costs shown are broad estimates only.

	Indicative Unit Cost	Short Term Cost-£ m
New stations	£ 1.0m / station	5.0
Rail park and ride extensions	£ 200k / car park	1.6
Passenger Facilities	£ 50k / station	1.5
Passenger Information	£ 20k / station	0.6
Pedestrian Access Routes	£ 20k / station	0.2
Bus/rail interchange	£ 2.0m / interchange	2.0
CCTV coverage	£ 60k / station	3.5
Platform lengthening	£ 1500 per metre	2.0
Rolling stock	£ 1.0m / vehicle	50
TOTAL		66.4
Access Improvements	n/a	to be quantified

- 5.4 It should be possible to achieve many of the short term aspirations through the franchise replacement process and opportunities will be discussed with the sSRA. A more detailed implementation plan will be worked up with the train operators and other partners following the proposed review of initial milestones.
- 5.5 It is proposed to commence work immediately on those proposals where Metro is the lead organisation.
- 5.6 The overall approach to implementation is set out below:

Attribute	Responsibility for implementation	Implementation Method
Interchange and Integration	Metro SRA District Councils	Franchising Partnership working
Service Performance	Train Operating Companies	Franchising Franchise monitoring and incentive regimes
Rolling Stock	Train Operating Companies	Franchising Franchise Reviews Rail Passenger Partnership
Service Development	Metro Train Operating Companies	Franchising Franchise Reviews Rail Passenger Partnership
Network Development including new stations	Railtrack Metro Train Operating Companies	Railtrack Network Management Statements Franchising Franchise Reviews Rail Passenger Partnership
Access for Disabled People	Railtrack Train Operating Companies District Councils	Railtrack's Accessibility Strategy Possible partnership funding with Metro and Train Operating Companies in order to secure early benefits
Safety and Security	Railtrack Train Operating Companies	Franchising and franchise reviews. Possible partnership funding with Metro and Train Operating Companies
Passenger facilities and Information	Railtrack Train Operating Companies Metro	Franchising and franchise reviews. Possible partnership funding with Metro and Train Operating Companies
Light rail and tram/train hybrid proposals	Metro Railtrack Train Operating Companies	Feasibility studies

6. Route Development Plans

Airedale and Wharfedale Lines

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6	Kirkstall Apperley Bridge	Possible further new stations (see Appendix A). CrossHills (North Yorkshire scheme)
Interchange and Integration	V1, V6	Airport bus link from the new station at Apperley Bridge Feeder bus services to Baildon Feeder bus services Steeton & Silsden	Improved pedestrian links to/from Shipley and Ben Rhydding stations Bus link from Guiseley to Leeds/Bradford Airport
Park and Ride	V1	Keighley extension Shipley P&R extension Ben Rhydding P&R extension Crossflatts P&R extension	Additional park and ride facilities at Burley in Wharfedale, Guiseley and Steeton & Silsden.
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Information display at Frizinghall Functionality of existing system improved	Integrated road/rail information Enhanced passenger information system
Safety and Security	V7	Monitored CCTV including help and information facilities at all stations	Increased staff presence at key stations
Platform extensions	V6	Platform extensions at Burley in Wharfedale, Menston, Shipley, Ilkley, Frizinghall and Bradford Forster Square to accommodate four car trains.	
Other Station Facilities	V3	Ticket machines at all stations Ticket office facilities at Saltaire, Guiseley and Crossflatts Enhanced shelters at Saltaire, Frizinghall, Crossflatts, Steeton & Silsden, Baildon, Burley-in-Wharfedale, Ben Rhydding	
Track and Signalling	V6	Upgrade electrification to permit Inter-City services to operate between Shipley and Skipton. Reduced journey times	Further journey time reductions Track capacity enhancements
Rolling Stock	V1, V3	Introduction of Class 333 trains Additional centre cars to make all units 4 car	Additional new units for enhanced services
Service Development	V1, V6	Reduced journey times. 15 minute peak frequency between Keighley/Ilkley and Leeds. Additional Leeds-Morecambe services. Leeds-Morecambe trains to call at Bingley	Further journey time reductions Feeder rail services on Keighley and Worth Valley line. Additional Leeds-Carlisle-Scotland services Evaluate through Baildon-Leeds services

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Rail compatible link from Menston to an Otley Parkway station
- ◆ Rail compatible link between Bradford Forster Square and Bradford Interchange
- ◆ Through link to East Leeds stations (if Leeds-York route is electrified)
- ◆ Use of light rail technology on Wharfedale Line

Caldervale Line (including Halifax to Huddersfield)

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6	Low Moor Possible further new stations (see Appendix A)	Possible further new stations (see Appendix A)
Interchange and Integration	V1, V6	Feeder bus services to Hebden Bridge and Sowerby Bridge. Improved pedestrian links between Hebden Bridge station and Hebden Bridge Cross boundary ticketing	
Park and Ride	V1	Additional car parking at Hebden Bridge, Sowerby Bridge, Mytholmroyd and Todmorden	Strategic (long distance) Park and Ride facility in Elland/Brighouse/Mirfield area (for M62)
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Real time information at Walsden, Todmorden, Hebden Bridge, Sowerby Bridge, Brighouse, New Pudsey and Bramley.	Integrated real time road -rail information along Calder Valley
Safety and Security	V7	Monitored CCTV coverage including help and information facilities at all stations	
Platform extensions	V6		
Other Station Facilities	V3	Improved waiting facilities and access at Todmorden Ticket Machines at all stations.	Sowerby Bridge - ticket office and waiting room.
Track and Signalling	V6	Reduced journey times between Leeds and Bradford Reduced journey times between Bradford and Manchester	Further journey time reductions Hall Royd Curve replacement at Todmorden to be considered with Railtrack and relevant Local Authorities
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	Additional rolling stock for new services
Service Development	V1, V6	Half hourly service between Huddersfield and Halifax Semi-fast service between Leeds and Manchester Victoria (via Dewsbury and Brighouse) Faster services between Bradford and Manchester Vic.	Additional skip-stop service to cater for new stations Additional peak services to/from Hebden Bridge

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ New rail-compatible Bradford-Leeds service
- ◆ Rail-compatible cross-Bradford link

Hallam Line

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		Possible new stations (see Appendix A)
Interchange and Integration	V1, V6	Wakefield Kirkgate improvements including pedestrian links to town centre and Wakefield Waterfront. Castleford - improved pedestrian links to bus station.	
Park and Ride	V1	Development of Park and Ride at Normanton	
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Combined bus/rail/taxi information at all stations	Real time information at all stations
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6	Woodsford (platform 1) Castleford - both platforms Normanton	
Other Station Facilities	V3	Ticket machines at all stations Ticket Office and improved waiting facilities at Castleford	Consider staffing Wakefield Kirkgate and Normanton
Track and Signalling	V6	Reduction in journey times Evaluate use of Altofts curve for fast Leeds-Sheffield services	
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	
Service Development	V1, V6	Evaluate new semi-fast Sheffield-Barnsley-Leeds via Altofts	Extend some Sheffield-Wakefield services to York via Pontefract

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Sheffield-Bradford link via Barnsley and Crigglestone curve

Harrogate Line

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6	Horsforth Woodside	
Interchange and Integration	V1, V6	Improved feeder bus services at Horsforth and Headingley Improved pedestrian links to/from Headingley Stadium	Rail-compatible link between Horsforth and Leeds/Bradford Airport
Park and Ride	V1	Additional parking at Horsforth New station at Horsforth Woodside	
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Automated public address at all stations Combined bus/rail/taxi information at all stations	Real time information at all stations
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6	Burley Park also stations in North Yorkshire to be considered	
Other Station Facilities	V3	Ticket machines at all stations Ticket office and improved waiting facilities at Horsforth	
Track and Signalling	V6	Reduced journey times Enhanced signalling Horsforth to Harrogate to improve punctuality	Further reduced journey times
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	Additional new trains
Service Development	V1, V6	Additional peak services New semi-fast service between Harrogate and Leeds. Hourly Leeds-Harrogate service all day Sunday	15 minute frequency between Leeds and Horsforth.

LONG TERM VISION (2011-2020)

Options for further evaluation

- ◆ Fixed link to Leeds/Bradford Airport (light or heavy rail)
- ◆ Half hourly Leeds-York service via Harrogate

Huddersfield Line (MetroTrain services)

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		Possible new stations (see Appendix A)
Interchange and Integration	V1, V6	Morley - improved links between station and town centre. Development of Huddersfield as a key interchange Improved pedestrian links between Huddersfield bus and rail stations. Improved pedestrian links between Dewsbury bus/ rail stns Improved bus links to Marsden and Slaithwaite stations.	Batley - improved links between station and town centre.
Park and Ride	V1	Extension of car parking at Mirfield and Huddersfield	Additional parking at Morley Ravensthorpe - Park and Ride provision and pedestrian links to proposed housing development.
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Combined bus/rail/taxi information at all stations Long Line Public Address at Marsden and Slaithwaite.	Real time information at all stations
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6	Huddersfield - platforms 5/6 Marsden, Slaithwaite, Deighton, Cottingley, Ravensthorpe, Mirfield	
Other Station Facilities	V3	Ticket machines at all stations Improved waiting facilities at Marsden, Slaithwaite and Deighton	Mirfield - ticket office and improved waiting facilities.
Track and Signalling	V6	Huddersfield - platform 5 Reduced journey times Railtrack TransPennine upgrade	
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	Additional units
Service Development	V1, V6	Half hourly local service between Leeds-Huddersfield Half hourly service to Marsden and Slaithwaite. Hourly Sunday service to Marsden and Slaithwaite	Through service from Marsden and Slaithwaite to Leeds

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ York - Castleford-Wakefield-Brighouse-Manchester Victoria service
- ◆ Rail compatible feeder service Heckmondwike and Cleckheaton to Dewsbury via former Spen Valley Line

Penistone Line

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		
Interchange and Integration	V1, V6	Improved bus/rail interchange at Honley, Shepley and Brockholes.	
Park and Ride	V1		
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Provision of automated Long Line Public Address at all stations Combined bus/rail/taxi information at all stations	Real time information at all stations
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6		
Other Station Facilities	V3	Improve passenger waiting facilities at Denby Dale, Brockholes, Stocks Moor and Lockwood. Ticket machines at all stations Taxi information at all stations	
Track and Signalling	V6	Reduced journey times Measures to improve punctuality	
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	Introduction of new units
Service Development	V1, V6	Through services to/from Leeds at peak times Feasibility study (with SYPT) to assess optimum service pattern	Revised service patterns with improved connections at Huddersfield and connections to Midland MainLine at Sheffield

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Half hourly service (infrastructure enhancements to be assessed)
- ◆ Extension of service to Bradford to provide through Bradford-Sheffield service
- ◆ Some trains routed via re-instated Stocksbridge Line south of Penistone

Pontefract Line

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6	Glasshoughton	
Interchange and Integration	V1, V6	Castleford - improved links to bus station (see Hallam line) Pontefract Monkhill - improved bus and pedestrian links to town centre.	
Park and Ride	V1	Glasshoughton Knottingley and Pontefract Monkhill - expand park and ride provision and improve security.	
Accessibility	V2	Compliance with DDA requirements at all stations	Featherstone - pedestrian links to proposed housing.
Passenger Information	V1	Real time information at all stations Combined bus/rail/taxi information at all stations	
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6		Pontefract Monkhill Knottingley Streethouse Featherstone Wakefield Kirkgate
Other Station Facilities	V3	Ticket machines at all stations Ticket office at Castleford	
Track and Signalling	V6	Reduced journey times	Further reduction in journey times
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	
Service Development	V1, V6	Extension of Pontefract-Wakefield service to Knottingley and Leeds Leeds -Knottingley increased to 30 minute frequency	Extend Wakefield-Pontefract/ Knottingley services to Goole 2 hourly Extend some Sheffield-Wakefield services to York via Pontefract

LONG TERM VISION (2011-2020)

Options for further evaluation

- ◆ Rail compatible feeder service Castleford-Allerton Bywater - Kippax (Parkway) - Garforth
- ◆ Extension of some Leeds-Knottingley services to Doncaster via Norton/ Askern (SYPTTE aspiration)

Wakefield Line

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6	Possible new stations (see Appendix A)	Possible further new stations (see Appendix A)
Interchange and Integration	V1, V6	Develop Wakefield Westgate as a key interchange, with additional feeder bus services.	
Park and Ride	V1	Additional car parking at Sandal and Agbrigg	Park and ride provision at Fitzwilliam and Moorthorpe Strategic Park and Ride site linked to M1 and M62 motorways
Accessibility	V2	Compliance with DDA requirements at all stations Passenger lifts to both platforms at Wakefield Westgate.	
Passenger Information	V1	Public Address at Moorthorpe Extend provision of Passenger Information Displays to all stations (all platforms) Combined bus/rail/taxi information at all stations	
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6	South Elmsall (Leeds bound platform) Fitzwilliam, Sandal and Agbrigg Outwood	
Other Station Facilities	V3	Ticket machines at all stations	
Track and Signalling	V6		Additional capacity may be required.
Rolling Stock	V1, V3	Increase capacity of electric units on Leeds-Doncaster services New MetroTrain diesel units on Leeds - Sheffield services.	Additional units
Service Development	V1, V6	New fast Leeds-Sheffield service Additional peak services to/from Leeds. Pontefract-Wakefield service extended to Leeds	Half hourly service between Leeds and Doncaster

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Further service expansion

York and Selby Lines

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		Possible new stations (see Appendix A)
Interchange and Integration	V1, V6	Micklefield and Garforth bus links East Garforth - improve bus/rail interchange Integration with East Leeds Quality Bus Corridor	
Park and Ride	V1	Micklefield and Cross Gates interchanges, including park and ride.	Further expansion of Garforth car park
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Extend provision of Passenger Information Displays to all stations (all platforms) Combined bus/rail/taxi information at all stations	
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6	Cross Gates - extend platforms to accommodate Intercity trains.	New bay platform at Micklefield.
Other Station Facilities	V3	Ticket machines at all stations	Ticket Office at Micklefield
Track and Signalling	V6		Additional capacity east of Leeds (to Cross Gates). Possible electrification between Leeds and York
Rolling Stock	V1, V3	Introduction of new MetroTrain diesel rolling stock	
Service Development	V1, V6	Additional peak services from East Leeds.	New Leeds- Micklefield stopping service

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Rail Compatible feeder service from Scholes and Thorner on former rail alignment
- ◆ Rail compatible link Castleford-Allerton Bywater - Kippax (Parkway) - Garforth
- ◆ New City Centre station in Leeds (East of existing station) and extension of through services

TransPennine Services

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		Potential strategic Park and Ride site
Interchange and Integration	V1, V6	Development of Huddersfield as a major interchange Improved connections with MetroTrain services at Huddersfield	
Park and Ride	V1		Strategic (long distance) Park and Ride facility in Elland/ Brighouse/ Mirfield area (to serve M62)
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1	Combined bus/rail/taxi information at all stations	
Safety and Security	V7	Monitored CCTV, including help and information facilities, coverage of all stations	
Platform extensions	V6		
Other Station Facilities	V3		
Track and Signalling	V6	Railtrack TransPennine upgrade including additional passing loops	
Rolling Stock	V1, V3	New, higher capacity rolling stock	
Service Development	V1, V6	Reduce Leeds - Manchester journey time to 52 minutes. Enhancements to Leeds-Bradford-Blackpool services	15 minute frequency between Leeds and Manchester Piccadilly, with a 45 minute journey time.

LONG TERM VISION (2011-2020)

Options for further evaluation:

- ◆ Further journey time enhancements

East Coast Main Line Services

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		
Interchange and Integration	V1, V6	Develop Wakefield Westgate as a major interchange	
Park and Ride	V1		Potential Parkway station
Accessibility	V2	Compliance with DDA requirements at all stations	
Passenger Information	V1		
Safety and Security	V7		
Platform extensions	V6		
Other Station Facilities	V3		
Track and Signalling	V6	Upgrade Aire Valley electrification between Shipley and Skipton to allow operation of InterCity electric trains.	
Rolling Stock	V1, V3	New rolling stock or refurbished rolling stock for London services	New rolling stock for London services
Service Development	V1, V6	Additional through services to Bradford, Skipton and Harrogate (with a call at Horsforth) Half-hourly service between Leeds and London, with reduced journey times.	Reduction of Leeds/Bradford to London journey times Expansion of through services to Edinburgh/Glasgow.

LONG TERM VISION (2011-2020)

- ◆ Further reductions in Leeds/Bradford- London journey times

Cross Country Services

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		
Interchange and Integration	V1, V6		
Park and Ride	V1		
Accessibility	V2		
Passenger Information	V1		
Safety and Security	V7		
Platform extensions	V6		
Other Station Facilities	V3		
Track and Signalling	V6		
Rolling Stock	V1, V3	New rolling stock	
Service Development	V1, V6	Improved reliability half-hourly Leeds-Sheffield service, with reduced journey time. Improved local connections to early and late departures/arrivals.	

LONG TERM VISION (2011-2020)

- ◆ Potential Parkway station
- ◆ Further reductions in journey times

Midland MainLine Services

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		
Interchange and Integration	V1, V6		
Park and Ride	V1		Potential Parkway station
Accessibility	V2		
Passenger Information	V1		
Safety and Security	V7		
Platform extensions	V6		
Other Station Facilities	V3		
Track and Signalling	V6		
Rolling Stock	V1, V3		
Service Development	V1, V6	Additional services between Leeds and Sheffield	

LONG TERM VISION (2011-2020)

- ◆ Further service development

Channel Tunnel (Eurostar) Services

	Link to Vision	Short Term (2000-2005)	Medium Term (2006-2010)
New Stations	V1, V6		
Interchange and Integration	V1, V6		
Park and Ride	V1		
Accessibility	V2		
Passenger Information	V1		
Safety and Security	V7		
Platform extensions	V6		
Other Station Facilities	V3		
Track and Signalling	V6		
Rolling Stock	V1, V3		
Service Development	V1, V6	Eurostar services between West Yorkshire and Paris	Eurostar services between Leeds and Paris and Brussels

LONG TERM VISION (2011-2020)

- ◆ Additional services to/from West Yorkshire

Appendix A

Potential New Stations

Line	Priority sites	Other sites to be considered
Airedale/ Wharfedale	Kirkstall Apperley Bridge	Calverley [CrossHills - North Yorkshire CC scheme]
Caldervale	Low Moor	Elland Salterhebble Hipperholme Laisterdyke Armley Cornholme/Portsmouth
Hallam		Haigh Crigglestone
Harrogate	Horsforth Woodside	Arthington Parkway
Huddersfield		White Rose Centre Thornhill Horbury Milnsbridge
Penistone		
Pontefract	Glasshoughton	Methley Knottingley East Ferrybridge
Wakefield		Wrenthorpe Crofton Hemsworth Ardsley Beeston/Elland Road
York and Selby		Osmandthorpe Thorpe Park Leeds Parish Church

Appendix B

Station Development Strategy

Station	Current Facilities	Planned Improvements
Baildon	<ul style="list-style-type: none"> • Shelter and seating • Passenger Information Screens • Long Line Public Address • Car Park • Telephone 	<ul style="list-style-type: none"> • Feeder bus services to Baildon • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine • Integrated rail/road information • Improved waiting facilities
Batley	<ul style="list-style-type: none"> • Shelters and seating • CCTV on platform and car park • Long Line Public Address • Car Park • Long Line Public Address • Telephone • Cycle lockers 	<ul style="list-style-type: none"> • Improved links between station and town centre • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Real time information
Ben Rhydding	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Car Park • Passenger Information Screens • Telephone 	<ul style="list-style-type: none"> • Improved pedestrian links • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Additional car parking
Berry Brow	<ul style="list-style-type: none"> • Shelter and seating • Public address system • Telephone 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Provision of automated long-line public address • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities

Station	Current Facilities	Planned Improvements
		<ul style="list-style-type: none"> • Ticket machine • Taxi information • Real time information
Bingley	<ul style="list-style-type: none"> • Ticket Office • Waiting rooms • Car park • CCTV on platforms and car park • Public address system • Electronic information screens • Telephone 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail facilities and information • Enhanced passenger information • Increased staff presence
Bradford Forster Square	<ul style="list-style-type: none"> • Ticket Office • Shelter and seating • Electronic information Screens • Disabled toilet • Newspaper/confectionary shop • Car park • CCTV in car park and on platforms • Telephone 	<ul style="list-style-type: none"> • Platform extension • Monitored CCTV including help and information facilities • Ticket machines • Integrated road/rail information • Increased staff presence
Bradford Interchange	<ul style="list-style-type: none"> • Ticket office • Waiting room and seating • Electronic information screens • Public address system • Toilets and buffet are available on the lower level • Telephones 	<ul style="list-style-type: none"> • Monitored CCTV including help and information facilities • Ticket machines • Integrated road/rail information • Enhanced passenger information system • Increased staff presence • ‘One Stop Shop’ Travel Centre

Bramley	<ul style="list-style-type: none"> • Shelters and seating • Public address system • Car park • Telephone 	<ul style="list-style-type: none"> • Passenger information display • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Automated Long Line Public Address • Passenger waiting facility improvements • Additional car parking
Brighouse	<ul style="list-style-type: none"> • Shelters and seating • Car Park • Public address system • Passenger information displays • Monitored CCTV • Telephone • Disabled access 	<ul style="list-style-type: none"> • Ticket machine on each platform • Integrated road/rail information
Brockholes	<ul style="list-style-type: none"> • Shelters and seating • Telephone 	<ul style="list-style-type: none"> • Improved bus/rail interchange • Improve passenger waiting facilities • Compliance with DDA requirements • Provision of automated long-line public address • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine • Real time information
Burley in Wharfedale	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Car park • Passenger Information Screens • Telephone 	<ul style="list-style-type: none"> • Platform extension • Additional park and ride facilities • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Integrated road/rail information • Ticket machine on each platform • Enhanced passenger waiting facilities
Burley Park	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone 	<ul style="list-style-type: none"> • Platform extensions • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform

		<ul style="list-style-type: none"> • Long Line Public Address • Passenger information Screens
Castleford	<ul style="list-style-type: none"> • Canopy and seating • Long Line Public Address • Telephone • Car park 	<ul style="list-style-type: none"> • Improved pedestrian links to bus station • Platform extensions • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket office with ticket machines • Passenger Information Screens
Cottingley	<ul style="list-style-type: none"> • Shelter and seating • Long Line Public address • Telephone 	<ul style="list-style-type: none"> • Platform extension • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Real time information • Passenger information displays
Cross Gates	<ul style="list-style-type: none"> • Ticket office • Shelters and seating • Public address system • Car park • CCTV on platform and on car park • Telephone 	<ul style="list-style-type: none"> • Interchange, including park and ride • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Extend platforms to accommodate InterCity trains • Improved passenger waiting facilities
Crossflatts	<ul style="list-style-type: none"> • Shelter and seating • Public address system • Car park • CCTV in car park • Passenger Information Displays • Telephone 	<ul style="list-style-type: none"> • Additional park and ride facilities • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Enhanced passenger information system • Improved passenger waiting facilities
Darton	<ul style="list-style-type: none"> • Shelter and seating • Telephone • Car park 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Enhanced passenger information system
Deighton	<ul style="list-style-type: none"> • Seating 	<ul style="list-style-type: none"> • Platform extension

	<ul style="list-style-type: none"> • Public address system • Telephone 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Real time information – Passenger information displays • Improved passenger waiting facilities
Denby Dale	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone • Cycle lockers 	<ul style="list-style-type: none"> • Improved passenger waiting facilities • Compliance with DDA requirements • Provision of automated long-line public address • Combined bus/rail/taxi information • Ticket machine • Taxi information • Real time information – Passenger information displays
Dewsbury	<ul style="list-style-type: none"> • Ticket office • Waiting room and seating • Canopies and seating • Public address system • Car park • CCTV on platform • Taxi rank • Pub/café • Telephone • Newsagent • Passenger operated lifts being installed 	<ul style="list-style-type: none"> • Improved pedestrian link between bus and rail station • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Real time information
East Garforth	<ul style="list-style-type: none"> • Shelters and seating • Public address system • CCTV on platform • Telephone 	<ul style="list-style-type: none"> • Improve bus/rail interchange • Compliance with DDA requirements • Passenger information displays • Combine bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform

Featherstone	<ul style="list-style-type: none"> • Shelters and seating • Telephone • Long Line Public Address 	<ul style="list-style-type: none"> • Pedestrian links to proposed housing development • Platform extensions • Compliance with DDA requirements • Real time information – passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Fitzwilliam	<ul style="list-style-type: none"> • Shelters and seating • Public address system • Car park • Monitored CCTV including help and information facilities • Telephone 	<ul style="list-style-type: none"> • Platform extensions • Park and ride provision • Compliance with DDA requirements • Information displays • Combined bus/rail/taxi information • Ticket machine on each platform • Improved passenger waiting facilities
Frizinghall	<ul style="list-style-type: none"> • Shelters and seating • Public address system • Car park • Passenger Information Display • Telephone 	<ul style="list-style-type: none"> • Platform extensions • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Improved passenger waiting facilities
Garforth	<ul style="list-style-type: none"> • Ticket office with ticket machine • Waiting room and seating • Shelter and seating • Public address system • Car park • CCTV on platform and in car park • Telephone • Cycle Lockers 	<ul style="list-style-type: none"> • Bus links • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Improved passenger waiting facilities – York/Selby platform • Ticket machine on York/Selby-bound platform
Guiseley	<ul style="list-style-type: none"> • Shelters and seating • Public address system • Car park • Passenger Information Displays • Telephone 	<ul style="list-style-type: none"> • Additional park and ride facilities • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Ticket office with enhanced passenger waiting facilities
Halifax	<ul style="list-style-type: none"> • Ticket office • Waiting room 	<ul style="list-style-type: none"> • Monitored CCTV including help and information facilities • Integrated real time road-rail information

	<ul style="list-style-type: none"> • Shelters and seating • Passenger Information Displays • Car park • CCTV on platform and car park • Taxi rank • Telephone • Confectionary shop • Passenger operated lift • Cycle Lockers • Disabled persons' toilet 	<ul style="list-style-type: none"> • Additional car parking • Passenger toilet facilities
Headingley	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone 	<ul style="list-style-type: none"> • Improved feeder bus services • Improved pedestrian links to Headingley Stadium • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Improved passenger waiting facilities • Ticket machine on each platform • Long line public address • Passenger information displays
Hebden Bridge	<ul style="list-style-type: none"> • Ticket office and waiting rooms • Canopies and seating • Toilets • Station buffet • Car park • Telephone • CCTV on platform and car park • Cycle Lockers 	<ul style="list-style-type: none"> • Improved feeder bus services • Improved pedestrian links • Additional car parking • Passenger information displays • Compliance with DDA requirements • Monitored CCTV coverage including help and information facilities • Ticket machine on each platform • Integrated real time information along Calder Valley
Honley	<ul style="list-style-type: none"> • Canopy and seating • Telephone • Cycle lockers 	<ul style="list-style-type: none"> • Improved bus/rail interchange • Compliance with DDA requirements • Long-line public address • Ticket machine • Taxi information • Passenger information screens
Horsforth	<ul style="list-style-type: none"> • Shelter and seating • Car park 	<ul style="list-style-type: none"> • Improved feeder bus services • Ticket office with improved passenger waiting facilities

	<ul style="list-style-type: none"> • Cycle Lockers • Telephone 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Long line public address • Passenger information screens • Ticket machine on each platform • Taxi information
Huddersfield	<ul style="list-style-type: none"> • Ticket office • Waiting rooms • Canopies and seating • Passenger Information Displays • Public address system • Car park • Telephones • Taxi rank • Station buffet • Confectionary shop • Cycle lockers 	<ul style="list-style-type: none"> • Development of Huddersfield as a key interchange • Improved pedestrian link between Huddersfield bus and rail stations • Platform extensions to Platforms 5 and 6 • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities
Ilkley	<ul style="list-style-type: none"> • Ticket office • Waiting room • Seating • Long Line Public Address • Passenger Information Displays • Car park • Telephones 	<ul style="list-style-type: none"> • Platform extension • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machines • Improved integration of road/rail travel • Increased staff presence
Keighley	<ul style="list-style-type: none"> • Ticket office • Shelters with seating • Electronic information screens • Public address system • Free car park • CCTV on platforms and car park 	<ul style="list-style-type: none"> • Park and Ride Extension • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail travel • Enhanced passenger information system

	<ul style="list-style-type: none"> • Station buffet café • Taxi rank • Telephone • Cycle Lockers 	<ul style="list-style-type: none"> • Increased staff presence
Knottingley	<ul style="list-style-type: none"> • Shelters and seating • Public address system • Free car park • Telephone 	<ul style="list-style-type: none"> • Expand park and ride provision and improve security • Platform extension • Compliance with DDA requirements • Real time information • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Leeds	<ul style="list-style-type: none"> • Ticket office • Reservation booking office • Shelters and seating • Waiting rooms • Shopping precinct • Cash machines • Taxi rank • Restaurants/bars • Telephones • Electronic information screens • Public address system • Car park • CCTV 	<ul style="list-style-type: none"> • New footbridge with stairs, escalators and passenger operated lifts • New roof to station • Additional platforms • Greater track capacity for handling more trains • New signalling system • New centrally monitored CCTV system • New passenger information displays • Bus/rail interchange on New Station Street • Automated ticket barrier • Improved ticket/information facilities
Lockwood	<ul style="list-style-type: none"> • Shelter and seating • Car park • Telephone 	<ul style="list-style-type: none"> • Improve passenger waiting facilities • Compliance with DDA requirements • Provision of automated long-line public address • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine • Taxi information • Passenger information displays

Marsden	<ul style="list-style-type: none"> • Shelter and seating • Car park • Cycle Lockers 	<ul style="list-style-type: none"> • Improved bus links • Platform extension • Improved waiting facilities • Compliance with DDA requirements • Provision of automated long-line public address • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Taxi information • Passenger information displays
Menston	<ul style="list-style-type: none"> • Shelter and seating • Car park • CCTV on platform and in car park • Ticket Office and Waiting Rooms • Long Line Public Address • Passenger Information Displays • Telephone • Cycle Lockers 	<ul style="list-style-type: none"> • Platform extension • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information
Micklefield	<ul style="list-style-type: none"> • Shelters and seating • Car parks • CCTV on platforms and car parks • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Bus links • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV, including help and information facilities • Ticket office • Ticket machine on each platform • New bay platform with turn-back facility • Additional park and ride facilities
Mirfield	<ul style="list-style-type: none"> • Shelters and seating • Car park • CCTV in car park • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Extension of car parking • Platform extension • Ticket office and improved waiting facilities • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Passenger information displays

		<ul style="list-style-type: none"> • Possible relocation of station due to TPE enhancement scheme
Moorthorpe	<ul style="list-style-type: none"> • Shelters • Car Park 	<ul style="list-style-type: none"> • Park and ride provision • Compliance with DDA requirements • Long line public address • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Morley	<ul style="list-style-type: none"> • Shelters and seating • Car park • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Improved links between station and town centre • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Passenger information displays • Improved passenger waiting facilities • Additional car parking
Mytholmroyd	<ul style="list-style-type: none"> • Shelters and seating • Telephone • Long Line Public Address 	<ul style="list-style-type: none"> • Car parking • Compliance with DDA requirements • Monitored CCTV coverage including help and information facilities • Ticket machine on each platform • Passenger information displays
New Pudsey	<ul style="list-style-type: none"> • Ticket office • Waiting room • Toilets • Shelters and seating • Car park • Telephone • CCTV on platforms and car park 	<ul style="list-style-type: none"> • Passenger information displays • Compliance with DDA requirements • Monitored CCTV coverage including help and information facilities • Ticket machine on each platform • Long line public address • Passenger information displays • Improved ticket office and passenger waiting facilities
Normanton	<ul style="list-style-type: none"> • Shelter and seating • Car park • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Development of Park and Ride • Platform extension • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine • Passenger information displays
Outwood	<ul style="list-style-type: none"> • Shelters and seating • Car park 	<ul style="list-style-type: none"> • Platform extensions • Compliance with DDA requirements

	<ul style="list-style-type: none"> • Long Line Public Address • Monitored CCTV including help and information facilities • Telephone 	<ul style="list-style-type: none"> • Passenger information displays • Combined bus/rail/taxi information • Ticket machine on each platform
Pontefract Monkhill	<ul style="list-style-type: none"> • Shelters with seating • Car park • Telephone • Long Line Public Address 	<ul style="list-style-type: none"> • Improved bus and pedestrian links to town centre • Platform extensions • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/tax in information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Additional car parking
Pontefract Tanshelf	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Car park • Telephone 	<ul style="list-style-type: none"> • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/tax in information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Ravensthorpe	<ul style="list-style-type: none"> • Shelter and seating • Long Line Public Address • Telephone • Car Park 	<ul style="list-style-type: none"> • Platform extension • Park and ride provision • Pedestrian links to proposed housing development • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Passenger information displays • New shelter to Huddersfield bound platform
Saltaire	<ul style="list-style-type: none"> • Shelters and Seating • Public address system • Passenger Information Displays • Telephone 	<ul style="list-style-type: none"> • Ticket office facilities • Enhanced shelters • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information
Sandal and Agbrigg	<ul style="list-style-type: none"> • Shelters and seating • Car Park • CCTV in car park • Monitored CCTV including help and 	<ul style="list-style-type: none"> • Platform extensions • Additional car parking • Compliance with DDA requirements • Passenger information displays

	<ul style="list-style-type: none"> information facilities • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Combined bus/rail/taxi information • Improved waiting facilities • Ticket machine on each platform
Shepley	<ul style="list-style-type: none"> • Shelters and seating • Telephone 	<ul style="list-style-type: none"> • Improved bus/rail interchange • Compliance with DDA requirements • Long line public address • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Taxi information • Passenger information displays
Shipley	<ul style="list-style-type: none"> • Ticket office • Waiting room • Shelter/canopies and seating • Passenger Information Displays • Long Line Public Address • Telephone • Car park • CCTV in car park and platforms • Cycle Lockers 	<ul style="list-style-type: none"> • Park and Ride extension • Platform extension • Improved pedestrian links • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information • Increased staff presence
Slaithwaite	<ul style="list-style-type: none"> • Shelters and seating • Car park 	<ul style="list-style-type: none"> • Improved bus links • Long line public address • Platform extensions • Improved waiting facilities • Compliance with DDA requirements • Long-line public address • Monitored CCTV including help and information facilities • Ticket machine on each platform • Taxi information • Passenger information displays
South Elmsall	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Car park 	<ul style="list-style-type: none"> • Platform extension • Compliance with DDA requirements • Information displays

	<ul style="list-style-type: none"> • Taxi rank • Telephone • Monitored CCTV including help and information facilities 	<ul style="list-style-type: none"> • Combined bus/rail/taxi information • Passenger information displays • Ticket machine on each platform
Sowerby Bridge	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone • Long Line Public Address • CCTV in car park • Cycle Lockers 	<ul style="list-style-type: none"> • Feeder bus services • Additional car parking • Passenger information displays • Ticket office and waiting room • Compliance with DDA requirements • Monitored CCTV coverage including help and information facilities • Ticket machine on each platform • Integrated real time road-rail information along the Calder Valley
Steeton and Silsden	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Car park • Telephone • Passenger Information Displays • Cycle Lockers 	<ul style="list-style-type: none"> • Feeder bus services • Additional park and ride facilities • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform • Integrated road/rail information
Stocksmoor	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone 	<ul style="list-style-type: none"> • Improved passenger waiting facilities • Compliance with DDA requirements • Long line public address • Monitored CCTV including help and information facilities • Ticket machine on each platform • Taxi information • Passenger information displays
Streethouse	<ul style="list-style-type: none"> • Shelters and seating • Car park • Telephone • Long Line Public Address 	<ul style="list-style-type: none"> • Platform extensions • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Todmorden	<ul style="list-style-type: none"> • Ticket office • Waiting rooms • Car park • CCTV on platform and in car park • Taxi office 	<ul style="list-style-type: none"> • Passenger information displays • Improved waiting facilities • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform

	<ul style="list-style-type: none"> • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Integrated real time road-rail information along Calder Valley • Better bus links including between bus and rail stations
Walsden	<ul style="list-style-type: none"> • Shelters and seating • Long Line Public Address • Telephone 	<ul style="list-style-type: none"> • Passenger Information displays • Compliance with DDA requirements • Monitored CCTV including help and information facilities • Ticket machine on each platform
Wakefield Kirkgate	<ul style="list-style-type: none"> • Canopies and seating • Car park • CCTV on platform and in car park • Long Line Public Address • Taxi rank • Telephone • Cycle Lockers 	<ul style="list-style-type: none"> • Improved pedestrian links • Platform extension • Compliance with DDA requirements • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform • Passenger information displays

Wakefield Westgate	<ul style="list-style-type: none"> • Ticket office • Waiting rooms • Canopy and seating • Public Address • Passenger Information Displays • Car park • CCTV on platform and car park • Station buffet • Taxi rank • Telephones • Cash machines • Newsagent • Toilets 	<ul style="list-style-type: none"> • Improved station environment • Develop as a key interchange • Additional feeder bus services • Passenger lifts to both platforms • Compliance with DDA requirements • Improvements to information displays • Combined bus/road/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform
Woodlesford	<ul style="list-style-type: none"> • Shelters and seating • Telephone • Long Line Public Address • Car park • CCTV in car park 	<ul style="list-style-type: none"> • Platform extensions • Compliance with DDA requirements • Passenger information displays • Combined bus/rail/taxi information • Monitored CCTV including help and information facilities • Ticket machine on each platform