

Rail Passengers Committee for North Eastern England



Northern Rail

Guidance to Bidders

Second Edition

August 2003



Campaigning by the
Railway Development Society

Chairman's Introduction

In the twelve months that have passed since we published our *Guidance to Bidders* the rail industry has gone through yet another period of enormous upheaval. Despite the fact that the SRA is focussing its attention on demonstrating to government that the costs of running a railway can be controlled, costs have, so far, continued to spiral and the industry is under ever increasing financial pressure. Economic constraints have led to the suspension of Rail Passenger Partnership funding, a valuable tool for achieving investment in response to locally defined needs. It is to be hoped that the suspension is only temporary.

The SRA has issued a new franchising policy that attempts to focus more on the needs of passengers. It is now anticipated that franchise terms will be between five and eight years, albeit with some scope for extension.

In the light of the current financial and political situation, we have decided to update and re-issue our *Guidance to Bidders*. Our aspirations for the development of rail in the North of England have not changed but we have had to amend the time-scales for their realisation in response to the new SRA franchising terms and the current financial constraints.

I have taken up my appointment as Chairman of the Rail Passengers Committee for North Eastern England at a crucial time in the development of our railway. It is essential that we have investment to enhance services for the large numbers of existing passengers, and to attract more people to rail travel. People in the North are relying on the new franchisee to provide rail services that meet their needs. This document sets out the services that need to be provided, but there is more. Every train that runs must do so on an efficiently run railway and be operated by an effective and innovative train company. Rail users look to the SRA to work in partnership with the rail industry and stakeholders to ensure that is achieved.

Christine Knights
Chairman
Rail Passengers Committee North Eastern England



Executive Summary

This paper is based on the understanding that the Northern Rail franchise will contain all of the rural, urban and inter-urban services in the North of England which are not included in the TransPennine Express or other InterCity franchises, enhanced and developed to reflect the needs of those living in and visiting the region and to reflect the government's integrated transport objectives. The specific enhancement requirements set out by ATCO are largely endorsed and are reproduced in summary in the paper.

Northern Rail is expected to provide for the reopening of those lines which are of critical importance to the communities which they would serve and to facilitate a long term network expansion and service enhancement programme in line with the government's sustainable transport objectives. To these ends, radical improvements are envisaged in the provision of early, late and weekend services.

Fundamental issues identified in the paper include: *reliability, punctuality, local integration, connections, network integration, fares policy, capacity, investment in people, industrial relations, investment in plant, service quality, information provision, involvement of the community, Community Rail Partnerships, disabled access, service enhancement, continuous improvement and the strategic investment role* expected of Northern Rail.

Clock face (regular interval) timetables will be essential across most of the Northern Rail network, operating at appropriate intervals, with trains running from 'early till late', timed to meet first and last train connections at hub stations. Sunday services must approach those of weekdays, with sensitivity to the weekend and tourist traffic potential. A robust timetable will be essential.

The quality of Northern Rail stations must match the quality of the best public areas and retail outlets in the vicinity, and be comparable to the best stations of similar size and function in Europe. To this end, the key Northern Rail stations must be staffed from before the first until after the last Northern Rail train and reach a modern standard of

presentation comparable with that of InterCity stations.

Northern Rail must provide modern, appropriate rolling stock, in terms of both quality and capability, starting within two years and completing within less than five years of the start of the franchise. Initially, refurbished 158 trains may suffice for inter-urban services with re-furbished 'Sprinter' stock representing the minimum standard for local services. A 'no smoking' policy should be applied.

There must be sufficient rolling stock and power units to guarantee that no train will be cancelled due to a stock or power car shortage. Maintenance and cleaning facilities, together with highly trained staff, must be provided at sufficient locations to ensure that all trains are available and adequately cleaned.

The Northern Rail franchise must be developed in full and detailed consultation with the Passenger Transport Authorities in the region, and Northern Rail will have to demonstrate an ability to work with not only the other passenger train operating companies but also with the infrastructure providers and with the operators of freight and logistics services, to the benefit of the railway as a whole.

Rail Passenger Partnership funding will be an important source of finance for many enhancements to the Northern Rail services after the franchise has been let; it will be essential for Northern Rail to work imaginatively with all concerned to ensure that this funding source is used to the benefit of all rail passengers in the North of England.

In the context of the national transport network in general and of the railway network in particular, the requirements for the Northern Rail franchise set out in this paper are considered not only to offer good value for money but also to be affordable. It is, moreover, considered that if it encompasses the content of this paper, the Northern Rail franchise will bring high quality rail services within the reach of many more people than is presently the case.

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1. The Concept

This paper is based on the understanding that the Northern Rail franchise will contain all of the rural, urban and inter-urban services in the North of England which are not included in the TransPennine Express or other InterCity franchises, enhanced and developed to reflect the needs of those living in and visiting the region and to reflect the government's integrated transport objectives. The holder of the new franchise will be expected to work within the guidelines set by the Strategic Rail Authority (SRA), notably the SRA's new Capacity Utilisation Policy, the November 2002 Franchising Policy Statement and the 2003 Strategic Plan. The SRA is likely to place greater emphasis than had previously been envisaged on determining the quantity and pattern of train operations and will require the franchise holder to make good use of existing capacity, ensuring that additional trains running on existing infrastructure do not compromise reliability of operation.

It is envisaged that the Northern Rail franchise will be developed to include key regional inter-urban high speed routes, examples being Leeds / Sheffield, Hull / Goole / Doncaster / Sheffield, Newcastle upon Tyne / Middlesbrough, Morecambe / Preston / Manchester. Such flagship services will be supported by local urban services, such as within the Passenger Transport Executive (PTE) areas; and rural lines from coast to coast across the North of England. It is taken as definite that the Northern Rail services will give good connections with the other services in and through the areas which they serve.

It is recognised that, in the context of current SRA policy, it will not be possible for every aspiration to be achieved within the life of the first Northern Rail franchise. The new policy context makes it vital for Northern Rail bidders to prepare robust plans for improving the quality of service provided on existing routes. However, the importance must be stressed of working continuously towards the achievement of aspirations, including those for developments that may only be possible in the succeeding franchise. This is essential, in order to avoid delaying important developments that cannot be implemented over the life of a single franchise some 5-8 years in length. To these ends, the Northern Rail franchise is expected to contribute to preparations for the re-opening in the medium and longer term of those lines which are of critical importance to the communities they would serve and to facilitate a long term network expansion and service enhancement programme in line with the government's sustainable transport objectives.

Radical improvements are also envisaged in the provision of early, late and weekend services.

It will be important for bidders, in collaboration with the SRA, as well as with stakeholders such as the PTEs, local authorities, regional agencies and user representatives, to develop priorities for service improvements and the creation of new and expanded infrastructure, including higher frequencies, faster trains, additional stations and re-opened lines, to ensure that the best possible value for money is obtained. The determination of priorities will not necessarily mean that one particular kind of service (e.g. urban, inter-urban or rural) takes precedence in the queue for funding over another kind. Rather, it will depend on a good case being made for the investment, demonstrating value for money and making a strong contribution to the Government's overarching transport objectives, particularly in respect of environmental impact, sustainable development impact, accessibility and integration. Major projects should be assessed using the Government's New Approach to Appraisal, thus ensuring that full recognition is given to those factors which are more difficult to quantify in financial terms. Although some reference is made in the tables in the second half of this report to investment priorities, the lists of proposals remain largely unranked. The projects and proposals listed are fundamentally a catalogue of schemes that local authorities consider desirable. The extent to which they have been worked up in detail and costed varies from scheme to scheme. Their value is in identifying the numerous schemes that have passed at least the first hurdle of evaluation, to be included in the policies of the various authorities.

It is, considered that if it encompasses the content of this paper, the Northern Rail franchise will bring high quality rail services within the reach of many more people than is presently the case. Hence with vigorous marketing by the franchise holder, a rapid growth in passenger carryings at least equal to the national target of 50% increase in passenger kilometres by 2010 would be readily exceeded. Bidders should not interpret the current emphasis on consolidation and capacity utilisation to mean that longer term aspirations for growth can be ignored or targets allowed to slip. Since much of this growth would derive from journeys previously made by car, there would be added benefit in the form of reduced road accident casualties, traffic congestion and vehicle exhaust pollution and hence an improved quality of life for all.

2. Fundamentals

Principles

In this Chapter, the key principles to be addressed by bidders for the Northern Rail franchise are considered. In addressing the fundamental principles, bidders will need to work in partnership with the full range of other stakeholders in the rail passenger business. These include passengers, communities served, other train operators, authorities responsible for transport policy and planning, bus operators, together with the SRA and the Rail Regulator where aspects of national rail planning and conditions are involved. Implementation of certain of the changes we recommend, such as changes to punctuality targets, network integration, fares and ticketing policies will need to be carried out in the context of a wider national review of the terms and conditions for rail passenger services.

Reliability

This is the most crucial criterion for the Northern Rail franchise and the target should be that 100% of the scheduled trains actually run their full course. For a company inheriting an improving reliability on taking over the franchise, it is vital that the momentum of improvement is not lost while the handover from the current to the new franchise takes place. There should be an agreed schedule of improvements striving always to achieve 100% reliability, with staff availability problems being eliminated within the first year. The soft option of 'void days' and similar concepts should be abolished, penalties starting from the first cancellation. Penalties should be paid into a fund earmarked for re-investment for the benefit of passengers in the area where the cancellation occurred and transparently implemented in that area. There should be a clear obligation on Northern Rail to get the passenger to the destination indicated by the ticket held.

Punctuality

Targets should start from the current performance level and be increased to say 99% on time over say 5 years, the punctuality level for each year being set into the franchise contract. The current concept of a

punctuality window of 5 minutes should be reduced to 1 minute over the first 2 years. Thereafter, operating punctuality targets should be set for the proportion of services less than 1 minute late ('Ontime') and those less than 5 minutes late. On longer distance journeys, lateness should be measured at designated intermediate stations as well as on arrival at the final destination. Penalties for lateness exceeding the target should be paid into a fund earmarked for reinvestment for the benefit of passengers in the areas most subject to delay. Personal compensation of full ticket value cash refund should be paid on all journeys where a Northern Rail train delivers lateness in excess of one hour, this to be over and above the obligation on Northern Rail to arrange an equivalent connection (see below). Season ticket holders should be awarded compensation on a journey by journey basis in the same way as all other passengers.

Local Integration

The Northern Rail service should provide and market strongly connections with the InterCity rail services operating from its calling stations and with the bus services operating to and from those stations. This should involve the development of co-ordinated timetables and the progressive introduction of through tickets or passes, for example through the Journey Solutions Plus Bus scheme. Connections should be guaranteed as described in the paragraph below. Taxi availability information should be clearly displayed at all Northern Rail stations.

Connections

Connections should be guaranteed for all journeys for which a Northern Rail ticket is issued, when the published minimum connection times are met by the timetables for the trains concerned, regardless of the train operating companies involved. The responsibility for ensuring that the passenger is able to complete the journey should rest with the operator of the first defaulting leg of the journey, with the station operator at the station where the problem is realised acting as his agent. Any extra fare due because an advance booking ticket journey

cannot be made should be the responsibility of the defaulting operator. Completion of journey by taxi should be a published right, if a valid ticket for a valid connecting service cannot be honoured, and if the last connecting train of the day has been allowed to depart or if the passenger waiting time would be increased by more than one hour as a result of the delay. The procedure to be followed at unmanned stations should be clarified. Making such changes to published conditions would bring about a valuable increase in passenger confidence in the services.

Network Integration

The franchise process should require each franchise holder to sign up to a guarantee of reliability of operation of services across the national network, such that passenger confidence, the pre-requisite for service expansion, can be developed and rail develop into the mode of choice for passengers from all walks of life. Comfortable, reliable, frequent and punctual should be the norm for Northern Rail services.

Fares Policy

Northern Rail must provide for 'walk-on', season ticket and travel card passengers, making all national rail tickets available, with add-on fares for associated bus and tram routes. Internet and telesales must be developed and automated sales facilities promoted. Smart card, rover and railcard facilities must be developed and strongly marketed together with a simple range of basic fares, advance booking discounts and loyalty offers. A coherent fares policy must be evident, designed to promote and build not only the Northern Rail service but also the national and various PTE rail services, of which it is an integral part. Where penalty fares apply, this fact must be clearly displayed and the scheme itself must accord with the SRA regulations.

Capacity

Consistently reliable operation even of the present level of service will require additional capacity; even greater capacity will be required to facilitate the increased service required in trains which are not overcrowded. Bidders will need to consider how best to address aspirations for service improvements in the context of the SRA's Capacity Utilisation policy.

Evidence must be provided of the capacity requirements of their proposals, for example for additional rolling stock and line capacity, and how they intend to address the issues with the SRA, PTEs and other stakeholders. An urgent review, to be completed within say six months, followed by progressive implementation of capacity increases over say two years, should be a minimum requirement of the Northern Rail franchise. In the light of current SRA and government policies, in the short term, emphasis will need to be placed on approaches to improving the utilisation of existing capacity, achieving value for money from current train services, and enhancing capacity by running longer trains, before consideration can be given to increasing line capacity. Relief crews and trains to meet unexpected demand together with train strengthening and train rescue facilities must be available at key locations, as a contribution to the early elimination of overcrowding. Plans for increased frequencies, new stations, additional line capacity and new or re-opened routes must continue to be developed, even though it may only be possible to implement some of these later in the life of the Northern Franchise, or in the next franchise.

Investment in People

The franchise must require the operator to invest heavily in the people engaged in all the disciplines of its operation, from senior management to cleaning staff. Wherever comparisons may be made, by passengers or professionals, Northern Rail will have to be able to demonstrate that its staff are as good as any on the national network and up amongst the best in Europe. Investment in people must reach a high standard, visible to passengers and others in the response of train crew, booking office and information staff, platform staff and all others with whom they have contact. The operating staff are of fundamental importance to all railways and Northern Rail is no exception. Disruption planning must be maintained at a level which protects the journeys which intending passengers need to make. Such planning must include emergency timetables, information flow and trained staff well able to deal with the problems which passengers present.

Industrial Relations

Recent events have suggested that there may be

perverse incentives in the current franchise contracts which insulate the Train Operator financially, from any failure to deliver the required service; such potential must be excluded from the Northern Rail franchise agreement. Northern Rail will have to demonstrate that it is not only investing in people as a development and training process but that its management of industrial relations delivers a workforce motivated at all levels to deliver a public service second to none at all times.

Investment in Plant

The Northern Rail franchise must demand the implementation of a programme of early investment to achieve visible improvements, supported by a commitment to defined year-on-year improvements and long term strategic developments. Provision must be made for seamless transfer to another franchise operator, should that prove necessary, and for the effective, smooth separation of the Northern Rail franchise from, or sharing of facilities with, the TransPennine Express operation. Bold, imaginative plans for investment-led improvements will be required from Northern Rail.

Lineside Environment

The lineside environment across much of the Northern Rail network is currently disfigured not only by general litter and waste but by detritus of specifically railway origin. The result is not only very unpleasant for passengers but provides a ready source of debris for perpetrators of route crime.

Northern Rail will be expected to work with the SRA, Network Rail, contractors and subcontractors to achieve a lineside environment comparable to that achieved by the Highways Agency, within the first three years of the franchise.

Service Quality

Passengers and those waiting must be provided with an appropriate quality of environment at all stages of the Northern Rail journey. Trains must provide clean and warm accommodation, with well-trained crew members visible at all times. Security, comfort and safety must be of a high standard, with trains being cleaned at suitable intervals during longer journeys as well as before the start. Policing of heavily loaded trains must be of a high standard,

effective and sufficiently visible to ensure that football supporters and similar groups do not cause distress to others on Northern Rail trains.

Refreshments must be available at relevant times on major Northern Rail stations and in the longer distance trains.

Information

Real time information as well as advance booking and timetable information must be available in an easy to understand form, from well before the first until well after the last train at manned Northern Rail stations. Printed local service timetables, including information on local bus and tram services, must be available at all Northern Rail stations with station user help telephones available on each platform over the whole 24h day, giving easy access to the National Rail Enquiry Service. Real time information must be available readily from the internet via home computer and WAP phone access and other facilities as they develop.

Community Involvement

Success of the Northern Rail service will depend on the full involvement of the community in the service, station or line concerned. Northern Rail will have to engage with the many local authorities, PTEs, regional agencies, businesses and voluntary sector bodies which have a contribution to make locally and regionally, promoting active dialogue and appropriate action for the benefit of the railway.

Funding opportunities

Bidders must seek opportunities for adding value to the franchise by exploring all possible sources of income in order to enable capital investment and to strengthen operational revenues. Such sources will include Rail Passenger Partnership funding, when this is made available again; urban and rural grants from central, regional and local government and bodies such as the Countryside Agency and European Union.

Partnerships and Local Management

Community Rail Partnerships will be appropriate for many routes in the franchise. Northern Rail will be expected to engage actively in such projects and to support the overall objectives of the Association of Community Rail Partnerships. Where Line User

Groups exist, Northern Rail will be expected to discuss the resolution of detailed service difficulties with them and to review, constructively, proposals for local service enhancements, whether concerning ticket types, train timings, station re-openings or other matters of direct relevance to the quality of service on the line concerned. Local management on one or more routes in the area within the lifetime of the franchise would provide the opportunity for a new category of community dialogue. The experience of other European countries with the introduction of localised management can provide valuable lessons for the UK.

Disabled Access

Disabled access is assumed in this note to be provided in accordance with the current legislation. However, it will be essential for Northern Rail to play an active role in collaborating with other train operators in this respect, as it is improbable that people with disabilities will always want to make journeys constrained to the boundaries of the Northern Rail franchise. The provision of total, appropriate care for passengers with disabilities will have to be seamless across the boundaries of train operators and much of such provision should command social funding.

Service Enhancement

Overall the service presented by Northern Rail must be responsive to passenger needs, which must be established by an active programme of consultation and feedback as is practised by the best retail service operations. The total quality of service experienced

must encourage current users to make more of their journeys by rail and entice non-users to choose rail as their preferred mode.

Continuous Improvement

Rolling programmes of continuous improvement must be in place to ensure that the service offered is always reflecting the improvements which will benefit passengers and those waiting. The Northern Rail bid must show a clear statement of objectives, formal identification of key issues, action areas and ambitions; the final negotiations must agree and publish an initial set of priorities and timescales for investment and improvement work. The plans must be transparent and establish a clear feedback link for passenger involvement, especially in a periodic re-establishment of activities and priorities.

Strategic Role

To succeed, the franchise must make clear that Northern Rail will require a high level of investment with funding coming from local, regional, national, European and private sources as appropriate and available. To this end the franchise must demand constructive engagement with the Regional Planning Bodies, Regional Development and other agencies, with whom and through whom the Northern Rail service can be shown to be of economic benefit to the community and hence deserving of transport grants. Northern Rail services must be shown by the franchise holder to be key components of the Regional Transport Strategies in the Regions in which they operate.

3. Timetable Policy

Clock face (regular interval) timetables will be essential across most of the Northern Rail network, operating at appropriate intervals. Trains must operate at least from 'early till late' (typically 06.00h until 23.00h), providing connections at hub stations. Sunday services must be improved to approach those of weekday services, with sensitivity to the weekend and tourist traffic potential. Inter-urban services must average better than 60mph, using trains compatible with InterCity trains over the

main lines and to exploit the progressive upgrade of the remainder of the Northern Rail network. To ensure the timetable is delivered reliably, it will be essential to provide relief crews at key locations.

The timetable must be developed to give sound connections between Northern Rail and other InterCity services at hub stations. The timetable concept must consider the passenger's door-to-door journey convenience as higher priority than brand

image journeys. To this end a stopping pattern along common routes must be developed with other operators, which optimises the journey potential for the passenger. Such collaboration must extend to the provision of joint promotional offers.

A robust timetable, well able to respond to line specific, as well as general tourist, needs will be essential. To ensure that overcrowding is avoided, it

is expected that the timetable will reflect the actual tourist season on the line, with strengthening being extended before and after the conventional 'summer timetable' period.

The Northern Rail timetable must be available in the national book, in pocket timetables, by telephone enquiry and via the internet as well as on station displays.

4. Stations

Quality

The quality of Northern Rail stations must match the quality of the best public areas and retail outlets in the vicinity, and be comparable to the best stations of similar size and function in Europe.

Staffing

The key Northern Rail stations must be staffed each day from before the first until after the last train has departed and reach a modern standard of presentation comparable with that of InterCity stations, even if the facilities available are more limited; the unmanned stations must reach at least the standard of the best unmanned stations operated by the Passenger Transport Executives in the North.

Management

To ensure that Northern Rail stations reach the required quality, responding to the needs of the local and visiting population, delegated management seems to be essential. Dry and clean waiting facilities are essential with cleaning by directly employed staff or by a local contractor preferred, to help generate a local pride in the station. Where station operational work is subcontracted this process must be well managed and the work properly monitored. A positive inspection regime must be in place to ensure that carefully specified standards are met.

Where the station is managed by others, assistance must be readily available to Northern Rail passengers and those waiting; the organisation responsible for the station must be represented on

the platform to deal with queries and to dispatch the train. Staff at manned Northern Rail stations must be well trained in passenger care and in recovering failed journeys, whatever the cause of the failure. Station design, the facilities provided and the standard of maintenance and cleanliness should be such as to promote user confidence and engender a feeling of security.

Ticketing and Information Facilities

Tickets to all national rail destinations must be available at manned stations, supplemented by automatic ticket machines for simple purchases. A clear display must be available at unmanned stations, stating that tickets are available on the train and giving sample local fares. All platforms of all Northern Rail stations should have easy telephone access to a Northern Rail help desk and a human voice for those who prefer to ask their questions of a fellow human being rather than an electronic information system.

Parkway and Park & Ride facilities

Parkway, Park-and-Ride and community station concepts all have a role to play in the Northern Rail franchise, but parkway stations should not be developed when they detract from the town centre facilities. Moreover, whilst parkway stations may be particularly helpful for departing passengers, they demand extra facilities to support arriving passengers.

Information

It is fundamental that travel information be readily available, well displayed, using paper and electronic

systems appropriate to the type of information and station. Real time train arrival and departure information must be available to inform accurately, by voice or display as appropriate, the current status of arriving and departing trains. (See section on Information above).

Access

From the approaches, the Northern Rail station must present a positive encouragement to travel by train -the buildings and approaches must be clean, modern, attractive and safe in all respects and the franchise holder must be obligated to work with the local authority to achieve this end. Dilapidation must be eradicated. Adequate car parking and directions to further car parking for short and long stay must be provided free to rail users. Provision must be made for access by cycle, bus, taxi, tram etc as appropriate to the area concerned and such links must be well signed and timetabled. Train taxi telephone contacts must be included in pocket timetables, displayed at stations and available readily from a central Northern Rail helpline. Directions for walking to key local facilities, with distances or times and an orientation map should be well displayed.

Community Links

Every opportunity should be taken to develop Northern Rail stations as part of the community served. In this way, it may be possible to enhance the range of facilities provided by developing a retailing facility for refreshment, shopping or travel

needs, available to local residents as well as to station users. Examples of retail and catering outlets at stations include pubs, cafes, convenience food shops, travel agencies, tourist information offices, car and cycle hire, shoe repairs and even furniture and antiques. Developments of this type are particularly appropriate when a station is sited centrally within a town or village and should be pursued wherever they can they enhance the prime function of the station, namely the safe, secure and comfortable point at which to join and leave the train, having made suitable journey preparations. Opportunities for partnerships with local businesses should be sought, for example by enabling shops located at stations to undertake 'railway' business such as ticket sales and information provision.

Improvements

A progressive series of station improvements will be required; to sustain this programme within the franchise, it will be necessary to separate the areas requiring a rail safety approach from those areas more amenable to a cost effective retail development and which do not involve operational railway considerations. The station improvement process should include a review of station locations and reflect new and regeneration land use developments in the area concerned. A published plan for such improvements must be in place, with periodic reports on progress being provided to passengers and those waiting. Success in this respect should be judged at least in part by the results of passenger surveys.

5. Rolling Stock

Northern Rail must provide modern, appropriate rolling stock, in terms of both quality and capability, starting within 2 years and completing within less than 5 years of the start of the franchise. Initially, refurbished 158 trains may suffice for inter-urban services with re-furbished 'Sprinter' stock representing the minimum standard for local services. A 'no smoking' policy should be applied. There must be sufficient and sufficiently reliable rolling stock and power units to guarantee that no

train will be cancelled due to a stock or power car shortage. To support this approach, spare units must be held at strategic locations. Back-up capacity must be sufficient to strengthen or duplicate trains on occasions of unusually high demand, thus preventing overcrowding; plans must be in place to augment provision by collaboration with other operating companies on common routes.

Trolley refreshments should be provided for use at

appropriate times on inter-urban journeys. Payphones must be available on all Northern Rail inter-urban trains and facilities for cycles must be provided on all trains. Luggage facilities must be sufficient to accommodate the intended use for the trains concerned. Maintenance and cleaning facilities, together with highly trained staff, must be provided at sufficient locations to ensure that all trains are available and clean at the start of a journey and that on-train cleaning is provided during the longer journeys.

Toilets must be cleaned at each turn round of the train or on a planned roster for short journey diagrams. Maintenance arrangements for Northern Rail trains will have to reflect the state of the art, which when combined with a skilled, trained and retrained workforce can guarantee that the necessary rolling stock will be available to support all timetabled services.

6. Associated Networks

Integration

Integration between the services operated under the Northern Rail franchise and those of other providers must become the norm. This includes contractual obligations in PTE areas, links with services run by other TOCs, and connections with buses and trams at stations.

The Passenger Transport Authorities

In many of the major urban areas of the North of England, passenger rail and other local transport services are provided by Passenger Transport Authorities. The Northern Rail franchise must be developed in full and detailed consultation with these Authorities to ensure that the services provided are fully complementary to each other. Success for Northern Rail and PTA services alike will require operating cooperation to ensure that artificial barriers to passenger movement are broken down. The importance of such collaboration is likely to increase during the course of the franchise as the consequences of the White Paper 'Your Region, Your Choice' become clearer.

National Rail

The Northern Rail operator will have to demonstrate a willingness and ability to work with not only the other passenger train operating companies but also with the infrastructure providers (Network Rail and its contractors and its agents) and with the operators of freight and logistics services, to the benefit of the railway as a whole.

Collaboration will be essential in the development of 5year, 10year and more far-ranging plans for the source and application of funds, for co-investment and network development, even if no longer the franchise holder. Collaboration in marketing, media presence and management will be necessary locally, regionally and nationally to combat the general 'anti-rail' stance of the media and create an environment in which the railway can grow and demand its fair share of the available funds.

Buses and Trams

The availability of links with other public transport modes can do much to foster opportunities for through journeys and the perception of 'seamless travel', an aspect of public transport in which Britain is commonly perceived to lag behind many other European countries. Every opportunity should be taken to develop such links, for example by facilitating safe, short and convenient pedestrian ways between trains and buses and providing bus stops close to station entrances. The operation of clock-face timetables may assist the provision of conveniently timed connections. Through fares should be offered wherever possible.

Rail Passenger Partnerships and Local Management

Whilst it might be hoped that many of the present development schemes would be included in the Northern Rail franchise, it is clear that some will not. Rail Passenger Partnership funding will be an

important source of finance for many enhancements to the Northern Rail services after the franchise has been let. It will be essential for Northern Rail to work imaginatively and proactively with all concerned to ensure that this funding source is used to the benefit of all rail passengers in the North of

England, as soon as RPP funds become available again. Local management may be the way to ensure that the full potential of some routes is realised. Northern Rail will be expected to co-operate constructively with the development, review and possible implementation of such schemes.

7. The Services

Policy

Crucial for the success of the Northern Rail franchise is that the market potential of the routes involved be recognised to derive from their population and local or regional function and not from historically poor rail connections and services. Strong marketing will be needed to ensure that the potential for rail travel is realised. A review of station locations will be required, to ensure that in the longer term they are optimally situated relative to the current housing concentrations in the area served. Success will be evident not only in the growth of rail travel but also in the economic expansion of the region. Success will, however, require all the available Northern Rail routes to be exploited to give the optimum spread of services. Close integration between the Northern Rail and InterCity services with good connections at all recognised points will be vital. To this end, it will be essential for all the franchise holders to collaborate in the marketing of rail travel across the North of

England and nationally. Because the Northern Rail franchise is intended to promote and enhance rail travel in the North of England, this paper assumes that the existing passenger service requirement will be provided and in the longer term, after the current SRA policy of cost reduction has been successfully implemented, bettered. The paper by ATCO 'North of England Rail Aspirations', June 2002, sets out many of the detailed aspirations of passengers in the North of England for enhancements above this base and indicates the civic authorities which support the enhancements. In turn, the various PTEs have made submissions to the SRA about the detail of their individual aspirations. In this paper, therefore, the ATCO sequence of presentation has been adopted but a summary only of the enhancements with immediate relevance to the RPC North Eastern England is given, amplified where appropriate by the views of the Railway Development Society Branches and Line User Groups. For further details, readers are referred to the ATCO report.

Scheme Index

Table Numbers refer to those used in the National Rail Timetable.

Table	Route
Table 18	Section Lincoln to Gainsborough and Doncaster
Table 26/47	East Coast Main Line
Table 28	Cleethorpes - Barton-on-Humber
Table 29	Humberside - Sheffield - Manchester
Table 30	Sheffield - Retford - Lincoln
Table 31	Leeds - Wakefield, Sheffield and Doncaster
Table 32	Leeds and Wakefield - Pontefract, Knottingley/Goole
Table 33	Sheffield - York local services via Pontefract
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Table 36	Leeds/Bradford - Skipton - Lancaster/Carlisle: 'Settle & Carlisle' and 'Leeds - Morecambe'
Table 36	Leeds/Bradford - Skipton 'Airedale Line' local services
Table 37	Leeds - Shipley and Bradford Forster Square
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Table 39	Scarborough/Hull/Newcastle/Middlesbrough/York to Leeds, Manchester and Liverpool
Table 40	Leeds - Huddersfield
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Table 41/42	Leeds and York - Selby and Hull
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Table 45	Whitby - Middlesbrough 'Esk Valley Line'
Table 46	Middlesbrough - Hartlepool - Sunderland - Newcastle 'Durham Coast Line'
Table 48	Carlisle - Newcastle 'Tyne Valley Line'
Table 53	Sheffield - Chesterfield 'Midland Mainline'
Table 80	Sheffield - Manchester 'Hope Valley' or 'South TransPennine'

Schemes in Brief

RPP-Rail Passenger Partnership; LTP-Local Transport Plan

‘Short Term’ refers to schemes for consideration within the life of the first Northern Rail franchise. ‘Long Term’ relates to schemes whose planning should start during the life of the franchise, but implementation may not take place until the following franchise. In several cases, schemes that had prequalified for RPP funding under the former policy regime have now been deferred, as a result of the temporary moratorium on new RPP schemes. It is not yet known when RPP or equivalent funding will become available again.

New or re-opened lines and new services

Short Term

Scheme Description	Table	Local Authority	RPP	LTP
Lincoln - Doncaster	18	Lincolnshire CC/S Yorks CC	No	No
Ashington Blyth & Tyne	26	Northumberland CC	Yes	Yes
Leamside line	26	Durham CC	Yes	Yes
Tees-Tyne express	26	Tees Valley JSU	Yes	Yes
Barnetby - Gainsborough	30	Lincolnshire CC	No	No
Pontefract - Wakefield - Leeds	31	Metro	No	Yes
Altofts curve	34	Metro	No	Yes
Sheffield - Denby Dale - Leeds	34	Metro	No	Yes
Sheffield - Nottingham	53	Derbyshire CC	Preparatory Stage	

New or re-opened lines and new services

Longer Term

Scheme Description	Table	Local Authority
Newcastle Airport heavy rail	26	Newcastle Airport/TWPTE
Kirk Sandall - Bessacarr	29	SYPTE
Hatfield (Yorks) - Stainforth	29	SYPTE
Doncaster - Bradford	31	Metro
Sheffield - Wakefield - York	32	SYPTE
Doncaster - Knottingley	32	SYPTE
Sheffield - Barnsley - Bradford	34	Metro
Sheffield - Stocksbridge	34	SYPTE
Harrogate - Northallerton	35	North Yorkshire CC
Northallerton - Garsdale	36	North Yorkshire CC
Skipton - Cracoe - Grassington	36	North Yorkshire CC
Malton - Pickering	39	North Yorkshire/Tees Valley JSU
York - Wakefield - Manchester	40	Metro
Stanhope - Bishop Auckland	43	Durham CC/Weardale Railway Co.
Nunthorpe - Guisborough - Skelton	45	Tees Valley JSU
Alnmouth - Alnwick	47	Northumberland CC
Barnsley - Sheffield - Manchester	80	SYPTE

**Frequency Enhancements
Short Term**

Scheme Description	Table	Local Authority	RPP	LTP
Chester-le-Street	26	Durham CC	No	Yes
M'brough/Darlington - Newcastle	26	Tees Valley JSU/Durham CC	Yes	Yes
York - Newcastle	26	Darlington BC	No	Yes
Northallerton	26	North Yorkshire CC	No	Yes
Barton - Cleethorpes	28	North Lincs Council	No	Yes
Sheffield - Worksop	30	SYPTE/Nottingham CC	No	Yes
Gainsborough - Barnetby	30	Lincolnshire CC	No	No
Leeds - Sheffield	31	Metro	Yes	Yes
Leeds - Doncaster	31	Metro	No	Yes
Pontefract - Knottingley	32	Metro	No	Yes
Leeds - Knottingley	32	Metro	No	Yes
Wakefield - Goole	32	Metro	No	Yes
Sheffield - Barnsley - Leeds	32	SYPTE	No	Yes
Carlisle - Leeds	36	Cumbria CC	No	Yes
Leeds - Carnforth - Barrow	36	North Yorkshire/Lancs CC	Yes	Yes
Keighley - Leeds	36	Metro	No	Yes
Blackpool - Leeds	39	Lancashire CC	No	Yes
Hull - Manchester	39	East Riding of Yorkshire	No	No
Leeds - Huddersfield	40	Metro	No	Yes
Huddersfield - Halifax	40	Metro	No	Yes
Leeds - Dewsbury - Man' Victoria	41	Metro	No	Yes
Church Fenton	41	North Yorkshire CC	No	Yes
Bishop Auckland - Saltburn	43	Tees Valley/Durham CC	No	Yes
Saltburn - Hartlepool	43	Tees Valley JSU	No	Yes
Yarm - Nunthorpe	45	Tees Valley JSU	No	Yes
Hartlepool - Middlesbrough	46	TWPTE/Durham CC/TVJSU	Yes	Yes
Newcastle - Carlisle	48	Northumberland/Cumbria CC	No	Yes
Sheffield - Dronfield	53	Derbyshire County Council	No	Yes
Sheffield - New Mills - Manchester	80	SYPTE/Derbyshire CC	No	Yes

**Frequency Enhancements
Longer Term**

Scheme Description	Table	Local Authority
Huddersfield - Sheffield	34	Metro
Leeds - Harrogate - York	35	Metro/City of York/NYCC
Leeds - Manchester	39	Metro
Leeds - Micklefield	42	Metro
Middlesbrough - Whitby	45	Tees Valley JSU/NYCC
Nottingham - Sheffield	86	Derbyshire CC/Notts CC

New and reopened Stations

Short and long term plans for new and reopened stations are numerous and are set out in the text below.

Schemes Outlined

Table Numbers refer to those used in the National Rail Timetable.

Table 18

Section Lincoln to Gainsborough and Doncaster

Services are currently provided by Central Trains but there are just 5 trains each day and these are formed mainly by Class 153 single units. Improved connections with East Coast Mainline and TransPennine Express services at Doncaster would bring economic, social and environmental benefits to Lincoln and the corridor served. There are aspirations for new stations in the Doncaster area and the potential development of the former RAF Finningley into a regional airport could result in a demand for increased service levels.

Short Term

Provide an hourly interval service between Lincoln and Doncaster.

New stations at Finningley and Bessacarr South near Doncaster. Review the case for a parkway station to serve the greater Doncaster area.

Table 26/47

East Coast Main Line

The ECML has several roles, and ensuring a reasonable balance between the needs of Inter City, CrossCountry, TransPennine, Northern local services and freight, requires the ECML upgrade, and the associated re-opening of the Leamside line, although the latter has been deferred for the immediate future. The number of high speed services will increase, and finding train paths for other services may become more difficult.

Short Term

More frequent local services along the East Coast Main Line in Northumberland, and a greater number of InterCity and Cross Country services calling at Berwick, Alnmouth and Morpeth to give a regular service between these towns, supplemented by a local service.

Re-opening of Belford station and the extension of Newcastle to Chathill local services to Belford.

Re-introduction of passenger services between Ashington and Newcastle, calling initially at Bedlington, Newsham (Blyth), and at a new transport interchange with the Tyne & Wear Metro at Backworth. LTP funding earmarked in principle. Relevant authorities continuing preparatory work with the aim of being ready to submit a formal proposal as soon as RPP or alternative funding becomes available again.

Two trains per hour calling at Chester-le-Street - one train per hour via Darlington and one train per hour via Stillington to Teesside by 2007. At present these could be supplied via either or both franchises: TransPennine Express, or Northern Rail local services. Support for a Community Rail Partnership for Chester-le-Street station, in partnership with Chester-le-Track.

Eventual re-opening of the Leamside line between Tyneside and Ferryhill in connection with the ECML upgrade would allow the establishment of 4 new stations at Washington, Durham Belmont - (with associated Park & Ride interchange for Durham City and A1(M)) - Fencehouses, and Ferryhill Station. The service had pre-qualified for Local Transport Plan (LTP) and Rail Passenger Partnership (RPP) funding: estimated start date 2007, but is now deferred following the retrenchment of investment plans for the ECML upgrade. Also operation of some Virgin Cross Country services via Leamside Line, to and from Scotland and Newcastle upon Tyne, calling at one or more of the new stations listed above.

Open new stations at Langley Moor and at Newton Hall.

Resolve the conflict for services needing to cross or access the mainline at Darlington. This is causing serious capacity constraints and has been the subject of a detailed SRA/Railtrack IOS assessment which should now be taken forward.

Tees-Tyne Express: hourly express service linking Middlesbrough and Newcastle with a journey time of under one hour, competitive with other modes.

Preferred route is via the upgraded Stillington line - between Thornaby and Ferryhill - with stops at Thornaby, Stockton, Durham and Chester-le-Street,

operated according to a clock-face timetable. The scheme originally pre-qualified for RPP funding, but this is not currently available. The scheme would provide important intra-regional links and open up new markets.

In co-operation with other operators to provide a 24 hours a day, 7 days a week service on the section of the ECML between York and Newcastle, serving Darlington, with an hourly clockface service between Darlington and Northallerton.

Longer Term

Re-opening of the Alnmouth to Alnwick branch with through Newcastle - Alnwick services, or connections at Alnmouth station with augmented services to Newcastle and Edinburgh. The project is sponsored by local business interests.

Establishment of a heavy rail link to Newcastle International Airport, by joint running with Metro between Benton Junction and the Airport. The proposal would allow the operation of regional trains to and from the Airport.

Capacity enhancements for local service development and new stations at Langley Moor, Newton Hall, Birtley and Low Fell.

Table 28

Cleethorpes to Barton-on-Humber

Trains run essentially every two hours via Grimsby and Habrough. Most trains are Class 153 single units normally adequate for traffic levels.

Connections are made at Barton-on-Humber with buses over the Humber Bridge to and from Hull but this connecting service is currently not robust.

There is a summer only Sunday service of four trains each way. The weekday service could be improved by use of a second unit throughout the day to allow an hourly service, and by the provision of improved connections at Habrough for journeys to and from the west.

Short Term

Develop an hourly service with improved interchange at Habrough and Barton and provide a more comprehensive Sunday service throughout the year, enhanced from Easter to October.

Provide a real time, long line public address system along the whole line.

Transfer the bus operating contract responsibility to the Train Operating Company, the service requirement being to connect with every train at Barton on Humber, travelling limited stops, the Hull terminal being Paragon Station.

Step up the formal category of Habrough Station and develop it as an Interchange for Barton line services, Humberside Airport, the Immingham, Killingholme industrial and residential areas, providing Park and Ride facilities aimed towards Grimsby, Cleethorpes and the link to Hull.

Table 29

Humberside to Sheffield to Manchester 'TransPennine South'

The standard service pattern is currently South Humberside - Doncaster - Sheffield - Manchester. Most Hull - Manchester trains are now routed via Leeds. There are also local services between Hull and Doncaster, Doncaster and Sheffield and Cleethorpes to Doncaster. Between Thorne and Sheffield, local services are co-ordinated by South Yorkshire PTE. Services are formed by Pacer and Sprinter trains.

The SRA's vision of TransPennine Express has a stopping pattern of around 2 to 3 stops per hour. Local stops specified in the Passenger Service Requirement will have to be provided under the Northern franchise. Provision will also be required for service development and capacity enhancements in the future. This has particular implications for services such as Manchester - Cleethorpes, which are currently 'express' services west of Doncaster, and 'semi-fast' services between Doncaster and Cleethorpes.

The South Trans-Pennine route is recognised by the SRA in its Strategic Plan 2003 as containing numerous bottlenecks: on the approaches to Hull, at Sheffield and Manchester Piccadilly, and between Dore and Chinley; and to need "modernisation, including signalling and track renewals and a programme of tunnel maintenance".

It must be ensured that control of Hull station by TransPennine Express does not adversely affect the

operation and marketing of services by Northern Rail, which will provide a significant proportion of the services to and from Hull.

Short Term

The £120m Ferensway development of the bus station adjacent to Hull station, upon which work is due to commence shortly, will improve the quality of rail-bus interchange in Hull.

Provide new 'accessible' station adjacent to existing life-expired structure at Hatfield & Stainforth.

Provide improved interchange at Crowle, Barnetby and Scunthorpe, with through trains from Scunthorpe and Barnetby to Manchester and Manchester Airport.

Longer Term

New passenger service on freight line through eastern Doncaster from Kirk Sandall to ECML near Bessacarr, with stations at Armthorpe and Bessacarr Lakeside.

New passenger service along freight line between Askern and Hatfield & Stainforth, with new stations at Carcroft and potentially at Barnby Dun. Possible new station to serve Hull hospital and stadium.

Table 30

Sheffield to Retford and Lincoln

Most services operate across Sheffield to Meadowhall, Barnsley and Huddersfield, offering through journey opportunities across the conurbation. Many services are formed of Pacer units. Services were increased to an hourly frequency to and from Lincoln in 1999.

On Saturdays trains operate between Sheffield and Cleethorpes over part of this route, diverting at Gainsborough for Kirton Lindsey and Brigg before joining the Doncaster to Cleethorpes route at Barnetby. There are three trains a week, on a Saturday, in each direction. Aspirations for the Brigg route are for a daily passenger train operation, and for the diversion of more freight traffic over this route to reduce pressure on the Cleethorpes - Doncaster via Scunthorpe route and on the Lincoln High Street level crossing.

Short Term

Consolidate the Sheffield, Retford to Lincoln route to provide a clockface, hourly service, developing the Sunday service to an equivalent level.

Provide a daily service over the Barnetby to Gainsborough route as the core of a Sheffield, Retford to Cleethorpes or Barton on Humber (Eastern Parishes) service. Use this service in combination with the Sheffield, Retford to Lincoln service to provide two trains per hour between Retford and Sheffield.

Provide one additional train per hour stopping and one additional train per hour express between Sheffield and Worksop, the express service calling at Woodhouse Interchange and Kiveton Park.

Improve interchange at Worksop with Robin Hood line trains and at Retford with ECML trains.

Make more calls at Shireoaks, currently served once every two hours; develop a Park and Ride facility at the station.

Enhance Sunday services to all stations.

Develop a suburban multi-modal interchange at Woodhouse and a new station at Swallownest. Redevelop Doncaster station in conjunction with the construction of a multi-modal transport interchange.

Longer Term

New stations at Sheffield Airport and Catcliffe, on currently freight-only line from Treeton to Sheffield/Rotherham line.

Table 31

Leeds to Wakefield, Sheffield and Doncaster

Services on this line operate via two largely separate routes between Leeds and Sheffield. (Tables 31 and 34). One route via Wakefield is used by most Virgin XC trains, the other via Barnsley by PTE supported services between West and South Yorkshire. There are also local trains running between Leeds and Doncaster sharing train path availability with GNER trains. Leeds to Sheffield services are formed of diesel units, Leeds to Doncaster predominantly Class 321 electric multiple units.

The Yorkshire and Humberside Regional Transport Strategy and the two Yorkshire PTEs place a high priority on the upgrading of rail links between Leeds and Sheffield.

Short Term

Development of Wakefield Westgate as a key interchange station including passenger lifts to both platforms. Extend the platforms at South Elmsall (down line), Fitzwilliam, Sandal and Agbrigg, and Outwood to facilitate the operation of four-car Class 333 electric units.

Operate Class 333 electric units on the Leeds - Doncaster services.

Introduce an enhanced frequency, express service between Sheffield and Leeds via Barnsley or Moorthorpe, probably using new MetroTrain diesel units. A feasibility study for this proposal has been commissioned for completion during 2003.

Extend Pontefract to Wakefield service to Leeds.

Longer Term

New stations at Wrenthorpe, Crofton, Hemsworth, Ardsley, Beeston/Elland Road, Wath Manvers north of Swinton, Parkgate north of Rotherham Central, Haigh, and Norton.

Increased Park & Ride facilities at Fitzwilliam, Moorthorpe, and Sandal & Agbrigg and at strategic sites linked to the M1 and M62 motorways.

Introduce a half-hourly service between Leeds and Doncaster with a through service between Doncaster and Bradford.

Use improved local connections to early and late departures and arrivals to support a half-hourly fast service Leeds - Sheffield by CrossCountry trains.

Table 32 Leeds and Wakefield to Pontefract, Knottingley and Goole

Services along this line serve West Yorkshire, and North Yorkshire east of Knottingley. Hourly daytime services between Leeds and Knottingley and Wakefield and Pontefract connect at Pontefract Monkhill. The Knottingley route is heavily used by

freight services to and from the power stations and opencast disposal sites in the area.

Short Term

Provide new stations at Glasshoughton and Askern, expand Park and Ride provision at Knottingley and Pontefract, and improve interchange and integration arrangements at Goole and Castleford.

Extend Pontefract - Wakefield service to Knottingley, and increase Leeds to Knottingley to 30 minute frequency, extending some Leeds to Knottingley services to Doncaster via existing freight line serving Askern.

Extend Wakefield - Pontefract/Knottingley services to Goole every two hours giving an improved service for Hensall and Whitley Bridge.

Extend some Sheffield to Wakefield services to York via Pontefract, giving an improved service for Ulleskelf, Church Fenton and Sherburn-in-Elmet.

Longer Term

New stations at Methley, Knottingley East and Ferrybridge.

Table 33 Sheffield to York local service via Pontefract

Despite being by a considerable margin the shortest distance between the two cities, this former main line now sees only 2 southbound and 3 northbound through trains each day. All the stations except Pontefract Baghill are also served by other trains (Tables 29, 31, 41, 42). Apart from this minimal service Pontefract has no through rail (or bus) service to Sheffield or York.

If a way of integrating the York-Sheffield service with other services in the Pontefract area cannot be found (see Table 32), then the route should be provided with an enhanced service. A minimum acceptable level of service would operate to a timetable which allowed for commuting from Pontefract to both York and Sheffield, in addition to trains in the middle of the day in either direction.

Table 34 Leeds to Sheffield 'Hallam Line'

Services between Leeds and Sheffield are circuitous and slower than the average for this important

interurban route. Calling at Barnsley and Wakefield Kirkgate en route, end-to-end times are typically 75 minutes. Local services are formed by a mixture of Pacer and Sprinter units. Local services also operate between Leeds and Sheffield via Wakefield and Moorthorpe.

Route improvements between Leeds and Sheffield are a high regional priority. One possibility is a Leeds - Wakefield Kirkgate - Barnsley - Sheffield service. A feasibility study, for completion during 2003, has been let to assess options.

Short Term

Improve Wakefield Kirkgate to give pedestrian links to town centre and Wakefield Waterfront.

Evaluate Altofts curve for fast Leeds - Sheffield services, allowing services to run Normanton to Leeds without travelling via Castleford and reversing.

Develop Park and Ride at Normanton.

Provide one additional train per hour Sheffield - Barnsley - Leeds, calling at Meadowhall, Barnsley, possibly Wakefield.

Longer Term

Develop new stations at Haigh, Crigglestone, Ecclesfield (near Chapeltown), Stairfoot & Kendray (south of Barnsley), Summers Lane (between Barnsley and Penistone) and Skiers Spring (south of Barnsley).

Evaluate Sheffield to Bradford link via Barnsley and Crigglestone curve.

Table 34

Sheffield - Huddersfield 'Penistone Line'

This cross-boundary service between South and West Yorkshire via Barnsley operates on a basic hourly frequency calling at all stations with some additional peak services. Pacer units form most services, and most run across Sheffield as through services to Lincoln. The route is steeply graded and has single line sections which reduce operational flexibility. It has a well-established community rail partnership, the Penistone Line Partnership.

Short Term

Provide through services to and from Leeds.

Carry out a feasibility study with SYPTE to assess optimal service pattern at peak times.

Longer Term

Provide a half hourly service on the core route with one additional train per hour from Worksop - Sheffield - Barnsley to at least Penistone.

Extend the service to Bradford providing a through Sheffield - Bradford service.

Evaluate the re-opening of the Sheffield to Stocksbridge line - part of the original route from Sheffield to Penistone. Include stations at Sheffield Victoria, Wadsley Bridge, Oughtibridge, Deepcar and Stocksbridge.

Develop a Parkway station in the Barnsley area in addition to the existing station.

Table 35

Leeds to Harrogate and York

The route connects Leeds and York via Harrogate and Knaresborough. Almost all trains call at all stations along the route. There is significant commuting traffic at both ends of the route and overcrowding at the Leeds end. Most of the line is double track, with some single track sections east of Knaresborough. At the York end of the loop, the ECML is used between Skelton Junction and York station. This is a potential capacity issue.

Infrastructure along the route is older than average, adequate for current service levels, but lacking in operational flexibility and resilience for running forward to London Kings Cross. A Harrogate line route strategy study has been commissioned by West Yorkshire Metro in partnership with North Yorkshire County Council and City of York Council.

Short Term

Provide new stations at Bilton near Harrogate, at Knaresborough East (funding could come through RPP, but other sources will be investigated) and Horsforth Woodside.

Improve existing stations on the line: funding likely to be secured through the LTP, including possible staff presence at Knaresborough and access improvements at Weeton.

Exploit the 'natural' bus/rail interchange in Harrogate, where the bus and rail stations are adjacent to one another.

Reduce journey times and improve signalling Horsforth to Harrogate.

Provide additional peak services, including a new semi-fast service Harrogate - Leeds and an hourly Sunday service.

Extend hours of operation to include last departures from York and Harrogate after 2330 to allow for evening leisure opportunities.

Initiate minor works at turnouts along the York - Harrogate section of line to increase line speeds and reduce overall journey time between York - Knaresborough and Harrogate.

Longer Term

A feasibility study into re-opening the Harrogate - Ripon - Northallerton/Thirsk line will be commissioned during 2003. Physical re-instatement of the line remains a longer term project: currently only the trackbed remains.

A study into capacity constraints on the Harrogate line is being commissioned to identify ways in which service levels could be improved if changes were made to the existing infrastructure.

Provide a new station at Arthington Parkway to relieve traffic on the parallel A59 road and at Poppleton Park to serve new residential and business development. Initial feasibility study results are favourable.

Develop a rail-compatible link between Horsforth and Leeds/Bradford Airport.

Expand the service frequency to 15 minutes between Leeds and Horsforth and to 30 minutes between Leeds and York.

Develop a light rail link between York Central and York Rail Station. (Please note that York Central is a new site proposed for development and not the City Centre).

Table 36

Leeds/Bradford - Skipton - Lancaster/Carlisle: 'Settle & Carlisle' and 'Leeds - Morecambe' lines

The lines from Leeds and Bradford to Lancaster and Carlisle have recently seen contrasting fortunes. The Lancaster route has seen a steady decline in services, whilst the Settle & Carlisle route has undergone a spectacular renaissance after coming close to closure. The Settle & Carlisle line was built as a main line Route, but now carries a predominantly self-contained service and the line's potential for relieving the East and West Coast routes is not being exploited. Tourism and leisure account for much of the traffic on both lines and local authorities wish to retain this whilst increasing the number of longer-distance services. The condition of route infrastructure is not ideal; although track renewals have recently taken place, much of the signalling equipment although safe, is outdated and inflexible, and the speeds previously attainable over the Settle & Carlisle line are not now possible.

Trains mostly take the form of Sprinter units, although some Pacer units occasionally appear on both routes (Carlisle to Leeds 113 miles). First North Western operates two 'Dales Rail' trains in each direction over the line between Hellifield and Carlisle on summer Sundays only.

Short Term

Increase frequencies providing additional morning through trains between Leeds and Carlisle, retaining existing short working commuter services.

Provide later evening services and a Sunday service to match the weekday service.

All services to be timetabled for 'clockface' departures using good quality reliable rolling stock, of sufficient capacity suitable for long distance travel. Good connections should be maintained between local and long distance services, and to facilitate cross-country journeys.

Introduce a 'Borderer Express' service Glasgow - Kilmarnock - Dumfries - Carlisle - Leeds every two hours, additional to current services.

Establish regular daily local rail services from Lancashire to Carlisle via Clitheroe and Hellifield

Leeds - Carnforth - Barrow. RPP bid for improved services on this axis avoiding conflict with West Coast Main Line services. Three extra services Leeds - Morecambe per day.

Improve links between bus and rail facilities, particularly at Settle, Skipton and Clapham. Provide a bus-rail link service at Garsdale (Cumbria) for the North Yorkshire market town of Hawes.

Longer Term

Operate more InterCity quality trains through to Glasgow, northbound and beyond Leeds southbound.

Provide an hourly service throughout the day on the Settle & Carlisle, seven days a week.

Restore passenger services along the Wensleydale line, extending to Garsdale on the Settle & Carlisle line. Re-opening the route would bring major benefits to Wensleydale communities, and provide sustainable transport opportunities to the Yorkshire Dales National Park from both the North East and West Yorkshire, and the North West via the Settle to Carlisle route.

Re-open to passenger trains the 'Rylstone Line' from Skipton to Cracoe: currently used for aggregates traffic. There is the potential to extend along the former trackbed to Grassington, in the Yorkshire Dales National Park.

Table 36

Leeds/Bradford - Skipton 'Airedale Line' local services

Electrification of the routes and the recent introduction of new rolling stock with the support of Metro have resulted in increased frequencies and significant patronage growth. Skipton is also served by one diesel GNER service to and from London daily. Most local trains are formed by Class 333 electric multiple units, which set a benchmark for standards of urban rail service in the region.

Short Term

Provide new stations at Cross Hills (west of Keighley), Kirkstall and Apperley Bridge (bus link to Leeds/Bradford airport from the latter). Feasibility study let to assess the capacity implications of the Apperley Bridge and Kirkstall proposals.

Rationalise fares along the route.

Develop a peak-time, 15 minute service frequency between Keighley and Leeds.

Longer Term

Provide a new station at Calverley.

Table 37

Leeds to Shipley and Bradford Forster Square Aspirations for the 'Airedale' line east of Shipley (Table 36) also apply to this table.

Table 38

Leeds/Bradford - Ilkley 'Wharfedale Line'

Services on this route are provided by Metro.

Electrification and the introduction of Class 333 units have increased patronage on the line.

Short Term

Provide a new station at Kirkstall, and additional Park & Ride facilities at appropriate stations.

Complete the introduction of lengthened Class 333 units and associated platform extensions at Burley in Wharfedale, Menston, Shipley and Ilkley.

Longer Term

Serve the new station at Calverley (Table 36).

Table 39

Scarborough/Hull/Newcastle/Middlesbrough/ York- Leeds - Manchester - Liverpool - 'North TransPennine'

The Yorkshire and Humberside Regional Transport Strategy affords the upgrade of this route a high priority. Infrastructure upgrading is needed to deliver most of the local service enhancements and new stations which are an integral part of the route's dual function of providing express services and local services for the community.

The route between Leeds and Manchester is acknowledged by the SRA in its 2003 Strategic Plan to be one of the principal bottlenecks in the area, due to "high utilisation, flat crossings and limited passing places". The route via Huddersfield and Stalybridge has the highest frequency of services of all TransPennine routes, and the fastest journey

times between Leeds and Manchester. Local services are inter-worked with these services. With the timing of the quadrupling of tracks through the Standedge Tunnels in doubt, the availability of freight paths for traffic between Lancashire and Yorkshire is also an important consideration.

The SRA's vision of TransPennine Express has a stopping pattern of around 2 to 3 stops per hour. Local stops specified in the Passenger Service Requirement will have to be provided under the Northern franchise. Provision will also be required for service development and capacity enhancements in the future.

An upgrading of the TransPennine route is a key priority in the Yorkshire and Humberside Regional Transport Strategy and the provision of four fast train paths, two slow trains and one freight path per hour is considered to be the minimum acceptable capacity to allow the level of services to which stakeholders in the region aspire.

Short Term

High quality intensification of services (express, semi-fast and local) on the core Leeds - Manchester section of the North TransPennine route. Protection of local services from implications of TransPennine 2/3 stops per hour operation across the whole route (eg Thirsk, Malton and Seamer).

Operate two trains per hour service between Blackpool and Yorkshire, with improved Sunday services. Introduce a Sunday service to Manchester Airport, and provide improved evening frequency between Hull and Leeds/Manchester.

Make more calls at Howden. Howden has been successful in attracting significant new employment to the area, with the Press Association re-locating over 400 staff to new offices. The Council will shortly be funding a bus link between Howden Station and the town.

Provide a bus-rail link service to Thirsk town centre approximately one mile from the rail station.

Open new stations at Haxby and Strensall (on the outskirts of York, between York and Malton) and operate an hourly shuttle service to and from York (currently subject to preparation of re-opened RPP support case).

Promote route infrastructure enhancements and capacity enhancements in conjunction with the TransPennine franchisee and freight operators, enhancements to include re-opening the disused Standedge tunnels.

Develop Huddersfield as a major transport interchange, providing connections with local and national rail services.

Introduction of station building, staff and associated improvements at Yarm.

Longer Term

Potential strategic Park & Ride facilities at Elland/Brighouse/Mirfield to serve M62, and at Micklefield for A1-M1 link road.

Complement the four express trains per hour between Leeds and Manchester Piccadilly provided by TransPennine, with two local services per hour. Provide a new station for TransPennine and local trains at Copmanthorpe between York and Ulleskelf.

Provide a rail service at York District Hospital and a more frequent York/Haxby/Strensall rail shuttle service. Extend the shuttle service to Pickering via Malton in the event of the line being re-opened (bid that North Yorkshire County Council are currently considering as a Major external Funding Project).

Co-operate with the development of the Hull Ferensway/Paragon Transport Interchange.

Table 40 Leeds - Huddersfield

Local services within the West Yorkshire PTE area not forming part of the TransPennine Express service.

Short Term

Huddersfield station: development as a key interchange (Table 39).

Provide a half-hourly local service between Leeds and Huddersfield with a half-hourly service to Marsden and Slaithwaite (hourly on Sundays).

Longer Term

Provide new stations at White Rose Centre, Thornhill, Horbury and Milnsbridge.

Develop a through service from Marsden and Slaithwaite to Leeds.

Table 41

Leeds - Bradford - Halifax - Rochdale - Manchester 'Caldervale' line

The route combines cross-Pennine journey opportunities with local services. Most services call at all stations, and this is reflected in end-to-end journey times. The route connects a number of significant urban centres in Yorkshire and Lancashire, and there are aspirations for faster and more frequent services.

Short Term

Provide a new station at Low Moor, between Bradford and Halifax.

Develop a half hourly service between Huddersfield and Halifax via Brighouse, and provide a semi-fast service between Leeds and Manchester Victoria, via Dewsbury and Brighouse.

Enhance the Leeds - Bradford - Blackpool services and provide faster services between Manchester Victoria and Bradford.

Route Calder Valley to Manchester Airport services via the Castlefield curve, allowing operation via Piccadilly and Victoria stations in Manchester.

Longer Term

Provide new stations at Elland, Salterhebble, Hipperholme, Laisterdyke, Armley, Cornholme / Portsmouth (last-named on 'Copy Pit' line to/from Burnley).

Evaluate the potential of a York - Castleford - Wakefield - Brighouse - Manchester Victoria service. None of these intermediate places currently has through trains to York and only Wakefield is linked directly to Manchester.

Tables 41 & 42

Leeds and York to Selby and Hull

Most of the stations and services are rural. Trains are a mixture of Pacer and Sprinter units, services comprise both longer-distance express and local stopping services.

Short Term

Improve service levels at Church Fenton. The hourly local service from York to Leeds / Huddersfield / Manchester Victoria calls at all stations en-route except Church Fenton, which has a service every two hours. Provide additional peak services from East Leeds.

Rationalise the fares along the route.

Develop Cross Gates, Micklefield and East Garforth as improved interchanges.

Longer Term

Provide new stations at Thorpe Willoughby (west of Selby), Cliffe (east of Selby), Osmandthorpe, Thorpe Park and Leeds Parish Church. Introduce a new bay platform and ticket office at Micklefield.

Provide additional capacity Leeds to Cross Gates and Electrify Leeds to York.

Introduce a Leeds to Micklefield stopping service.

Table 43

Scarborough to Hull

The line serves a number of towns along the Yorkshire coast. Train frequencies between Hull and Beverley have increased to reflect demand and many Hull to Beverley and Bridlington trains are currently extensions of TransPennine workings to Hull. Almost all trains are Sprinter units. The separation of TransPennine services from the rest of the franchise will alter the operating pattern on the line. There is heavy commuter traffic into Hull. The Yorkshire Coast Rail Partnership, including a dedicated member of staff, has been formed to promote the line.

Short Term

Station improvements co-ordinated by the Yorkshire Coast Rail Line Partnership. Station enhancement at Driffield to include booking office and waiting room (LTP funded - programmed for 2002/03). Staff Driffield and Cottingham during operational hours.

Maintain services on Wolds Coast line across Hull currently provided by TransPennine trains (or at least provide good, secure connections).

Re-instate early morning service from Bridlington to connect with GNER service to London at Hull (the

connecting service currently starts at Beverley). Enhance evening service with later departures from Hull to Bridlington. Introduce a winter Sunday service between Bridlington and Scarborough.

Increase peak time capacity and remove the peak fares for travel to/from Hull.

Build new station at Bricknell Avenue, just inside the Hull City boundary.

Longer Term

Re-instate double track between Bridlington and Scarborough to facilitate frequency enhancements.

Table 44

Bishop Auckland - Saltburn Tees Valley 'Heritage Line'

The route serves several centres in South Durham, the Tees Valley and East Cleveland. A constraint to the provision of more frequent and more regular services is the at-grade crossing of the ECML at Darlington, via a single-track junction. Local authorities in the area see potential for development of the route to provide local services with improved connections to and from main line trains at Darlington. See below under Table 45 for discussion of possible Local Management scheme for the Whitby line, in which the Bishop Auckland branch might also be incorporated.

Short Term

Clock-face hourly departures between Dinsdale, Darlington and Bishop Auckland, maintaining the cross-Darlington link to Teesside, by 2005 with increased line speeds away from the main line (90mph).

Upgrading the station and service at Teesside Airport, with connections to the Terminal Building.

Darlington to Saltburn half-hourly clock-face timetable, including regular stops at Teesside Airport and a proposed new station at The Ings, near Redcar (due to open 2004). Considered immediately deliverable, as no additional stock is required. Pacer units not considered acceptable for this service. This line forms the core element of the emerging rail strategy for the Tees Valley as it links Darlington, the Western Gateway, to Saltburn in the East and

passes through numerous centres of population, commercial, educational and leisure activity. A wide ranging RPP bid to deliver all elements of the subregional rail strategy, including improvements along this Line, was recommended by consultants in Stage One of the Tees Valley Rapid Transit Study.

Half-hourly Hartlepool to Middlesbrough service with one service per hour extended to Saltburn. Included opening of new station at Roseworth, near Stockton, which was due to open 2005/06.

Journey time improvements on Tees Valley and operational improvements at Darlington station as assessed in the Railtrack/SRA IOS process.

Hourly Yarm to Nunthorpe service calling at all stations including a new station serving James Cook University Hospital, south of Middlesbrough station, possibly opening in 2006.

Longer Term

Support of the re-opening of the 'Weardale Railway' between Bishop Auckland, Stanhope and Eastgate to passenger and freight trains, with through services to Darlington by means of a potential mini-franchise agreement.

Re-instate the line Nunthorpe - Guisborough - Skelton, following the previous alignment and connecting the Tees Valley and Esk Valley lines, allowing the operation of a suburban circular service in each direction Middlesbrough - Redcar - Skelton - Guisborough - Nunthorpe - Middlesbrough.

Development of an integrated Rapid Transit system throughout the Tees Valley and provision of a new crossing of the River Tees, downstream of the Transporter Bridge.

Table 45

Whitby - Middlesbrough 'Esk Valley Line'

The Esk Valley line serves an important local role connecting the isolated rural communities of the Esk Valley, difficult to serve by bus, with Middlesbrough and Whitby. The privately owned North York Moors Railway has a physical connection at Grosmont, west of Whitby. Re-instatement of a 6-mile link between Pickering and Rillington Junction, east of Malton on the Scarborough - York line would enable through or connecting services to operate between

York, Pickering, Grosmont and Whitby. The line exhibits potential for tourism-related initiatives, mostly at the Whitby end. The fact that the line is served by trains and staff based at Middlesbrough or beyond currently limits the scope for these to flourish. The line was a case study in a major report by TR&IN for the Strategic Rail Authority, which recommended that the line would be ideal as a pilot for local managed ('microfranchise') operation, with a local company running services under the protection of the main franchisee. Since then, the Esk Valley Railway Development Co. has been set up as a 'not for profit' company, to progress such developments.

The proposal, which could also incorporate the Darlington-Bishop Auckland route (Table 44, above) is supported by local authorities, business and community interests and the North Yorkshire Moors National Park. It is understood to have been favourably received by the SRA as a possible pilot Micro-Franchise.

Short Term

Doubling of existing frequencies, to provide earlier and later services, including a 'commuter train' from Whitby to Middlesbrough and improved accessibility to Whitby, Middlesbrough and the North York Moors National Park generally.

Support for the aims and objectives of the Esk Valley Railway Development Company. Various enhancements are proposed as the line becomes the national pilot for micro-franchising.

New Yarm - Nunthorpe service (see Table 44 above).

Longer Term

Re-opening of line Nunthorpe - Guisborough and possibly Skelton (see Table 44 above).

Re-opening of Pickering - Rillington Junction, to connect the North Yorkshire Moors Railway to the York - Scarborough route, recreating a York -Whitby route with the potential for through running. Pickering - Rillington is trackbed only, and currently in private ownership.

Opportunities for micro-franchising the Esk Valley line are being investigated with the SRA, Network Rail and train operating companies. Further

signalling work would improve through working between the Esk Valley line and the North York Moors Railway.

Further discussions on the implications for a 'north to east' curve at Battersby - eliminating the need for reversing - in the light of possible increases in freight and passenger services as well as the implications of a re-opened Nunthorpe -Guisborough branch.

Table 46

Middlesbrough - Hartlepool - Sunderland - Newcastle 'Durham Coast Line'

The Durham Coast line serves a number of markets. Between Newcastle and Sunderland, since the advent of Sunderland Direct, most of the local traffic between Wearside and Tyneside is catered for by Tyne & Wear Metro trains. The southern section of the line between Sunderland and Middlesbrough serves several large towns and the Teesside conurbation. Relative to the level of population within its catchment area, the line has historically had a poor level of service, but recent RPP awards are augmenting the number of trains, and further increases in frequency were in prospect until recent policy changes.

Local authorities along the route seek enhancements to Northern, TransPennine Express and Virgin CrossCountry Services. There is particular pressure for Sunderland, Hartlepool, Stockton and Redcar to join Middlesbrough on the TransPennine network, and there are several service patterns which could achieve this. Discussions with Virgin Trains relate to the possibility of some trains to and from Newcastle being routed via the Durham Coast, but it appears unlikely that this would form part of an all-day Northern service pattern.

Short Term

A 30-minute frequency service between Sunderland and Middlesbrough, including new stations at Ryhope, Easington Colliery, Hart, Old Billingham and Roseworth. RPP bid currently in preparation. There is currently a 30-minute service frequency during the day between Hartlepool and Newcastle. One service per hour extended to Saltburn. Establish direct service to ECML without detour to Middlesbrough.

Support for a Community Rail Partnership for the Durham Coast line.

Improved connections between Durham Coast and Heritage Line services at Thornaby.

Earlier and later services and linespeed improvements in line with the Railtrack/SRA IOS process.

Longer Term

Potential for a station at East Gateshead in connection with the regeneration of the Gateshead Quays area.

Table 48

Carlisle - Newcastle 'Tyne Valley Line'

The Tyne Valley line has a strategic importance additional to its function as a rural railway connecting Cumbria and Tyneside. It is the only cross-country rail line between the Forth/Clyde valley and Lancashire/Yorkshire, and as such is used for planned and emergency diversions and for freight traffic. The current service comprises an hourly service from Carlisle to Newcastle, an hourly stopping service from Hexham to Newcastle, and frequent shuttle services between MetroCentre and Newcastle during retailing hours. Most services at the eastern end work across Newcastle to Hartlepool, Middlesbrough, Morpeth or Saltburn. At the western end there is one through train to Whitehaven, and several trains via Dumfries to and from Glasgow and Stranraer. The aspirations for the route relate to more through trains to and from South West Scotland, more stopping trains between Carlisle and Newcastle and station re-openings. The previous SRA Strategic Plan includes a commitment to re-instate a turnback siding and bay platform at Hexham by 2006/07, to increase line capacity, but this is not referred to in the 2003 Plan. A similar facility is needed at MetroCentre to enable increased numbers of trains to terminate there.

Short Term

'Borderer Express' Stranraer - Kilmarnock -Dumfries - Carlisle - Newcastle - Middlesbrough, with 4 hour timing Stranraer - Newcastle. Proposed frequency is every two hours, operated by Class 170 type diesel units. This is proposed as additional to existing services.

Two trains per hour, one calling at all stations between Carlisle and Hexham, then fast to MetroCentre and Newcastle, the other fast from Carlisle to Hexham and then semi-fast to MetroCentre and Newcastle. Higher line speeds to allow faster schedules.

More consistent end to end timings by adjustment of stopping patterns. More stops at Haydon Bridge and Prudhoe and a departure from Newcastle after 2245. Station improvements including more car parking. More trains to run through from Hexham to Morpeth.

Maintenance of the ScotRail PSR services across Carlisle connecting North East England and South West Scotland.

Redevelopment of Gateshead MetroCentre station, incorporating lifts and waiting rooms, and a new bay platform to increase capacity for terminating services to and from the east. Establish as a manned station.

A minimum of four trains per hour between Newcastle and MetroCentre in each direction Mondays to Saturdays, based on the following service pattern - Middlesbrough - Carlisle (hourly), Hartlepool - Hexham (hourly) (To/from Middlesbrough once 2 train per hour service is in operation on Durham Coast line).

All trains through MetroCentre to call - early morning trains do not currently make calls. More trains calling at Blaydon station.

Longer Term

30 minute interval frequency between Newcastle and Carlisle formed of through services extending beyond Carlisle and Newcastle. Station re-opening at Gilsland and possibly Fourstones particularly for tourism-related traffic, with stopping patterns giving all stations at least an hourly frequency.

Six trains per hour during daytime on Mondays to Saturdays between Newcastle and MetroCentre with an even-interval hourly structure based around the following suggested service pattern:

Middlesbrough - Sunderland - Carlisle
Morpeth - Hexham

Ashington - MetroCentre
 Middlesbrough - Sunderland - Hexham
 Saltburn - Durham - Newcastle - MetroCentre
 Ashington - MetroCentre

Consideration to be given to extending local services from Leamside to MetroCentre/Hexham, once the Leamside line re-opens.

Improve Park & Ride facilities on the Tyne Valley line.

Exploit opportunities to operate through services to Newcastle Airport, Durham Coast, and in the other direction, to West Cumbria with the onset of a Northern franchise.

Table 53

Sheffield - Chesterfield 'Midland Mainline'

The route carries Midland Mainline trains between Leeds, Sheffield and London, Central Trains between Merseyside, Manchester, Sheffield, Derby, Nottingham and East Anglia, and Virgin CrossCountry trains between the South West and North East. ARRIVA operate four trains per weekday between Sheffield and Chesterfield, the primary purpose of which is to serve Dronfield station. The increasing number of Midland Mainline and Virgin CrossCountry trains in the next year or two will introduce potential capacity constraints.

Short Term

Introduce an hourly stopping service Chesterfield-Dronfield - Sheffield, with possible extensions north of Sheffield and south to Nottingham.

Table 80

Sheffield to Manchester 'Hope Valley' or 'South TransPennine'

The Hope Valley route between Sheffield and Manchester accommodates three distinct passenger operations currently provided by three separate companies. The southern TransPennine express

service alternates with the hourly East Anglia to Liverpool group of trains. The third service is the all stations local service from Sheffield to Manchester via Romiley operating every one to two hours.

There is a capacity problem at Dore, where the former double track has been reduced to a single line between Totley Tunnel East Junction and the junction with the Sheffield - Derby line east of Dore station. This section of line is already operating close to capacity, and cannot accommodate many more movements without being upgraded to double track and reconstruction of a westbound platform at Dore. Space still exists for the second track to be relaid.

The electrified Woodhead Line ran between Sheffield and Manchester until 1981. Branches at either end remain open between Manchester and Hadfield for passenger trains in the Greater Manchester area, and between Sheffield and Stocksbridge for freight in South Yorkshire but the SRA's Strategic Plan does not include the route within its major infrastructure programme.

Short Term

Reopen a station at Millhouses between Sheffield and Dore, where the former station is now a supermarket and thus has potential to generate patronage.

Hourly local stopping service between Sheffield and Manchester.

Infrastructure and capacity enhancements, including Dore Curve and Sheffield re-modelling.

Longer Term

Re-open stations at Heeley (between Sheffield and Dore) and at a new site to serve Totley.

Re-opening of the Woodhead Line from Sheffield to Manchester should be seriously considered for freight and passenger services, InterCity and Local.

Acknowledgements

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Beeching in Reverse (September 2001), all published by Transport Research and Information Network (TR&IN), Huddersfield. These publications and various conferences organised by TR&IN and the RPC NE have all contributed significantly to the ideas summarised into the present document. Reference has also been made to the North East Regional Assembly's Rail Strategy Draft (June 2002), The Case for Rail Final Report, prepared for a broad consortium including the Rail Passenger Council in 2002, and to various publications of the Strategic Rail Authority, including the Strategic Plan 2003. The document may be freely used by anyone with a genuine interest in developing the railway services in the North of England and it is hoped that the bidders for the franchise will use the document as a solid basis for their discussions with passenger groups across the North.