Rail Strategy & Delivery Plan

February 2009

South Yorkshire, making rail a better choice
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# CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>7</td>
</tr>
<tr>
<td>Executive Summary</td>
<td>8</td>
</tr>
<tr>
<td>Chapter 1</td>
<td>10</td>
</tr>
<tr>
<td>Introduction</td>
<td>10</td>
</tr>
<tr>
<td>Chapter 2</td>
<td>12</td>
</tr>
<tr>
<td>The Rail Strategy in Context</td>
<td>12</td>
</tr>
<tr>
<td>Context Diagram</td>
<td>13</td>
</tr>
<tr>
<td>South Yorkshire Rail Strategy Objectives</td>
<td>14</td>
</tr>
<tr>
<td>Chapter 3</td>
<td>15</td>
</tr>
<tr>
<td>Current Conditions</td>
<td>15</td>
</tr>
<tr>
<td>Chapter 4</td>
<td>31</td>
</tr>
<tr>
<td>Chapter 5</td>
<td>32</td>
</tr>
<tr>
<td>Future Conditions</td>
<td>32</td>
</tr>
<tr>
<td>Chapter 6</td>
<td>36</td>
</tr>
<tr>
<td>Action Plan</td>
<td>36</td>
</tr>
<tr>
<td>Chapter 7</td>
<td>37</td>
</tr>
<tr>
<td>Monitoring and Consultation</td>
<td>37</td>
</tr>
<tr>
<td>Appendix One</td>
<td>39</td>
</tr>
<tr>
<td>Rail White Paper</td>
<td>39</td>
</tr>
<tr>
<td>Delivering a “Sustainable Transport System” (DaSTS)</td>
<td>40</td>
</tr>
<tr>
<td>Access for All</td>
<td>40</td>
</tr>
<tr>
<td>Northern Way</td>
<td>41</td>
</tr>
<tr>
<td>The City Region Concept</td>
<td>41</td>
</tr>
<tr>
<td>Regional Planning Assessment</td>
<td>43</td>
</tr>
<tr>
<td>Route Utilisation Studies</td>
<td>43</td>
</tr>
<tr>
<td>Regional Spatial Strategies</td>
<td>44</td>
</tr>
<tr>
<td>Local Development Frameworks</td>
<td>44</td>
</tr>
<tr>
<td>Appendix Two - Network Map</td>
<td>47</td>
</tr>
<tr>
<td>Appendix Three - Proposed housing growth</td>
<td>48</td>
</tr>
<tr>
<td>Appendix Four - Network Bottlenecks</td>
<td>49</td>
</tr>
<tr>
<td>Appendix Five - Scheme Dependencies</td>
<td>50</td>
</tr>
<tr>
<td>Appendix Six - Delivery Plan</td>
<td>51</td>
</tr>
</tbody>
</table>
I am pleased to introduce the South Yorkshire Rail Strategy which outlines the relevant current and future aspirations, objectives, and priorities of the South Yorkshire Integrated Transport Authority and its partners for the development of the Rail Network over the next 15 - 20 years.

The positively changing environment both within and around the rail industry has resulted in a number of challenges, many related to the recent success of rail in attracting passenger growth. This growth and the desire to improve the performance of the network has led to the refreshing of our Rail Strategy. This is to allow us to focus our efforts to meet the emerging needs and opportunities.

We are proud of the significant improvements that have been delivered recently such as at Sheffield, Barnsley and Doncaster Stations, and the introduction of a number of new or improved services. Many others achievements are highlighted in the Strategy.

The document also clarifies the role that rail plays in a multi modal transport network, and the importance of improving inter-urban connections and connections to centres outside the county such as Leeds, Manchester and London. It sets out the priorities we feel need to be tackled in order to remove some of the current constraints on future growth, or development of the network.

The significant resources required to deliver these improvements are also acknowledged, recognising the scale of some of the challenges, the need to prioritise efforts on the key bottlenecks of Doncaster Station and approaches, Sheffield Station and approaches and in the Swinton area. The Strategy also recognises the importance of working with stakeholders across the rail industry to ensure a co-ordinated approach.

Overall the Rail Strategy demonstrates our commitment to improving the rail network in South Yorkshire.

Councillor Mick Jameson
Chair of the South Yorkshire Integrated Transport Authority
This Rail Strategy is produced by South Yorkshire Passenger Transport Executive (SYPTE), on behalf of South Yorkshire Integrated Transport Authority (SYITA) (formerly South Yorkshire Passenger Transport Authority) and represents an update of the previous strategy issued in 2004.

This document brings together changes in contextual policy and investment plans and:

- Identifies the role of the Rail Strategy
- Provides an update on work completed since 2004
- Summarises key developments and the effect on rail users
- Links all the above to explain the need for change
- Provides the planned actions to take the Strategy forward in the short, medium and long term

Changes in the rail industry have produced a structured and focused approach to investment, leading to the need for greater local clarity of priorities to influence this investment. Rail growth has been stronger in recent years, particularly in South and West Yorkshire, and demand will only increase with Sheffield City Region strategies which encourage development near rail stations.

The Rail Strategy objectives take account of these issues and propose plans to address these demands through:

- Maintaining and improving the reliability and performance of the existing network through investment in infrastructure, rolling stock and passenger facilities
- Ensuring the competitive advantage and service attractiveness is maintained including aspects of promotion and publicity, customer service excellence and efficient, effective ticketing
- Improving accessibility on a local level to work, leisure, health care, education and other services for all sectors of the community, through integration with other services and modes.
- Improving connectivity on a regional and national basis to support the economic growth of the City Region

- Supporting targeted development of the network through new and improved customer facilities, services or lines, opening up access to communities and ensuring major new economic development areas are connected to the rail network, where a strong case can be made for investment, taking account of the strategic role of the rail network
- Ensuring sufficient passenger capacity is provided to cater for growth and future demand
- Working with rail industry partners to improve the environmental performance of the rail network both internally and with respect to other modes
- Supporting rail freight development and work to understand the potential impact on passenger traffic

Actions to deliver these objectives are shown in the Delivery Plan. For clarity, and to assist with delivery management, these are broadly divided into Rail Industry ‘Control Period’ (CP) timescales, aligning with the timescale definitions used by the wider rail industry in the Route Utilisation Strategies:

- Short term (CP4) (up to 5 years focussed on delivery - to 2014),
- Medium term (CP5) (5-10 years primarily influencing future investment) and
- Long term (C6+) (beyond 10 years taking a planning role).
The delivery plan includes actions to:

i. Address existing crowding and accommodate future passenger and freight growth
ii. Achieve service performance and journey time improvements
iii. Improve station accessibility, comfort and customer services
iv. Improve rolling stock
v. Prioritise links between urban centres and other regional centres
vi. Tackle the three key bottlenecks at:
   - Sheffield station and approaches
   - Doncaster station and approaches
   - Swinton junction
vii. Strategic improvements to dual Holmes Chord into Rotherham, upgrading line speeds to reinstate stops at Elsecar
viii. Progress longer term priorities, dependant upon works at Sheffield, Swinton and/or Doncaster are therefore;
   - Sheffield - Stocksbridge
   - Barnsley - Doncaster
   - Barnsley Growth Corridor
ix. Influence national schemes including speeding up journeys and electrification of the Midland Mainline High Speed line options to benefit South Yorkshire, improved access to Manchester
x. Support improvements proposed in the Network Rail Yorkshire and Humber Route Utilisation Strategy
1. **Introduction**

1.1 This Rail Strategy and Delivery Plan is produced by South Yorkshire Passenger Transport Executive (SYPT), on behalf of South Yorkshire Integrated Transport Authority (SYITA) (formerly South Yorkshire Passenger Transport Authority) and represents an update of the previous strategy issued in 2004.

1.2 The purpose of the Rail Strategy and Delivery Plan is to bring together work that has been carried out on the development and enhancement of the existing rail network to form a coherent and achievable plan in more detail within South Yorkshire and inform the strategic priority interventions for rail agreed by the Sheffield City Region Transport Joint Issues Board.

1.3 The Strategy aims to take a realistic and pragmatic approach to the future development of the South Yorkshire rail network, particularly over the short term (to 2014) to ensure that the plan remains focused and deliverable.

1.4 The Strategy also provides the medium term priorities where an influencing role will be adopted to shape investment and long term issues that require further planning and quantification.

1.5 It supports the Sub Regional and Regional Spatial (Land Use) Strategies and will provide a basis for developing longer term Integrated Transport Plans. Whilst focusing on rail, the Strategy must be seen in the wider context of the South Yorkshire and Sheffield City Region commitment to a fully integrated transport network.

1.6 This Strategy also takes account of the emerging findings of the DfT Regional Planning Assessment and the Government’s Rail White Paper both published during 2007. It also incorporates projected growth data from the emerging Regional Spatial Strategies and supporting Local Development Frameworks.

1.7 Activity since the previous Rail Strategy has lead to a number of successes. Recent rail related developments and improvements in South Yorkshire and the wider Sheffield City Region include:

1.7.1 The completion of the flagship **Sheffield Station Gateway** project as part of the City Centre Masterplan came in late 2006. This work included a £30m station refurbishment, complimenting an investment of a further £20m providing a new gateway to the City of Sheffield. The work was successfully completed through a complex partnership including Sheffield City Council, SYPT, Midland Mainline, Network Rail, Sheffield One and the former Strategic Rail Authority.

At the Railway Heritage Trust Awards in December 2007 judges awarded Sheffield Station ‘Overall Winner in the Ian Allan Publishing category’ for the improvements and restoration works which were partly funded by the Trust.

The project was also awarded ‘Project of the Year’ in the prestigious National Rail Awards and the pedestrian ‘Gold Route’ from the station to the City Centre won Public Realm of the Year at the Royal Institute of British Architects (RIBA) White Rose Awards for Design Excellence.

10 • Rail Strategy & Delivery Plan
1.7.2 Barnsley Transport Interchange, a new £24 million transport development opened in May 2007 after three years of development. It has 24 bus and coach stands, state-of-the-art customer information systems, retail units and a direct bridge link to Barnsley rail station with increased car parking provision.

It has been completed by SYPTE with financial support from the DfT, Objective 1, Yorkshire Forward and BMBC. The Barnsley Interchange project won the 2008 Institute of Civil Engineers (Yorkshire and Humber) award, recognising excellence and innovation in the field of civil engineering, and recently shortlisted for the Royal Institute of British Architects (RIBA) White Rose award for Design Excellence.

1.7.3 A £4½m package of improvements to Doncaster Railway Station was completed in June 2007. The new facilities formed the final phase of the £200m Frenchgate Interchange development, the first phase of which opened in 2006.

Investment provided access, security and safety improvements including lifts, CCTV, better signage and new retail facilities and also a direct, covered link into Frenchgate from the rail station.

1.7.4 A number of South Yorkshire stations have received national awards in recognition of their top class safety, security, station design and management.

Barnsley, Meadowhall (Feb 2005), Adwick and Swinton (August 2007) stations received the awards as part of the Secure Stations Scheme, which is managed by the Department for Transport (DfT) in partnership with the British Transport Police (BTP).

The awards commended four separate elements of the stations which include the reality of crime, passenger perceptions, the physical environment of the station and station management.

1.7.5 The Sheffield to Leeds Fast Service, launched in 2004 has been very successful with passenger numbers between Sheffield and Leeds increasing year on year. The service is benefiting from funding made available by Yorkshire Forward enabling passengers to enjoy a better standard of rolling stock with increased capacity.

1.7.6 Following the success of the Sheffield to Leeds ‘Fast’ service, a new service linking Sheffield, Meadowhall and Barnsley with Wakefield, Leeds and Nottingham has been introduced from December 2008, funded by DfT. In addition to improving the direct links with Nottingham, the new service will mean those travelling from Barnsley in both the Sheffield and Leeds directions will have two fast trains per hour at approximately half hourly intervals.

1.7.7 Following a successful funding bid to DfT in March 2007, Thurnscoe, Goldthorpe and Thorne North stations have been upgraded to include facilities such as public address systems, better signs and tactile paving. The re-building of Bolton upon Dearne station has also been completed by Network Rail.

1.7.8 In January 2007 ticketing improvements were delivered. The ‘Day Tripper’ ticket has been made available for purchase on trains. The tickets offer flexible travel for one day (after 9:30) on bus, rail and tram services within South Yorkshire.

1.7.9 Following the success of the PTE funded extra ‘Northern Star’ Sunday trains over the Christmas period, additional year round Sunday services have been operated on the Penistone Line from May 2008, improving travel opportunities for walkers and shoppers and providing onward connections at Huddersfield or Sheffield. Both enhancements were promoted and pump prime funded by SYPTE. This is in response to the maturing local retail and leisure market on a Sunday.
The Rail Strategy in Context

2.1 There are a number of important legislative and associated developments that have had, or will have, an impact on the South Yorkshire rail network, since the production of the previous Strategy.

2.2 Following changes to the central control and administration of the railways, the Government are undertaking a number of studies to inform future development. These Route Utilisation Strategies will influence the way investment is targeted for rail development.

2.3 A more detailed breakdown of all relevant studies and strategies, which are summarised below, is provided at Appendix One.

At the national level:

- Rail White Paper, which sets out the strategic direction of the rail industry and includes the High Level Output Specification (HLOS) and Statement of Funds Available (SOFA). The HLOS and SOFA are delivered through the Strategic Business Plan. The Governments key priority is to enable growth by improving efficiency and providing an increase in capacity.

- Delivering a Sustainable Transport System (DaSTS), which identifies the challenges set out in the Eddington and Stern reports and confirms: “The biggest challenge: tackling climate change and growth together”.

- Access for All, which is a 10 year programme of station accessibility enhancements managed by Network Rail. Launched in March 2006, the strategy is supported by a £370 million Access for All fund, which will enable significant access improvements to be introduced at more than 200 stations across the country. Recent works have been completed on Dearne and Thorne line stations, including the installation of Passenger Information Displays and Public Address Systems. Further discussion with stakeholders and a partnership approach to agreeing and prioritising locating funding and delivering the required work is essential.

At the regional level:

- Regional Planning Assessment, which sets out the challenges and options for the development of the railways over the next 20 years having regard to local needs and growth predictions.

- Route Utilisation Studies, which form the Governments methodology to deliver capacity, performance and infrastructure improvements over the next 10 or 11 years.

We must also be aware of the proximity to neighbouring regions with parallel processes such as the East Midlands and North West and liaise with the appropriate organisations to maintain consistency on cross boundary issues.

- Northern Way, a strategy for improving the economy of the North of England with a focus on 8 City Regions. Investment will be focused on 10 priorities, one of which is to improve connectivity by focusing on cross boundary transport issues into and within the City Regions.

Local documents having an influence on rail demand by promoting additional residential and economic activity, for example:- the Sheffield Economic and City Centre Masterplan and similar documents in Barnsley, Doncaster and Rotherham have also been taken into account, particularly where modelled future demand is being quantified.
Context Diagram

2.4 The diagram below at figure 2 has been prepared to demonstrate the relationships between the various influential processes described above.

2.5 The diagram displays land use (spatial) documents in blue and the rail industry processes in yellow along with local plans in green. Solid arrows demonstrate a link or dependency between certain documents and a dotted line indicates an informing role between documents.

2.6 For example the Local Development Frameworks must conform to the Regional Spatial Strategy and the Regional Spatial Strategy helps to inform the Rail Regional Planning Assessment.

2.7 The delivery of improvements to the rail network must come from a successful partnership between all organisations involved in delivery. These include Network Rail as managers of the network, the PTE as a coordinating body for public transport and the Train Operating Companies (TOC’s) as franchise operators.

Figure 2 - The Strategic Context of the Rail Strategy (explained in preceding section)
South Yorkshire Rail Strategy Objectives

2.8 The role of local rail services remains primarily focused on improving passenger accessibility to the key regional and sub-regional centres because of the spatial policies described above. This incorporates all trip purposes, with a particular focus on work and business trips, whilst enhancing Doncaster and Sheffield’s role as gateways to the Sheffield City Region.

2.9 Rail’s often more direct routing, its high operating speeds and its segregation from road congestion currently gives it an advantage over equivalent existing inter-urban bus services and an increasing advantage over the car. It is therefore able to make an effective contribution to the PTE’s key aims of modal choice, social inclusion and economic regeneration across South Yorkshire.

2.10 In providing a strategy for sustaining and developing the network, the objectives for the Rail Strategy were established and have been updated to:

- Maintain and improve the reliability and performance of the existing network through investment in infrastructure, rolling stock and passenger facilities
- Ensure the competitive advantage and service attractiveness are maintained including aspects of promotion and publicity, customer service excellence and efficient, effective ticketing
- Improve accessibility on a local level to work, leisure, health care, education and other services for all sectors of the community, through integration with other services and modes
- Improve connectivity on a regional and national basis to support the economic growth of the City Region
- Support targeted development of the network through new and improved customer facilities, services or lines, opening up access to communities and ensuring major new economic development areas are connected to the rail network, where a strong case can be made for investment, taking account of the strategic role of the rail network.

2.11 With a shift towards growth across all sectors it will also be appropriate to add further objectives to ensure the rail network is able to cater for growing demand and remain effective:

- Ensure sufficient passenger capacity is provided to cater for growth and future demand
- Work with rail industry partners to improve the environmental performance of the rail network both internally and with respect to other modes
- Support rail freight development and work to understand the potential impact on passenger traffic.

2.12 Actions to deliver these objectives are shown in the Delivery Plan and for clarity, and to assist with delivery management, are divided into ‘Control Period’ (CP) timescales of:

- Short term (CP4) (up to 5 years focussed on delivery - to 2014),
- Medium term (CP5) (5-10 years primarily influencing future investment),
- Long term (C6+) (beyond 10 years taking a planning role).

These align with the timescale definitions used by the wider rail industry in the Route Utilisation Strategies.

Figure 3 - The recently completed Barnsley Interchange
Current Conditions

Local Network

3.1 South Yorkshire has a reasonable network of rail services, although current provision is significantly less than the period of full industrial activity in the area during the 1960’s and 70’s. Decline in passenger and freight demand led to a number of line and station closures through to the mid 1980’s.

3.2 The closure of a number of main coal mines and steel production centres resulted in final major closures such as the Woodhead Tunnels, Tinsley Marshalling Yards and rail lines in the Dearne Valley to Wath and Manvers. As a result, North-South links are relatively good, but East-West links such as that between Barnsley and the East Coast Mainline are poor.

3.3 A period of ‘dormancy’ followed before national trends started to change in the late 1980’s and early 1990’s. South Yorkshire did not experience the same revival until much later, and the regeneration activities supported by the Objective 1 programme from 2001 onwards provided the catalyst for rail passenger growth.

3.4 A map showing the extent of the current regional network is shown at Appendix Two. This shows the mix of local network and cross country services, many sharing the same lines. This mix

Figure 4 - South Yorkshire Rail Network Map
provides one of the main constraints for network and capacity expansion due to the competing nature of express and stopping passenger trains and the use of rail to transport freight (in terms of track access).

3.4.1 Northern Rail
The current local rail network is operated by Northern Rail Ltd, awarded in 2004 for a period of 8 years and 9 months. The franchise was awarded on the basis of maintaining a ‘steady state’ of provision.

At the time DfT did not specify growth in the franchise specification but efforts by SYPTE have been made to lead successful bids to upgrade and increase rolling stock capacity by replacing smaller train units and introducing new services between Sheffield and Leeds, demonstrating that service improvements can be achieved.

3.5 Former ‘SY’ code identifiers for routes have been replaced with new coloured route codes to ease identification and marketing.

<table>
<thead>
<tr>
<th>Route Code</th>
<th>Service(s)</th>
<th>Frequencies</th>
</tr>
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<tbody>
<tr>
<td>Green</td>
<td>Sheffield - Doncaster - Hull</td>
<td>1 per hour</td>
</tr>
<tr>
<td></td>
<td>Sheffield - Doncaster - Cleethorpes/Scunthorpe</td>
<td>1 per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 per hour</td>
</tr>
<tr>
<td>Pink</td>
<td>Sheffield - Moorthorpe - Leeds</td>
<td>1 per hour</td>
</tr>
<tr>
<td></td>
<td>Doncaster - Adwick - Leeds</td>
<td>1 per hour</td>
</tr>
<tr>
<td>Blue</td>
<td>Sheffield - Barnsley - Huddersfield</td>
<td>1 per hour</td>
</tr>
<tr>
<td></td>
<td>Sheffield - Barnsley - Leeds (Fast)</td>
<td>2 per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(including Nottingham - Leeds</td>
</tr>
<tr>
<td></td>
<td></td>
<td>service)</td>
</tr>
<tr>
<td></td>
<td>Sheffield - Barnsley - Leeds (Stopper)</td>
<td>1 per hour</td>
</tr>
<tr>
<td>Orange</td>
<td>Meadowhall - Sheffield - Worksop - Retford - Lincoln</td>
<td>1 per hour</td>
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Table 1 - Details of current South Yorkshire Rail Network

3.6 Longer distance services are mainly provided by four other Train Operating Companies (TOC’s) (see map at Appendix Two).

3.6.1 Cross Country Franchise
The Cross Country franchise (operated by Arriva) commenced in November 2007 and will run up to April 2016. The new Cross Country franchise will offer customers many new benefits for South Yorkshire, which include:

- Extra carriages on long distance services, providing 35% more capacity by June 2009. This should include longer trains on the Sheffield - Leeds route, and standard length trains via Doncaster.
- Internal upgrades to ‘Voyager’ trains, providing more luggage space and extra seating with increased staff visibility, with busy long distance services having at least 3 members of staff passing through the train.
- Arriva’s commitment to reduce delay minutes by 25% by the end of the franchise.

3.6.2 East Midlands Franchise
The East Midlands franchise (operated by Stagecoach) commenced in November 2007 and will run up to April 2015. Benefits for South Yorkshire include:

- An increase in peak capacity into London St Pancras, plus more carriages on the busiest trains between Liverpool and Nottingham (ex Central Trains via Sheffield)
- More than £5m of improvements at stations and more than £20m on rolling stock

3.6.3 As well as the many new benefits offered to rail passengers through the East Midlands Rail franchise, Stagecoach are also planning additions to their service including the reduction of journey times from Sheffield by up to 12 minutes to 2hr 10 mins for the fastest trains from December 2008 (Network Rail are working on a further 8 minutes time saving by 2014).

Further improvements in the East Midlands area may allow the introduction of an additional London service to Sheffield during 2009, effectively doubling the frequency.

3.6.4 Transpennine Franchise
The Transpennine franchise, Operated by FirstGroup started in February 2004 and will run until January 2012. Growth in demand for services has already
resulted in improved timetables with investment in new and additional train units. Objectives across their services includes:

- Public Performance Measure (trains neither cancelled nor late) in excess of 92% by 2012
- Passenger journey growth in excess of 40%

3.6.5 National Express East Coast Franchise

The InterCity East Coast franchise (operated by National Express) commenced from 9 December 2007 and will run up to 31 March 2015. The new East Coast franchise will bring various benefits for South Yorkshire including:

- 25 extra train services from 2010
- 40 more carriages
- Inter City Express Programme (pilot new high speed trains) 2012
- Unspecified Improvements proposed at Doncaster station

3.6.6 With each of the above franchises, annual rises in ‘regulated fares’ will rise at RPI +1% in line with current national policy. Regulated fares are those set by DfT and include season tickets and Saver Fares.

3.6.7 Un-regulated fares will be left to each operator to set and are expected to rise annually by an annual average of 3.4%. Unregulated fares are those including long distance fares, cheap day returns and some advance purchase tickets.

3.7 Open Access Operators

3.7.1 Hull Trains

Established in September 2000, to offer a direct service between The Humber region, Doncaster and London, the company now carries around 500,000 passengers each year and operates a daily direct service between Hull and London.

3.7.2 Grand Central

Formed in 2000, Grand Central has been seeking to operate “open access” rail services for some time. They currently operate three services a day from Sunderland to London Kings Cross and have had a successful application to the ORR (Office of Rail Regulation) to start a fourth service in the future. Grand Union, a sister company has been granted three rail paths to run three services from Bradford, Pontefract, Wakefield Kirkgate and Doncaster to London.

<table>
<thead>
<tr>
<th>Route</th>
<th>Destinations</th>
<th>Typical Frequency in South Yorkshire</th>
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<tbody>
<tr>
<td>National Express East Coast</td>
<td>Edinburgh - Newcastle - York - Doncaster - Peterborough - London Kings Cross</td>
<td>2 trains per hour</td>
</tr>
<tr>
<td>East Midlands</td>
<td>Leeds - Doncaster - Peterborough - London Kings Cross</td>
<td>2 trains per hour</td>
</tr>
<tr>
<td>Sheffield</td>
<td>Derby - Leicester - London</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>Liverpool</td>
<td>Lime St - Manchester - Sheffield - Nottingham - Peterborough - Norwich</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>Trans Pennine</td>
<td>Cleethorpes - Doncaster - Sheffield - Manchester Airport</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>Cross Country</td>
<td>Glasgow/Aberdeen - Newcastle - York - Doncaster - Sheffield - Birmingham - Cardif/ Paignton/ Penzance</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>Hull Trains</td>
<td>Hull - Doncaster - Retford - Grantham - London Kings Cross</td>
<td>Every 2 hours</td>
</tr>
</tbody>
</table>

Table 2 - Long distance services passing through South Yorkshire
Freight

3.8 Virtually all domestic passenger rail services are publicly specified and privately delivered. The freight railway works differently. Competition between freight operating companies and road hauliers decides which goods are moved by which company and mode.

3.9 Competition between road and rail has always been strong, and competition within the rail industry between different operators has intensified. Such competition is beneficial, since it ensures that goods are moved as efficiently as possible. The Government does not wish to undermine or distort this market and as a result has made clear that freight requirements would not be specified in the High Level Output Specification.

3.10 Britain has a mixed-traffic railway, where freight and passenger trains operate on the same lines. Strong recent growth in both freight and passenger markets has put increased pressure on network capacity. In future, this pressure is likely to increase as rail freight is a key part of the regions economic growth.

3.11 Freight trains have obvious constraints due to their size and weight, being harder to start and stop, accommodate within passing loops and have a lower overall speed of travel. The absence of any loops of 775m within the Yorkshire and Humber region limit the options for running the longest freight trains, and in a number of routes serving South Yorkshire there is limited line gauge clearance which restricts the height of loads. For example...
Hope Valley is ‘W7’ gauge only; meaning the ability to exploit the Transpennine inter-modal container freight market is precluded. The map at figure 6 illustrates the profile of loading gauges across the region.

3.12 The position is further complicated by the nature of the freight market, where service providers need flexibility to respond to customer demand, which can vary at short notice. This means that Network Rail's timetable planning must allocate more space for freight than is actually used on a day-to-day basis.

3.13 Particular areas of constraint where conflict between freight and passenger services is expected to increase include the Hope Valley between Dore & Totley and Chinley where freight is transported into the Valley itself, and to and from the Peak Forest, and the area around Doncaster Station with the large number of coal trains travelling from the Humber ports to power stations in the south, between Doncaster, Hare Park and South Kirkby Junction, on the Wakefield to Doncaster line.

3.14 Work will continue to understand how growth in freight traffic can be accommodated in line with objectives in the Regional Freight Strategy whilst minimising the ongoing impact on passenger traffic. This will largely be informed by the relevant RUS's (in particular the Yorkshire and Humber, ECML & Freight RUS's).

Rolling Stock

3.15 Northern Rail currently operates a mixed fleet of Diesel Multiple Units (DMU's) and Electric Multiple Units (EMU's) on Doncaster - Leeds services, many of which have been transferred from other operators.

3.16 Amongst the Northern fleet, Class 142/144 Pacer Units are aging and unpopular with passengers. The PTE will work with rail industry partners to seek their early replacement.

3.17 Northern Rail are undertaking an on-going refurbishment programme to improve the quality of the rolling stock. The Class 15x diesel units and Class 321 electric units have been taken through this programme. The improvements include the following work:

- Installation of a new interior Passenger Information System (audible and visual)
- Installation of CCTV to the passenger saloon and to each cab
- Improvements to the seats in the passenger saloon
- Renewal of the overhead luggage racks
- Provision of improved bicycle and wheelchair areas
3.18 Both franchised and Open Access operators have identified areas where improvements or increases in rolling stock are to be implemented. These are referred to in section 3.6 and 3.7.

3.19 The Department for Transport announced in March that five new tram-train vehicles are to be introduced on the Sheffield - Barnsley - Huddersfield service in 2010. The two-year trial of these innovative lightweight vehicles will look at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route. The outcome of this trial and a potential phase 2 trial using the Supertram network (2013 - 2015) is needed before this strategy can definitively state the merits of a Tram Train solution to delivering elements of this strategy.

3.20 The intention is that these modern, flexible vehicles will improve the travelling experience for people using the Huddersfield - Sheffield service and offer potentially faster journey times. The development builds on the success of the Community Rail Partnership in improving services on the Penistone Line. It will also lead to investment in improving the track and signalling systems on the line, and provide a useful test project for potential roll out to other areas.

3.21 Table 3 shows a summary of rail services where passenger capacity on trains is an issue.

3.22 Capacity is constrained in some cases by the type of train unit deployed. Targeted train strengthening (additional carriages) will tackle much of the overcrowding in the short to medium term, except potentially during November and December where Christmas shopping significantly increases demand in the 4 urban centres and at Meadowhall. In addition, the extra Sheffield - Barnsley - Leeds service will increase passenger capacity on that line.

3.23 These issues have been recognised in the emerging Yorkshire & Humber RUS, particularly on services to and from Sheffield and that in certain cases a high value for money case exists for improvements.
Table 3 - Capacity of local rail services

<table>
<thead>
<tr>
<th>Route</th>
<th>% Services at 100%+ Seating Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sheffield - Hull</td>
<td>6%</td>
</tr>
<tr>
<td>Sheffield - Leeds Fast</td>
<td>7%</td>
</tr>
<tr>
<td>Sheffield - Huddersfield</td>
<td>17%</td>
</tr>
<tr>
<td>Sheffield / Doncaster - Hull / Goole</td>
<td>10%</td>
</tr>
<tr>
<td>Sheffield - Leeds</td>
<td>15%</td>
</tr>
<tr>
<td>Scunthorpe / Sheffield - Lincoln / Retford</td>
<td>9%</td>
</tr>
<tr>
<td>Lincoln / Sheffield / Doncaster / Adwick /</td>
<td>18%</td>
</tr>
<tr>
<td>Doncaster / Scunthorpe / Gainsborough</td>
<td></td>
</tr>
<tr>
<td>Sheffield - Leeds/York</td>
<td>7%</td>
</tr>
</tbody>
</table>

South Yorkshire Stations

3.28 The provision of facilities at local rail stations across the South Yorkshire network currently varies considerably with some stations having undergone recent improvements to facilities whilst others have only limited facilities available.

3.29 Recent improvements undertaken at local stations have demonstrated passenger growth in excess of the patronage growth at unimproved stations and that observed across the network as a whole. Satisfaction levels with facilities are also higher at improved stations.

3.30 Research also suggests that there is a direct link between station enhancements and rail patronage growth. Use of the rail industry Passenger Demand Forecasting Handbook (PDFH) (published by the Association of Train Operating Companies - ATOC) has enabled us to understand in more detail which station enhancements bring the greatest benefit (expressed in values of pence per journey).

3.27 The pattern of overcrowding in South Yorkshire is for trips into Sheffield in the weekday morning peak period by commuters. The greater problem is the afternoon peak where commuters combine with shoppers and leisure trips. The effect is that train travel becomes less attractive into and from Sheffield.

3.31 These are shown below in order of average value (greatest first) across commuting, business and leisure rail users.

- Real time information monitors
- Seating on the platform
- Additional staff presence
- Intercom to control centre
- Clear departure information
- CCTV
- Additional printed timetable information
- Heated and refurbished waiting rooms
- Improved lighting

3.32 The recent Countywide Rail Survey results (figure 9) show that in general a higher proportion of rail users come from households with the use of a car when compared to the South Yorkshire Census figures overall.
3.33 In addition to the above station standards, and the Access for All programme, there is an aspiration as part of both the Rail and Park & Ride strategies to deliver car parking facilities at local rail stations wherever possible, thereby improving access to the rail network for a wider catchment area and potentially increasing patronage across the network.

3.34 The South Yorkshire Park and Ride Strategy details the aspiration to select sites ‘at key areas where dual use may be instigated’, railway stations present such an opportunity.

3.35 The research analysis available to establish (with confidence) the link between the availability of car parking at the station and associated patronage increases is more limited and will vary with local circumstances. Nevertheless, some preliminary analysis using sample stations, and methodology contained within the PDFH has suggested potential increases in car user demand for rail services of around 5%. The regular availability of secure parking at stations can be worth the equivalent of 9 minutes when expressed as a value of time in relation to the journey.

3.36 These preliminary projections would require further substantial detailed investigative analysis in order to build a business case at specific stations. There would also be wider benefits to the local community from the removal of vehicles currently parking on local roads in the vicinity of the station, which is a particular problem at some stations.

3.37 All improvements to stations have to be assessed for both their capital construction and ongoing revenue costs, particularly when considering more costly options such as buildings, covered walkways or staffing which can have considerable ongoing costs.

3.38 The station standards have been re-aligned to take account of increased demand across the network and are now described as follows:

3.38.1 Bronze Standard Stations (local and community stations) should have the following facilities to current DFT standards:

- Shelter / canopy
- Lighting
- CCTV
- Long Line (Remote) Public Address
- Telephone (or help point)
- Seating
- Interchange information (bus, train, tram, taxi)
- Accessible platforms / facilities
- Cycle parking
- Car parking (optional due to space and land availability)

3.38.2 Silver Standard Stations (Town or ‘large suburb’ station – typically over 150,000 passengers per annum) should have the following facilities in addition to those provided at Bronze stations:

- Enclosed and heated waiting area
- Passenger Information Displays (PID’s)
- Staffing

3.38.3 Gold Standard Stations (Urban centre station or key rail interchange - typically with annual patronage over 300,000) should have the following facilities in addition to those provided at silver stations:

- Ticket office
- Heated waiting area
- Toilets
- Staffing (help points optional where all day opening hours exist)
3.39 Appendix Three summarises the current provision of station facilities and across South Yorkshire, station standard categorisation, works completed and improvements required in the future (both committed and planned).

3.40 In addition to car parking improvements, access to stations by other modes should be encouraged. The ‘Access for Everyone’ programme in South Yorkshire has sought to evaluate access by walking, cycling public transport and car, including actual and perceived difficulties. This is then compared with local demographic information to devise solutions which would be most appropriate for each station. This will then be prioritised in conjunction with local councils to deliver the required works.

3.41 Station Travel Plans - A travel plan can be defined as a strategy for managing the travel generated by an organisation or location with the aim of reducing its environmental impact, and typically involves the promotion of sustainable modes of travel as alternatives to single occupancy car use.

3.42 Work will be carried out on developing individual Station Travel Plans, and indeed SYPTE has made a successful application for a grant from ATOC (Association of Train Operating Companies) for a pilot scheme to be carried out at Chapeltown Station which will form a useful test before extending the concept amongst other stations in South Yorkshire.

**Access to Stations**

3.43 The table overleaf shows the current level of car parking at South Yorkshire stations and planned changes to accommodate increased demand. It also indicates locations where land may be available for future (currently unplanned) expansion.

3.44 Where there are plans for car park extensions, these will also include accessible parking spaces for disabled users to current guidelines which are wider than most currently designated and cycle parking facilities. Sites under the ITA/PTE control would remain free of charge for rail users and demand management techniques used to protect parking capacity for rail users only (for example free pass issue to rail ticket holders at Barnsley Station) and make underused car parks more attractive.
### Table 4 - Station car parking provision

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Current Parking</th>
<th>Known Usage</th>
<th>Proposed Increase in Parking Spaces</th>
<th>Current Status of Project (at 2008)</th>
<th>Potential to expand parking provision*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adwick</td>
<td>196</td>
<td>Well Used</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Barnsley</td>
<td>84</td>
<td>Full</td>
<td>-</td>
<td>-</td>
<td>Limited</td>
</tr>
<tr>
<td>Bolton-upon-Dearne</td>
<td>24</td>
<td>Underused</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Bentley</td>
<td>32</td>
<td>Well Used</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Chapeltown</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Conisborough</td>
<td>20</td>
<td>Full</td>
<td>+50-100</td>
<td>Feasibility</td>
<td>Yes</td>
</tr>
<tr>
<td>Dartmouth</td>
<td>0</td>
<td>Underused</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Dannon</td>
<td>25</td>
<td>Well Used</td>
<td>-</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Dore &amp; Totley</td>
<td>20</td>
<td>Full</td>
<td>+100-200</td>
<td>Feasibility</td>
<td>Yes</td>
</tr>
<tr>
<td>Elseecar</td>
<td>0</td>
<td>-</td>
<td>+84</td>
<td>Feasibility</td>
<td>Yes</td>
</tr>
<tr>
<td>Goldthorpe</td>
<td>6</td>
<td>Well Used</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Hatfield &amp; Stainforth</td>
<td>6</td>
<td>Underused</td>
<td>+131</td>
<td>Conception</td>
<td>Yes</td>
</tr>
<tr>
<td>Kirk Sandall</td>
<td>52</td>
<td>Well Used</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Kiveton Bridge</td>
<td>0</td>
<td>-</td>
<td>+150</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Kiveton Park</td>
<td>20</td>
<td>Full</td>
<td>+50</td>
<td>Conception</td>
<td>Yes</td>
</tr>
<tr>
<td>Mexborough</td>
<td>60</td>
<td>Underused</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Meadowhall</td>
<td>328</td>
<td>Full</td>
<td>+500</td>
<td>Conception</td>
<td>Yes</td>
</tr>
<tr>
<td>Penistone</td>
<td>15</td>
<td>Full</td>
<td>+50-110</td>
<td>Conception</td>
<td>Yes</td>
</tr>
<tr>
<td>Rotherham Central</td>
<td>65</td>
<td>Full</td>
<td>+142</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Silkstone Common</td>
<td>5</td>
<td>Full</td>
<td>-</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Swinton</td>
<td>148</td>
<td>Full</td>
<td>+34</td>
<td>Design</td>
<td>Yes</td>
</tr>
<tr>
<td>Thorne North</td>
<td>30</td>
<td>Full</td>
<td>-</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Thorne South</td>
<td>0</td>
<td>-</td>
<td>+78</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>Thurnscoe</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Wombwell</td>
<td>29</td>
<td>Full</td>
<td>+50</td>
<td>Design</td>
<td>Yes</td>
</tr>
<tr>
<td>Woodhouse</td>
<td>0</td>
<td>-</td>
<td>+260</td>
<td>-</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* The assessment currently takes no account of ownership or status of the land identified.

### Network Performance

#### 3.45 Patronage

As identified in Section 2, patronage across the rail network has been rising steadily for a number of years. Nationally, the number of passenger kilometres travelled by rail has grown by around 45% in the last 10 years. This has been reflected in more recent years in South Yorkshire by a growth of around 20%, particularly since the performance improvements achieved by the current franchise holder. This growth is demonstrated on the graph at figure 11.

The graph shows patronage across the South Yorkshire rail network by hour demonstrating not only growth (particularly over the main part of the day), but also the difference in peak loadings between morning and afternoon peaks. Much higher peaks are experienced in the afternoon, caused by both commuters and leisure travellers (such as shoppers) returning home at the same time. The capacity required to deal with this afternoon peak effectively sets the capacity required over the whole day.

It is forecast that with economic regeneration being delivered in both the Leeds and Sheffield City Regions, coupled with higher levels of road congestion, this upward trend will continue.

In addition to weekday growth, with the maturing of the weekend leisure and retail market there is growing demand for rail use on a Sunday, leading to the need to operate more of a seven day railway operation with more consistent provision on each day.

#### 3.46 Punctuality and Reliability

Punctuality for local trains is recorded as trains arriving at their destination either on time or within 5 minutes late. The current target is for 91% of trains to be within this timeframe. Currently, although improvements have been made, and the general trend is upwards, this target is consistently not being met. Work with Northern Rail and Network Rail to identify particular areas of difficulty continues to deliver improvements, and current unit refurbishment will make further improvements. That said, the top three locations where reactionar
delays occur in the Yorkshire & Humber region are within, or have a direct impact on South Yorkshire services, these locations are:

i. Whitehall Junction (Leeds Station southern approach)
ii. Sheffield Station
iii. Swinton Junction

Reductions in traction through Autumn leaf fall continues to present a risk to punctuality, although the impact of this is being progressively reduced through line side removal of tree growth and track treatment to improve grip and therefore braking and acceleration.

Figure 11 - Profile of rail passenger loadings

Figure 12 - Rail punctuality for South Yorkshire services
3.47 Satisfaction

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Satisfaction</td>
<td>82</td>
<td>79</td>
<td>87</td>
<td>81</td>
</tr>
<tr>
<td>Punctuality/reliability</td>
<td>77</td>
<td>75</td>
<td>77</td>
<td>83</td>
</tr>
<tr>
<td>Frequency of trains</td>
<td>71</td>
<td>75</td>
<td>73</td>
<td>82</td>
</tr>
<tr>
<td>Value for money</td>
<td>63</td>
<td>63</td>
<td>59</td>
<td>73</td>
</tr>
<tr>
<td>Upkeep and repair of trains</td>
<td>63</td>
<td>59</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>Length of journey time</td>
<td>87</td>
<td>87</td>
<td>89</td>
<td>89</td>
</tr>
<tr>
<td>Sufficient room for passengers (on trains)</td>
<td>66</td>
<td>64</td>
<td>75</td>
<td>68</td>
</tr>
<tr>
<td>Overall station environment</td>
<td>67</td>
<td>74</td>
<td>74</td>
<td>77</td>
</tr>
<tr>
<td>Info about train times/platforms (at the station)</td>
<td>77</td>
<td>83</td>
<td>84</td>
<td>88</td>
</tr>
<tr>
<td>Station ticket buying facilities</td>
<td>78</td>
<td>72</td>
<td>79</td>
<td>85</td>
</tr>
</tbody>
</table>

Table 5 - NPS Satisfaction with aspects of rail services
- Northern Rail services in South Yorkshire

Table 5 gives the results from The National Passenger Survey (NPS) Rail Satisfaction ‘tracker’ surveys over the past two years. Surveys are undertaken on a twice yearly basis to record passenger satisfaction with a number of areas relating to the provision of services and station facilities.

General trends for Northern Rail services are improving in most areas, reflecting improvements to vehicles, capacity and the fact that improvements are being made to a number of stations, and the way stations are planned and constructed will improve the ongoing ease of maintenance.

3.48 Network Constraints.

As well as the rolling stock capacity constraints, there are a number of existing known track and signalling constraints which exist at a number of points on the network. These can be for a number of reasons, including the result of conflicting movements (Passenger v Freight, or slow v fast trains) or where two lines cross at a junction point or pass through a single line section, preventing passing.

3.49 The diagram at figure 13 and table 6 overleaf identify those constraints within South Yorkshire, in addition to which increased use of bi-directional tracks/signalling will facilitate less use of bus replacement during engineering works (for example).
Figure 13 - Network constraints diagram

Sheffield Station Issues
- Non-bi-directional operation of Platforms 6 & 8 hinders northbound departees
- East Midland occupation of platform 5
- Bay platforms 3 & 4 not long enough to accommodate two 4-car units
- Limited opportunities to provide limited stop services with current service pattern

Sheffield approached from the South
- Single track configuration at Dore Junction
- Double track between Sheffield & Chesterfield
- Limited service to Dronfield
- Increasing freight traffic along the Hope Line
- Lack passing loops in the Hope Valley

Limited capacity at north of Sheffield Station with only 2 tracks for all services in and out of station

Limited service to Dronfield
- Double junction (at grade) at Moorthorpe which conflicts with Doncaster services
- Intermediate stations between Swinton & Leeds causing a conflict between fast & slow services
- Hemsworth Loop (not in a station)
- Number of level crossings

Wakefield Kirkgate provides an additional constraint
- Mix of signalling designs leading to sub-optimal control

Doncaster Station Area
- Conflicts at junctions north of station and with Sheffield route
- Limited through platforms
- Limited platform availability for longer trains to Sheffield
- Number of Level crossings
- Number of Level crossings and barrow crossings
- Single Track Stations with limited passing opportunities

Table 6 - Network constraints table
3.50 A number of constraints also exist outside South Yorkshire that have an impact on the ability to meet our objectives.

- Constraints on both routes to London
  - Speed constraints on the Midland Mainline prevent better journey times and more trains between Sheffield and London.
  - East Coast Mainline conflicts between slow and fast trains limits number of additional train paths.
- Manchester approaches, station capacity at Piccadilly and traffic in Hope Valley.
- Approaches to Leeds Station - Conflicts exist between fast and slow trains, and freight movements. Access to Neville Hill Traction depot presents further constraints. Timetabling for Leeds Station produces constraints elsewhere on the network, including platforming and at Whitehall Junction.
- Single track sections between Barnsley and Huddersfield limit the opportunity for development of the service.
- Limited track speed and freight conflicts on South Humberside prevents faster Trans-Pennine trains journey times.

3.51 Clearly the delivery of solutions to these constraints will have key dependencies between each other, and both the order of delivery and design of schemes must be clearly thought through and quantified to avoid future compromises.

3.52 Appendix Five and section 5.10 sets out the list of rail improvements needed and the interdependencies between schemes. To promote enhancement has both cost and staff resource implications, therefore priorities need to be given to those schemes which are necessary to unlock other aspirations, without which the wider aspirations could not be achieved. A few projects are free standing and a number are already being proposed by the rail industry where our role is to lobby for an early intervention, for example via the Yorkshire and Humber RUS which has acknowledged many of these constraints in its emerging strategy.

Ticketing and Pricing

3.53 As detailed in the network section, fares and ticketing follow a national structure. This ensures that passengers are able to make journeys between operators on lines, or for journeys, shared by more than one operator.

3.54 With each of the rail franchises, annual rises in ‘regulated fares’ will increase annually at the Retail Price Index (RPI) +1% in line with current national policy. This can in effect lead to actual increases of 4-5%. Regulated fares are those set by DfT and include standard day returns, season tickets and Saver Fares.

3.55 Un-regulated fares will be left to each operator to set and are expected to rise between 1% and 5% above RPI. Unregulated fares are those including long distance fares, cheap day returns and some advance purchase tickets.

3.56 Changes to the structure of national rail tickets during 2008 saw a simplification of the options available. The new names bring together commonly used Single and Return fares into three categories:

- **Advance** - These are Single (one-way) fares offering great value for money on many longer distance journeys. You must book in advance and travel on a specific train service.
- **Off Peak** - These are cheaper fares for travelling when it’s less busy, so they have restrictions on when you can travel. Where there is more than one Off-Peak fare for a journey, the cheaper fare with more restrictions will be named Super Off-Peak.
- **Anytime** - These are the most flexible fares as there are no time restrictions on when passengers can travel. These are intended for people who need complete flexibility and will normally be higher fares.

3.57 Research at a national and local level has established ‘value for money’ to be the highest priority for rail users. It has also demonstrated a slight fall in satisfaction recently. The challenge is how to make rail travel affordable for all, whilst
remaining competitive with other modes. The impact on demand for rail travel from increased affordability must also be understood.

3.58 South Yorkshire PTE has identified the impact that a complex ticketing offer can have. It can make it more likely that you will find a ticket to suit particular needs, but it will be harder to find and communicate this.

3.59 A four pronged approach is therefore needed:

- Simplifying the ticket range as much as possible while
- Seeking to achieve and retain attractive pricing and
- Using a wide range of marketing approaches to educate passengers.
- Broaden access to selected tickets in conjunction with the rail industry

This will include the use of multi-modal tickets such as TravelMaster and the rail industries own range of tickets, which (as identified above) has just been simplified. The ticketing products offered by Train Operating Companies for unregulated fares will also assist in promoting rail travel, particularly for longer journeys, or to key destinations such as Meadowhall. Broadening the outlets for TravelMaster ticket products will also be explored.

3.60 The Yorcard ‘Smartcard’ ticketing system will present further opportunities to provide flexible ticketing solutions and the results of the initial pilot scheme including rail services between Sheffield and Doncaster will be analysed to inform future solutions.

3.61 There may be specific local issues that need to be addressed relating to the relative cost of rail to other modes, and this will be the subject of further investigation in order to establish the scale of the issue and the most appropriate solution.

Recent Land Use and Demand Changes

3.62 Sheffield - Barnsley - Leeds
Development has taken place in Sheffield City Centre (following the launch of the City Centre Masterplan in 2001) and also in Barnsley Town Centre (associated with Remaking Barnsley). The opening of the new Interchange at Barnsley including a rail based park and ride has improved the rail offer. Residential developments have taken place close to Wombwell and Chapeltown stations providing further demand for services.

3.63 Sheffield - Rotherham - Doncaster
Employment growth has occurred between Sheffield and Rotherham at Waverley (Advanced Manufacturing Park) and former Sheffield Airport, which are served by direct buses from Sheffield, Meadowhall and Rotherham Stations (further growth is planned in this area).

A significant level of growth has occurred in the Dearne Valley as a result of European Objective 1 funding. This has the potential to increase employment numbers at sites including Ventura and industrial developments close to Swinton and Mexborough Stations. The residential and employment growth at Manvers (which is set to continue) is accessed by direct bus from Swinton. Completion of the new Interchange at Frenchgate centre in 2006 has improved the rail offer at Doncaster which has experienced growth associated with the opening of Robin Hood Airport and its associated business parks.

Bus connections with the rail network have proved successful and provide additional opportunities to interchange between modes.

3.64 Sheffield - Moorthorpe - Leeds
A significant level of private residential development has taken place in Goldthorpe and in Bolton upon Dearne, close to the railway stations. Plans are being implemented, as part of Housing Market Renewal to deliver further residential growth in Thurnscoe (600 houses). A master plan is being developed for Goldthorpe and one may follow for Bolton upon Dearne.
3.65 Sheffield - Penistone
Private residential development has taken place at Dodworth and Penistone with the construction of over 500 additional residential units. In addition at Dodworth there has been other commercial (employment) development close to the station and alongside the new Dodworth By Pass road.
Recent Research

4.1 Following the production of the 2004 Rail Strategy a number of more recent research exercises have been carried out which will help inform the prioritisation of future projects in order to align with passengers own priorities.

4.2 The National Passenger Survey is jointly funded by Passenger Focus and the Department for Transport (DfT). The survey asks passengers to rate in excess of 30 different service attributes ranging from the punctuality and reliability of trains to the cleanliness of stations. All of these service attributes are important to passengers and cause dissatisfaction if not delivered to a satisfactory standard.

4.3 As priorities differ for different passenger groups, the research was divided into geographical groups, allowing local results to be isolated to remain relevant.

4.4 The detail below at table 7 indicates the issues and attributes ranked in priority order for Yorkshire and The Humber, in relation to the national ranking. This shows a number of common issues that remain important to customers, and should therefore remain a priority for action.

<table>
<thead>
<tr>
<th>Yorkshire &amp; Humber Rank</th>
<th>Issue</th>
<th>National Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Value for money</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Seating availability</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>Punctuality</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>Departures at times needed</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>Comfort on board</td>
<td>9</td>
</tr>
</tbody>
</table>

Table 7 - Extract from passengers’ priorities for improvements (Summary of research conducted by MVA consultancy for Passenger Focus) - July 2007

4.5 The outcomes are fairly common with value for money, train capacity (seat availability) and reliability being top priorities, with accurate information and cleanliness closely following, just outside the top five.

4.6 In order to quantify the effect of specific improvements, bespoke Market Research exercises are carried out by SYPTE following the completion of projects. One recent example was Doncaster Interchange.

4.7 Overall 67.0% of the people surveyed were satisfied with the facilities at Doncaster Station. Passenger information is the facility people are most satisfied with at 80.5%, and timetable information on platforms and main entrance came in a close second at 80.3%.

4.8 Overall 83.7% thought that Doncaster station was better than it was prior to the improvement works, and only 0.5% thought that there were no improvements. The main reason that people thought that it was better was because of the general improvement to access.

4.9 Corresponding with the high ratings of satisfaction, 48% of respondents stated that no further improvements were needed at Doncaster station. Of those that would like to see improvements 63 people said more facilities (i.e. seating areas, waiting rooms, cafes) were needed, and 44 people said that more bins were needed.

4.10 Whilst some of these issues may seem minor, it demonstrates that on a micro-scale (individual stations) small issues can have a significant effect on the passenger experience.

4.11 SYPTE also recently commissioned a repeat of the Countywide Rail surveys that were undertaken in the early 1990’s. This gives a useful profile of rail users and their attitudes toward rail travel. The current survey was undertaken in September 2007.

4.12 A number of the responses were as expected, including higher satisfaction at those stations where recent investment had been made to improve facilities. Lack of staff and toilets at certain stations received most criticism.
Future Conditions

5.1 Future Growth

Appendix Four indicates the employment and residential site options which could be included in the districts emerging land use plans (Local Development Frameworks - LDF’s). A significant level of residential and employment growth is expected within the catchment areas of South Yorkshire rail stations which suggests an increase in demand for rail travel. Furthermore the maturing of the retail and leisure market suggests the need for a 7 day railway where local Sunday services are comparable to Monday-Saturday daytime frequencies.

There is a trend towards commuting to local urban centres (Doncaster, Leeds and Sheffield in particular) rather than longer distance commuting. This is reflected in planning policy, particularly in relation to new housing site allocations. Significant work is being carried out with Local Planning Authorities through the LDF processes and also through the work of the City Region, in order to more closely align future land use with existing and future transport provision in order to exploit and improve the efficiency of the public transport network.

The site allocations shown in Appendix Four therefore suggest that we can expect above average growth in the future at the following stations:

- Adwick, Chapeltown, Conisbrough, Doncaster, Darnall, Elsecar, Hatfield and Stainforth, Meadowhall, Rotherham, Sheffield, Swinton, Thorne Stations and Woodhouse where there are increased employment opportunities planned potentially increasing the numbers of commuters to the area.

- Adwick, Bentley, Conisbrough, Darnall, Doncaster, Goldthorpe, Kirk Sandall, Sheffield, Thorne and Wombwell Stations where considerable housing opportunities are planned increasing the number of potential commuters from this area.

Key development areas in the region include the following areas:

<table>
<thead>
<tr>
<th>Development</th>
<th>No. of Jobs</th>
<th>No. of Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waverley Development Site</td>
<td>7000</td>
<td>3627</td>
</tr>
<tr>
<td>Sheffield Airport Business Park (including “Blue Skies” development)</td>
<td>5000</td>
<td>-</td>
</tr>
<tr>
<td>Sheffield New Retail Quarter</td>
<td>2223</td>
<td>-</td>
</tr>
<tr>
<td>Sheffield Moor Redevelopment (including Markets Relocation)</td>
<td>4,200</td>
<td>1100</td>
</tr>
<tr>
<td>YES! Project, Rother Valley</td>
<td>3000</td>
<td>-</td>
</tr>
<tr>
<td>Barnsley Markets Redevelopment</td>
<td>2000</td>
<td>100</td>
</tr>
<tr>
<td>Hatfield Colliery ‘Power Park’</td>
<td>1500</td>
<td>-</td>
</tr>
<tr>
<td>Sheffield, Smithywood Colliery</td>
<td>2500</td>
<td>-</td>
</tr>
<tr>
<td>Rotherham, Manvers Area</td>
<td>500</td>
<td>1150</td>
</tr>
<tr>
<td>Doncaster, Conisbrough Former ‘Earth Centre’ site</td>
<td>100</td>
<td>700</td>
</tr>
<tr>
<td>M1 J36 Birdwell</td>
<td>1600</td>
<td>-</td>
</tr>
<tr>
<td>Doncaster, Rossington Eco-town and Inland Port</td>
<td>5000</td>
<td>5000</td>
</tr>
<tr>
<td>Robin Hood Airport Doncaster Sheffield (and associated business parks)</td>
<td>2350</td>
<td>-</td>
</tr>
</tbody>
</table>

Table 8 - Future major development in South Yorkshire
New Stations

5.2 Whilst the short term focus for enhancement of the local rail network remains on improving and enhancing existing stations, work will continue on evaluating the case for investment in new rail stations on the local network. However, in the current economic and operational climate, a clear business case with the ability to deliver with little revenue costs would be required.

5.3 The impact of new stations on service performance must also be considered. New local stations will only be considered where they do not have an adverse impact on longer distance express services (between urban centres, inter regional and national destinations) and existing journey times. For some more localised journeys the bus may be the most appropriate solution.

5.4 In October 2003 the then PTA reviewed its position on new stations in the light of:-

- The priority to maintain and improve reliability and performance on the network;
- The capacity constraints on the network limiting the opportunities for service improvement and inclusion of additional stops;
- The high capital costs of new stations of around £5m-7m per station;
- The potential blight implications of promoting an over ambitious number of station proposals.

5.5 Accordingly it was decided that in the short to medium term the number of potential locations for new stations would be very limited including Finningley (Robin Hood Airport Doncaster Sheffield - RHADS) in Doncaster subject to the progress of associated development at the airport.

5.6 Progress with delivery of new stations has been slow and alternative high frequency Bus Rapid Transit (BRT) solutions are being developed to serve some locations in the short to medium term.

5.7 Actions to support developers to deliver their obligations on relevant sites will continue. A small number of subsequent development applications have been made in other areas of the county and new stations associated with these developments are being investigated (e.g. YES Project or Rotherham Parkgate), but will only be delivered should funding be provided by the private sector or the rail industry, and where delivery will not undermine other aspects of this Strategy (e.g. by unduly slowing down fast services as identified above).

New Lines

5.8 The delivery of new rail lines, or the selective re-opening of former lines that are currently unused, but have a potential future strategic role and supportable business case, has to be viewed as a long term objective due to the planning, funding and delivery framework that exists. Legal powers to re-open lines can be difficult to obtain, particularly in areas where former lines have been taken up by other uses, sometimes not transport related.

5.9 Notwithstanding the issues above, there are a number of potential projects that are being investigated in further detail to quantify the costs and barriers that may exist to delivery. These are detailed in the following sections, but it will need to be proven that a heavy rail solution is the best option when compared to other alternatives.

5.9.1 Sheffield - Stocksbridge (Heritage Rail)
In addition to mainstream heavy rail provision, the Government has widened the opportunity to re-open rail lines using alternative delivery methods. One such potential is the current freight line running on the former Woodhead line between Stocksbridge and Sheffield via Wadsley Bridge. This is currently being investigated as a potential ‘Heritage Rail’ option by the Don Valley Railway Project following endorsement from the then PTA in 2006. Support and advice is being provided to the project by SYPTTE Officers, however other heritage delivery options will be considered by SYPTTE if progress or delivery is not successful. For all cases, it will need to be proven that a heavy rail option is the best solution when compared with alternatives.
5.9.2 Barnsley - Doncaster
It has been identified in a number of local and regional plans that the lack of a direct rail link between Barnsley and Doncaster provides a barrier to local growth and prevents direct access to the mainline rail network from Barnsley. Studies undertaken by SYPTE have examined options for re-instating this link, but the issues are complex due to the loss of some sections of the track bed.

Work by SYPTE with Network Rail will examine and shortlist those options which could be taken forward into more detailed option testing and business case costing. Express bus links have been established as a short term solution.

5.9.3 Holmes Chord
One of the major limitations on the local rail network exists on the approaches to Rotherham Central Station. Providing a link between the two existing rail lines between Sheffield and Rotherham provides one possible solution.

There are a number of possible alignments for this new section of track to provide a more direct link than the existing Holmes Chord single track. This would reduce journey times and release capacity at some of the more constrained junctions on these lines. Discussions however between SYPTE, RMBC and Network Rail through the Y&H RUS have identified the dualling of the Holmes Chord to be the most deliverable solution with a potential implementation in the medium term during CP5 (2014-2019).

5.9.4 Barnsley Growth Corridor
Again partly taking advantage of existing alignments with track in place, this route aims to deliver an alternative route between South and West Yorkshire, in particular between Sheffield, Barnsley and Wakefield, primarily to support accelerated housing growth in that area. BMBC are leading investigations into the merit or otherwise of this option, with support from SYPTE and input from Network Rail. The provision of such a link would, as identified earlier in the strategy, be dependant on priority actions elsewhere on the network.

5.9.5. Future Growth and Other Lines
Work is being carried out to quantify the effect of future economic growth across the Yorkshire and Humber Region, including connections to neighbouring regions, where the role of rail becomes more important.

Connections requiring improvement will be the subject of further studies including Links to Manchester (the potential to re-instate the Woodhead rail link) and the re-direction of freight onto underused or previous alignments to free up passenger capacity on existing lines. SYPTE will take a leading role on behalf of the Sheffield City Region partners.

Ongoing national investigations to provide a new North - South High Speed Rail link will also include the active involvement of SYPTE. Again, SYPTE will take a leading role to lobby and promote options that best support the aspirations of South Yorkshire and the wider City Region.

Protection of former rail alignments with a realistic potential future use will be supported by SYPTE through the land use planning process, and identification in relevant Local Development Framework documents to support any responses to Network Rail consultation on land disposal in accordance with their regulatory arrangements.

Train Strengthening

5.10 Improvements to train capacity can be achieved by improving and increasing the capacity of existing units, by the lengthening of trains by adding coaches or coupling multiple units together, or by adding extra train departures. As there are line constraints that often prevent additional departures in the short term, train strengthening will often be the short term solution.

5.11 Some train lengthening can lead to the need for associated platform lengthening works to accommodate longer trains (such as Sheffield - Leeds) and these dependencies must be taken into account when improving services.
5.12 Capacity constraints have been identified earlier in the document and in addition to recent successful improvements on the Sheffield - Barnsley - Leeds line there are emerging proposals to increase capacity on the following lines:

- The removal of single unit train operation by Northern Rail (CP4 through Rolling Stock Plan)
- Additional services from London Kings Cross to or through Doncaster (CP4 through East Coast RUS)
- Sheffield to Doncaster (CP5 through replacement of Pacer trains - Y&H RUS)
- Introduction of peak hour shuttles and progressive train lengthening (CP5 - Y&H RUS)
- Train lengthening on Sheffield - Manchester trains with the longer term objective to introduce a 3rd ‘fast’ train per hour

5.14 Schemes included by the Rail industry in the Yorkshire and Humber RUS and benefiting South Yorkshire services include the following. (The following are subject to confirmation in the final RUS Strategy):

**Shorter term (CP4 - up to 2014)**

- Support the existing stopping Doncaster to Lincoln services upon construction of a new (developer funded) rail station to serve RHADS
- Lengthening of the most crowded local trains as rolling stock becomes available
- Platform lengthening to accommodate longer trains
- Additional bay platforms at Leeds station by platforms 1 and 17

**Medium term (CP5 2014-2019)**

- Train lengthening of local services (including Doncaster to Sheffield, Sheffield- Leeds via Moorthorpe, Sheffield - Manchester)
- Improved journey time on Sheffield-Leeds via Barnsley
- Rolling stock improvement
- 3 fast trains per hour on Sheffield to Manchester
- Additional (unspecified) freight paths
- Enhanced services to RHADS
- Further platform lengthening
- Enhanced layout at Sheffield and capacity improvements at Doncaster
- Doubling the Dore curve and new passing loops in the Hope Valley
- Plus other schemes offering value for money, schemes being mentioned include dualling access at Rotherham Central

**Delivery Priorities**

5.13 Due to the wide impact of the following schemes on other parts of the network, priority for solutions at these locations should be given in order to unlock opportunities elsewhere in the network, which could not be realised in advance of these enhancements:

- Sheffield Station capacity and its approaches
- Doncaster Station capacity and its approaches
- Swinton Junction

These are the most important areas to resolve and the PTE will work closely with rail industry partners to deliver the required solutions in a way that facilitates and accommodates other aspirations. It must be noted that delivery will be subject to rail industry spending constraints which will dictate delivery timescales.

The role of the PTE will be to lobby for an early and successful introduction of these schemes.
5.15 ‘Free Standing’ Schemes are those which have significant benefits for the rail network and users in South Yorkshire, but can be delivered in isolation and without dependency on other schemes. These include the following:

- Rotherham Central Station (platform lengthening)
- Holmes Chord (Rotherham access)
- Penistone Line speed improvements

With these projects the PTE will take a leading role to undertake feasibility studies and quantify the required level of resource required to complete the schemes.

Lobbying will then be undertaken to obtain funding and bring the schemes to delivery. For schemes which have a weak or poor business case, this may involve the ITA using local levers such as fares or a financial contribution to accelerate delivery.

5.13 Longer term priorities, dependent upon works at Sheffield, Swinton and/or Doncaster are therefore:

- Sheffield - Stocksbridge
- Barnsley - Doncaster
- Barnsley Growth Corridor

5.14 There are other schemes outside the South Yorkshire Region that would have significant benefit for rail travellers on strategic lines. These include the potential electrification of the Midland Mainline north of Bedford, the possible High Speed rail line from the South to North of the country, and other associated improvements affecting strategic services such as Cross Country, the East Coast Mainline and services into and across Manchester.

5.15 As with projects within the county, the PTE will take an active role with rail industry partners to ensure these projects are recognised, and the benefits to South Yorkshire and the wider City Region are quantified.

**Action Plan**

**Details of Delivery/Funding**

6.1 The objectives detailed in Section 2 have to be delivered through a series of defined actions, each with clearly defined timescales. The Delivery Plan included with this strategy at Appendix Six shows how these links are made, and the outputs that will be delivered. The Strategy has identified our priorities, and the reasons and evidence to support these priorities. Timescales are broken down into short, medium and long term (these are defined in Section 2). In some cases the timescales span across short/medium or medium/long term. This is to account for the preparatory work required in advance of delivery.

6.2 The Delivery Plan also demonstrates the resources required to ensure a successful delivery, both financial and others such as skills or stakeholder involvement.

6.3 Progress against the action plan is regularly reported to the ITA, and this will identify existing projects and new ones that are brought forward during the life of the Strategy.

6.4 Key Performance Indicators will be used to monitor the success of these actions

- Rail Patronage
- Rail User Satisfaction
- Rail Punctuality
- Rail Reliability

Further information relating to these is included in Section 7 (Monitoring and Consultation).
Monitoring and Consultation
Details of Current Monitoring

7.1 The following sections give details of the current monitoring regime in South Yorkshire providing data:

7.1.1 KPI Station Surveys - All South Yorkshire stations covered to give quality performance standards.

7.1.2 Fares Origin and Destination (O&D) surveys - the information collected during these surveys includes timekeeping & reliability information as well as the boarding & alighting point, ticket used and fare paid. These surveys are used for internal management reporting, along with monthly Operator Performance Analysis and PTE Performance Management Statements.

7.1.3 National Passenger Survey (NPS) - The NPS provides a network wide picture of customers' satisfaction with rail travel. Passenger opinions of train services are collected twice a year (Spring and Autumn) from a representative sample of around 25,000 passenger journeys. Passengers' overall satisfaction and satisfaction with 30 specific aspects of service can therefore be compared over time.

The survey includes passenger ratings of their journey for each individual Train Operating Company (TOC). Ratings are also provided for each sector i.e. London and the South East, long distance, and regional operators. Passengers’ ratings are also summarised nationally by totalling results for all TOC’s across Great Britain.

7.1.4 Train Passenger Counts - ‘On / Off surveys’ record the number of passengers boarding & alighting at each station stop made during the surveyed journey. It also includes the number on board on departure from each station. This helps to quantify passenger loads across journeys and identify potential overcrowding.

7.1.5 Quality Audit Analysis - Mystery Quality Audit (MQA) involves trains being surveyed by Mystery Shoppers that check quality and timing measures against set criteria that is also collected on buses and trams, whilst the Quality Audit (QA) involves trains being surveyed by uniformed staff. This data is used for internal management reporting and is included in the South Yorkshire Statistics Handbook.

7.1.6 Ticket Regime (TIRE) Surveys - Irregular checks with the Train Operating Companies ensuring passengers have valid passes.

7.1.7 Station Counts (Revenue Protection surveys) - Counts of throughput of passengers at around 10-12 stations a year to allow accurate representation of passenger ticket data. Rail Station Cordon counts are undertaken once per year between 0700 and 1900 at Barnsley, Doncaster, Rotherham & Sheffield stations.

7.2 Market Research
Station Safety surveys which are used to attain the Secure Station Awards are carried out every two years. The past and future programme for surveys is shown below:

- Meadowhall 2004, 2006 & 2008. This should next be due to be carried out in 2010
- Barnsley 2004, 2006 & 2008. This should next be due to be carried out in 2010
- Adwick 2005 & 2007. This should next be due to be carried out in 2009
- Swinton 2005 & 2007. This should next be due to be carried out in 2009
- Mexborough 2005

Examples of other ‘ad hoc’ rail surveys take place linked to planned or new infrastructure or rail services.
Reporting Processes

7.3 Reporting of Progress
The Action Plan contained in this strategy at Appendix Six will provide the basis for ongoing reporting of progress of the Rail Strategy. Actions will be updated and progress against actions noted for reporting to the Integrated Transport Authority on an annual basis.

As new work streams and specific actions are identified, these will be added to the Action Plan accordingly to provide a living document.

Consultation

7.4 Consultation
7.4.1 Consultation on the draft Rail Strategy and Delivery Plan document was carried out on a three level approach:

- **Level One** - Industry Stakeholders such as Train Operating Companies, Network Rail and South Yorkshire Authorities

- **Level Two** - Direct mail of a printed or electronic version of the draft document to the generic Local Transport Plan circulation list. This was supplemented with additional ‘rail specific’ contacts such as user groups and rail partnerships

- **Level Three** - General invite for comment to the public and any other interested bodies via the SYPTE website

7.4.2 Written responses were received from 26 organisations and individuals, including local councillors and MP’s.

7.4.3 A summary of the comments received has been compiled and presented as a consultation summary report. A copy of this report is available on request.

7.4.4 The consultation report included the proposed response to comments received, and detailed where changes to the draft document were made. If no changes were proposed this was also detailed, with comments demonstrating why this would be the case. Not all comments required changes to be made, and some were purely seeking clarity on a particular issue, or giving support.

7.4.5 The final draft South Yorkshire Rail Strategy and Delivery Plan was then presented to the ITA showing tracked changes of the alterations made since consultation.

7.4.6 No particularly negative comments were received, or any that required significant changes to the document to be made.
APPENDIX ONE
THE RAIL STRATEGY IN CONTEXT

**National Context - Rail White Paper**

As required by the Railways Act 2005, the Government must set out its strategic direction for the rail industry every five years, and identify the funding available to deliver the required improvements. This is contained within the Rail White Paper ‘Delivering a Sustainable Railway’ published in June 2007. Included within are two formal statements covering the next control period from 2009 to 2014, they are the High Level Output Statement (HLOS) and Statement of Funds Available (SOFA).

**High Level Output Specification (HLOS)** - this details the improvements in safety, capacity and reliability the Government wants to buy from Network Rail up to 2014. This builds on the safety and reliability priorities targeted in the current control period (2004-09).

The targets included in the document to improve reliability by 4% and safety by 3%, yet accommodate in excess of 20% passenger growth, is an interesting challenge and one which the Office of Rail Regulation (ORR) will need to take a view in approving the HLOS, taking into account the funds available.

**Statement of Funds Available (SOFA)** - This details the finances that will be made available to fund the HLOS.

Network Rail has produced a Strategic Business Plan, identifying how the industry would deliver the HLOS within the funding constraints of the SOFA. The ORR has to approve each of the documents taking into account the dependency of each on one another.

![Figure 14 - National rail patronage trends](image-url)
The White Paper recognised the need to change from the previous policies of ‘repairing’ the railway and to move into a position of providing greater capacity, and improving reliability and safety. The plan follows two main principles:

- To invest where there are challenges now, in ways which offer the flexibility to cope with an uncertain future; and
- To put in hand the right preparatory work so that, as the future becomes clearer, the necessary investments can be made at the right time.

The railways have moved from a period of decline into increasing growth. This trend has also been observed in South Yorkshire with later patronage growth from 2003 (See section 3.44 for local trends).

Given the significant increase in demand for rail, the Government’s key priority is to enable this growth (which is anticipated at more than 20%, up to 2014) by improving efficiency and providing additional capacity.

In addition, the Government plan to increase service reliability and quality, to deliver further improvements on recent safety enhancements and to sharpen the environmental performance of the railway by adding environmental targets in the second control period.

The delivery of the White Paper divides into two broad periods, pre and post 2014. Improvements set out in the High Level Output Statement covering the period 2009-2014 fall into a number of categories including Ticketing and Fares, Capacity, Reliability and Safety.

Other Key projects detailed in the report include local station improvements, nationally significant improvements such as Birmingham New Street and improvements to the rail freight network. All these have the potential to have a positive benefit for South Yorkshire.

Beyond 2014 - The White Paper proposes to move the focus from the West Coast Main Line onto the Great Western and East Coast Mainline (ECML) with new and longer trains with addition of environmental targets. Whilst the ECML improvement will partially benefit the sub region, this is of concern to Rotherham, Barnsley and Sheffield whose focus is on the Midland Mainline.

National Context - Delivering a “Sustainable Transport System” (DaSTS)

In October 2007 the DfT published their “Towards a Sustainable Transport System” (TaSTS) document in response to the Stern and Eddington reports and engaged in a dialogue regarding this during 2008. They have now published their next step in the process called “Delivering a Sustainable Transport System” (DaSTS) for consultation. In this document the government confirms: “The biggest challenge: tackling climate change and growth together”. The goals, challenges and overall approach of the DaSTS document has been broadly welcomed by SYPT. Public transport has a natural alignment with all of the DaSTS goals, particularly sustainability and equality of opportunity and we must seize the opportunities this opens up. DaSTS provides us with an opportunity to clearly demonstrate how future PTE schemes benefit the area by fully embracing and aligning with the goals and challenges drawn out in DaSTS. However, to maximise those opportunities we must also ensure that our evidence and arguments are expressed in the terms that DaSTS seeks, with a stronger economic and climate focus to our evidence and indicators than we have previously delivered.

National Context - Access for All

‘Access for All’ funding to make stations accessible will continue through to 2015. Recent works have been completed on Dearne and Thorne line stations, including the installation of Passenger Information Displays and Public Address Systems.

Match funding for improvements on the Sheffield - Barnsley line has also been awarded for implementation during 08/09. The PTE have bids for
lifts and ramp improvements for Rotherham Central Station (post 2011), confirmation of the success of this bid is still awaited.

South Yorkshire have also led on work to develop Station Travel Plan pilots and guidance notes, which have been used by Government to shape future national schemes.

National Context - Northern Way

The Northern Way is an ambitious economic strategy, driven by the three northern Regional Development Agencies and their partners. It aims to improve the economy of the North of England, by building upon and adding value to the substantial impact that the three Regional Economic Strategies and Regional Spatial Strategies will bring.

The Northern Way presents the North of England as a key area of potential to build the economy and promote the quality of life in the area. It also aims to ‘bridge the gap’ of £29 billion output of the North of England and the rest of the UK.

One of the means of achieving this is through focusing investment on 10 priorities including improving connectivity by focusing on cross boundary transport issues into and within the City Regions. Transport sits amongst other priorities such as increasing employment, improving surface access to ports and airports and creating sustainable communities.

The Northern Way will use the considerable opportunities presented by both public and private sector investment and provide a robust evidence base to target investment where the effects will be most productive, making the case to Government during the national spending reviews.

The primary means of influencing and raising issues will be through the formation of the Northern Way Transport Compact, a representative group of key staff from relevant stakeholders who will identify (with wider stakeholder involvement) the pan regional shared transport priorities.

National Context - The City Region Concept

The second facet of the Northern Way is the concept of eight City Regions for the North’s economy. They represent the interconnection of markets for jobs, housing and the supply of goods or services, rather than the limitations of administrative boundaries.

The South Yorkshire authorities are covered by the Sheffield City Region however Barnsley is covered under both Sheffield and Leeds City Region areas, reflecting travel to work patterns that exist in that District.

The Sheffield City Region ‘Transport Vision’ recognises that if the economic and social transformation that the city region aspires to is to be achieved, then its transport services and infrastructure must be equally visionary.

Within the City Region structure a number of Joint Issues Boards (JIB’s) have been established, one of which will examine transport requirements with identified work streams to progress. These have been identified as:

Connecting Sheffield and Manchester City Regions (From Sheffield to Manchester and Leeds in 45 minutes)
Connecting to London by Rail (From Sheffield City Region’s main line centres to London in 100 minutes or less)
Improving Access to Robin Hood (Doncaster Sheffield) Airport

In defining the vision, the following local outcomes are identified as imperative:

- A high frequency (15 minute or better) inter-urban rail network between all four major centres and via Doncaster to the RHADS Airport, complementing enhanced connections to the regional and national network
- Additional and higher quality rolling stock to increase service levels, capacity and comfort
- Enhancement to all existing stations
- Capacity improvements to remove critical bottlenecks at and on the approach to key mainline stations and on the network
Each work stream has identified the key issues, established the parallel work streams and synergies to deliver the required improvements, and identified key tasks required to achieve successful outcomes.

Progress will be reported to the SCR Joint Issues Board and onward to the City Region Forum.

Figure 15 - Sheffield City Region context
Regional Context - Regional Planning Assessment

In June 2007 the DfT published the Yorkshire and Humber Regional Planning Assessment (RPA) for rail. This is one of a number of Countrywide RPA's setting out the challenges and options for the development of the railways over the next 20 years having regard to local needs and growth predictions. Parallel RPA's exist for the bordering regions of the East Midlands and North West.

Delivery of the RPA for the next 5 year control period (2009-14) is set out in the DfT’s HLOS and SOFA which were published as part of the Rail White Paper, details of which are given in the preceding sections.

During the preparation of the RPA, considerable work was undertaken with stakeholders, including SYPTE, to examine past trends and relevant contextual data in order to understand the primary drivers for rail growth. This analysis was used in conjunction with expected changes in land use planning to predict future demand for the rail network and identify key constraints and network limitations.

Within South Yorkshire, additional data collection was undertaken to ensure the uplift factors applied to ticket data were as accurate as possible.

The Yorkshire and Humber RPA sets out a number of measures needed to provide the region with the rail network it needs for the future. These are broken down into ‘short term’ priorities and ‘medium to long term’ priorities. A summary of these is shown in the following tables.

There were a number of issues raised by the RPA process relating to growth levels, capacity constraints and scenario demand forecasting which have been fed into the Route Utilisation Studies for further quantification.

Regional Context - Route Utilisation Studies

The Yorkshire and Humber Route Utilisation Strategy (RUS) is the methodology chosen by the Government to deliver capacity and performance infrastructure improvements over the next 11 years from 2008. The RUS analyses current capabilities, capacity and rail demand (i.e. current ‘gaps’), forecasts growth 2008-2019 taking account of committed rail industry schemes and forecasts and identifies future gaps. Options are generated to bridge these known and predicted gaps, which are analysed to explore which offers the most promising and value for money solutions. Gaps have been identified in current provision as follows:

- Linkage into Robin Hood Airport Doncaster Sheffield (RHADS);
- Performance and capacity at Sheffield Station and approaches;
- Performance and capacity at Doncaster Station and approaches;
- Capacity on Sheffield to Leeds via Barnsley, Leeds via Rotherham and between Sheffield and Doncaster;
- The quantum of services to Manchester via the Hope Valley and infrastructure for both passenger and freight traffic;

In all cases economic analysis has been carried out to identify the Benefit Cost Ratio (BCR) of the schemes. The schemes that prove to have a BCR of 1.5 or above are deemed to be fundable from the public purse. The viability of the schemes is judged using both economic and performance criterion.
Regional Context - Regional Spatial Strategies

The Regional Spatial Strategy (RSS) documents contain issues that will have both direct and indirect implications for the rail strategy. The wider Spatial Strategy and localised Spatial Planning Policies will impact the rail network as well as set out investment priorities for achieving their individual and collective objectives. Relevant RSS documents are being prepared for Yorkshire & The Humber, The East Midlands, West Midlands and the North West.

The main driver for all the spatial documents is the achievement of economic growth in a sustainable manner. A key aspect of this is the ability to connect people and places through the bulk movement provided by public transport. Rail is therefore a key element in the delivery of the strategies.

The Yorkshire and Humber Assembly vision document *Advancing Together* underpins the overall objectives of the regional vision for growth. The RSS is the spatial element of a number of regional strategy documents which form the delivery mechanism for the regional aspirations over a plan period until 2021. The overall vision for the strategy is based on matching need with opportunity.

The RSS will:
‘Achieve a more sustainable pattern and form of development, investment and activity in the Yorkshire and Humber Region - putting greater emphasis on matching needs across the Region with opportunities and managing the environment as a key resource’

Within the RSS there are 15 main objectives which include, tackling traffic congestion and reducing transport emissions, making best use of existing infrastructure and services, addressing the causes, and responding to the effects of, climate change and minimising travel needs and maximising use of energy efficient modes.

The spatial policies set out in the RSS split into cross cutting themes such as transport, and geographic sub regional sections. The strategy provides the policy and development projections the districts Local Development Frameworks (LDF) have to conform to.

One particular theme contained within the RSS is the strengthening role of the Urban Centres and main transport corridors feeding into these centres. Again, this highlights the strong role rail has to play in achieving the increased levels of economic activity in a sustainable manner and will become a key driver for growth in rail demand.

Local Context - Local Development Frameworks

The Local Development Framework (LDF) sets out the development policies and aspirations for the local authority areas. The LDF is made up of a number of Development Plan Documents (DPD’s) which must include a Core Strategy. These set out the general core approach to planning in the area, with other topic and area specific DPD’s (such as housing or transport) which have detailed policies for their particular designation.

The LDF must conform to the RSS and also be able to demonstrate soundness. This means the proposals put forward in the LDF must be deliverable and sustainable. It must therefore consider the impact of the spatial decisions on infrastructure such as provision of public transport. In practice this means the LDF spatial planning policies should support the objectives in the *Local Transport Plan (LTP)*.

The LDF also contains land allocation DPDs. This includes areas allocated for development as well as protected areas of land for transport use (e.g. disused rail alignments or stations).

The South Yorkshire local planning authorities have all committed to development patterns that support good public transport accessibility (wherever possible). This includes the focus of development in locations within appropriate walking distances to public transport access points (such as with 600 metres to tram stops or 800 metres to rail stations).

The LDF’s also support the RSS policies of strengthening the role of the Urban Centres, therefore allowing good access by rail.
This will clearly increase demand for rail, and place a greater stress on existing capacity constraints. SYPTE have encouraged planning policy to focus development around the existing public transport networks, main urban centres or focused around areas where public transport investment is planned.

In addition, SYPTE are developing partnerships with local authorities to deliver a mechanism to secure developer contributions, providing additional investment in the public transport network to speed the delivery of the LTP in line with the economic development of the region. Other supporting policies include, reduction of central long stay car parking, implementation of controlled parking zones, and sequential testing for the development of housing sites based on accessibility.

An assessment of current allocated housing sites with accessibility to the Rail Network is included at Appendix Four. This assists with the prediction of areas with future growth in demand.

Many of the transport policies and interventions identified above will be delivered through the action plans contained in this Rail Strategy as a ‘sub document’ of the Local Transport Plan in conjunction with other supporting strategies such as the Park and Ride, Information, Ticketing & Pricing and Tram Strategies. It is therefore important that links are recognised between these dependant documents, and delivery of interventions and schemes are co-ordinated where agglomeration benefits can be realised.
### IMPROVEMENTS TO FACILITIES

#### Mainline Stations in South Yorkshire

<table>
<thead>
<tr>
<th>Station Name (main operator - if more than one)</th>
<th>Facilities/Information needed</th>
<th>Other</th>
</tr>
</thead>
</table>

#### Local Stations Improvements

<table>
<thead>
<tr>
<th>Station Name (main operator - if more than one)</th>
<th>Facilities/Information needed</th>
<th>Other</th>
</tr>
</thead>
</table>

#### Facilities Information needed

- Public Indication on Displays
- Platform Area
- Toilet
- Accessible Facilities
- Information
- Train Departure Times
- Train Trailing Information
- Wayfinding
- Ticketing Equipment
- Pattern Display
- Station Notice Board
- Telephone
- TV
-elsey, Hatfield and Stainforth
- Sheffield (East Midlands)
### Scheme Dependencies

<table>
<thead>
<tr>
<th>Enhancement sought</th>
<th>Scheme description</th>
<th>Scheme dependency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Track and Service enhancements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barnsley to Doncaster rail line</td>
<td>Track and service enhancements</td>
<td>Doncaster station&lt;br&gt;Doncaster station approaches&lt;br&gt;Swinton junction</td>
</tr>
<tr>
<td>Barnsley growth corridor</td>
<td>New service and line connecting Crofton to Swinton, with services Leeds to Sheffield</td>
<td>Leeds station&lt;br&gt;Leeds station approach&lt;br&gt;Swinton junction&lt;br&gt;Sheffield northern approach&lt;br&gt;Sheffield station</td>
</tr>
<tr>
<td>Sheffield to Stocksbridge</td>
<td>Initially a heritage line solution, if access to Sheffield Midland Station then constraints</td>
<td>Sheffield northern approach&lt;br&gt;Sheffield station</td>
</tr>
<tr>
<td><strong>Track and Station enhancements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doncaster – Sheffield Peak service enhancements</td>
<td></td>
<td>Doncaster station&lt;br&gt;Doncaster station approaches&lt;br&gt;Swinton junction&lt;br&gt;Sheffield northern approach&lt;br&gt;Sheffield station</td>
</tr>
<tr>
<td>Sheffield to Leeds via Deame</td>
<td></td>
<td>Leeds station&lt;br&gt;Leeds station approach&lt;br&gt;Swinton junction&lt;br&gt;Sheffield northern approach&lt;br&gt;Sheffield station</td>
</tr>
<tr>
<td>Train lengthening</td>
<td>Sheffield to Leeds via Deame</td>
<td>Platform lengthening&lt;br&gt;Sheffield Station&lt;br&gt;Leeds Station</td>
</tr>
<tr>
<td>Sheffield to Manchester</td>
<td>Frequency enhancements</td>
<td>Doncaster station&lt;br&gt;Sheffield station&lt;br&gt;Hope Valley passing loops</td>
</tr>
<tr>
<td><strong>Performance improvements</strong></td>
<td>Assorted bottlenecks resulting in lost mileage. Top 8 schemes in region (in order), bold indicates impact on South Yorkshire.</td>
<td>Sheffield station approach (Whalley Junction)&lt;br&gt;Sheffield northern approach&lt;br&gt;Flockholes Junction&lt;br&gt;Swinton Junction&lt;br&gt;Meadowhall Junction&lt;br&gt;Huddersfield&lt;br&gt;Wakefield Westgate&lt;br&gt;Holmes Junction (Rotherham)</td>
</tr>
<tr>
<td><strong>Freight enhancements</strong></td>
<td></td>
<td>Doncaster station&lt;br&gt;Sheffield station&lt;br&gt;Sheffield southern approach&lt;br&gt;Hope Valley passing loops&lt;br&gt;Doncaster station approach</td>
</tr>
<tr>
<td>Hope Valley</td>
<td>Increased freight movement predicted</td>
<td>Doncaster station&lt;br&gt;Sheffield station&lt;br&gt;Sheffield southern approach&lt;br&gt;Hope Valley passing loops&lt;br&gt;Doncaster station approach</td>
</tr>
<tr>
<td>Crofton</td>
<td>Increased freight movement predicted</td>
<td>Hare Park to South Kirkby junction&lt;br&gt;Doncaster station approach</td>
</tr>
<tr>
<td>ECML/Humber Ports</td>
<td>Increased freight movement predicted</td>
<td>Doncaster station&lt;br&gt;Sheffield station&lt;br&gt;Sheffield southern approach&lt;br&gt;Hope Valley passing loops&lt;br&gt;Doncaster station approach</td>
</tr>
</tbody>
</table>
## Appendix Six

### Delivery Plan

<table>
<thead>
<tr>
<th>Key</th>
<th>Timescale</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RP</td>
<td>Ongoing</td>
<td>i. Manage the Northern Rail Franchise Performance through regular engagement with the Train Operator and Department for Transport (DTT) - ensure punctuality and reliability targets are met and maintained and the franchise quality targets are achieved.</td>
</tr>
<tr>
<td>RP</td>
<td>Ongoing</td>
<td>ii. Oversee other Train Operating Companies’ Franchise Performance to ensure agreed performance standards are met on longer distance and express services as they affect South Yorkshire. (Chiefly the Cross Country, East Midlands, Transpennine and East Coast Franchises).</td>
</tr>
<tr>
<td>RP</td>
<td>Short / Medium</td>
<td>iii. Encourage and advise Train Operators on use of technology to improve the scheduling of their services. In particular encourage the use of satellite tracking of train positioning (this is linked to passenger information).</td>
</tr>
<tr>
<td>CA</td>
<td>Ongoing</td>
<td>ii. Oversee other Train Operating Companies’ Franchise delivery and identify areas for customer service improvements through local and national research. Engage with the relevant Train Operator to deliver improvements and to respond effectively to customer complaints.</td>
</tr>
<tr>
<td>CA</td>
<td>Ongoing</td>
<td>iii. Undertake Market Research (particularly ‘mystery shopper’ surveys) to assess the customer experience and identify quality issues.</td>
</tr>
<tr>
<td>CA</td>
<td>Ongoing</td>
<td>iv. Continue to engage with the Community Rail Partnership to promote and enhance the Huddersfield – Penistone – Sheffield route, through this national pilot.</td>
</tr>
<tr>
<td>TD</td>
<td>Short</td>
<td>v. Work with the Train Operator to improve train passenger security through installation of on train CCTV on the Northern Rail fleet.</td>
</tr>
<tr>
<td>TD</td>
<td>Short</td>
<td>vi. Encourage the use of Real Time information to provide improved passenger information at local stations.</td>
</tr>
</tbody>
</table>

### Key

<table>
<thead>
<tr>
<th>RP</th>
<th>Reliability &amp; Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>Competitive Advantage</td>
</tr>
<tr>
<td>A</td>
<td>Accessibility</td>
</tr>
<tr>
<td>C</td>
<td>Connectivity</td>
</tr>
<tr>
<td>TD</td>
<td>Targeted Development</td>
</tr>
<tr>
<td>PC</td>
<td>Passenger Capacity</td>
</tr>
<tr>
<td>EP</td>
<td>Environmental Performance</td>
</tr>
<tr>
<td>RF</td>
<td>Rail Freight</td>
</tr>
</tbody>
</table>

### TIMESCALE

- **Short Term**: 2009 – 2014
- **Medium Term**: 2014 – 2019
- **Long Term**: 2019 – 2039

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1. **Maintain the Reliability and Performance of the Network**

- **Reliability & Performance**
  - **i.** Manage the Northern Rail Franchise Performance through regular engagement with the Train Operator and Department for Transport (DTT) - ensure punctuality and reliability targets are met and maintained and the franchise quality targets are achieved.
  - **ii.** Oversee other Train Operating Companies’ Franchise Performance to ensure agreed performance standards are met on longer distance and express services as they affect South Yorkshire. (Chiefly the Cross Country, East Midlands, Transpennine and East Coast Franchises).
  - **iii.** Encourage and advise Train Operators on use of technology to improve the scheduling of their services. In particular encourage the use of satellite tracking of train positioning (this is linked to passenger information).

2. **Provide Customer Service Excellence**

- **Reliability & Performance**
  - **i.** Manage and inform the Northern Rail Franchise delivery through research, passenger counts and complaints analysis. Work closely with the Train Operator to take remedial action or identify enhancements based on Franchise obligations.

3. **Provide High Quality Customer Facilities (Stations)**

- **Accessibility**
  - **i.** Station standards: introduce a range of enhancements at specific stations to meet the passenger priorities which identified through research as part of the ‘bronze’, ‘silver’ or ‘gold’ station standards specified in the Rail Strategy document.
    - Introduce improved car parking facilities at South Yorkshire rail stations in line with the plan set out in the Rail Strategy document and with the Park and Ride Strategy
    - Introduce specific cycle parking provision at specified rail stations (as part of station standards: bronze, silver and gold)
    - Introduce CCTV at stations not yet covered, in line with the above station standards improvements
    - Implement the ‘Access for Everyone’ programme to assess and devise solutions to access problems (actual and perceived) by all modes at local stations.
    - Improve information provision at stations as part of station standards programme, in different formats and make sure it is accurate and easy to understand, including real time, station displays, timetable books, ‘next stop’ and public announcements.
    - Work with the British Transport Police and Rail Operator to improve station security and monitoring – particularly in relation to revenue protection.

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**Delivery Plan**

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**APPENDIX SIX**
A ii. Implement Rotherham Central Station plans to rebuild passenger facilities – to improve the waiting environment and provide step free access | 2010

A iii. Implement Public Announcement (PA) upgrades at stations not yet covered and in line with the above | Short / Medium

PC iv. Network Rail platform lengthening – lobby for improvements at specified South Yorkshire Stations to accommodate 4-car trains | Short / Medium

A v. Bolton upon Dearne Barrow Crossing removal - lobby Network Rail for early completion | Short

4. Promote and Publicise the Train Effectively  | Timescale

CA i. Work closely with Rail Operators to plan and conduct marketing campaigns based on enhancements to rail services, customer facilities and other improvements | Ongoing

CA ii. Continue the programme of station specific posters to provide information for passengers on access by other modes | Short

CA iii. Publish timetables in different formats and to include promotional information on service upgrades to assist passengers in planning journeys and during the journey | Short

A iv. Station Travel Plans – introduce a programme of ‘on station’ surveys to better understand travel patterns of current users, starting with a national pilot at Chapeltown station. Also monitor non-users to understand requirements and target future enhancements | Short

A v. Secure station awards - continue to progressively implement necessary standards at silver and gold stations to achieve secure station awards and promote these | Short

CA vi. Ensure information on rail services and travel opportunities is available at home, work and other establishments and in a range of different formats to meet specific customer needs. Raise awareness of the availability of this information | Short

CA vii. Specifically raise awareness of trip planning services and make sure that these are easy to access and at different locations | Short

CA viii. Work with Rail Operators to ensure that information is available in appropriate formats to meet the needs of passengers with specific requirements | Short

CA ix. Ensure that fares and ticketing information is available, particularly at the journey planning stage | Short

CA x. Educate more widely about the real cost of car use | Short / Medium

5. Deliver Efficient, Effective Ticketing  | Timescale

TD i. Develop ticketing and price scales appropriate for local travel with Train Operating Companies and lobby to ensure fares remain within the franchise structure | Short

TD ii. Participate with Train Operating Companies to promote and encourage greater rail use – especially at off peak times through targeted ticket offers | Ongoing

TD iii. Yorcard - smartcard ticketing - monitor performance of trials to determine future strategy. Make it easier for passengers to create personalised tickets at the lowest cost for their particular journeys | Short / Medium

TD iv. Continue to participate in the South Yorkshire enhanced Concessionary Travel Scheme and ensure appropriate reimbursement for Rail Operators | Ongoing

TD v. Review the existing prepaid ticketing range to see if rules and/or product ranges can be usefully changed – subject to national conditions and agreement with DfT | Medium

TD vi. Continue to offer the Travel Master range and negotiate with operators to offer value for money to passengers | Ongoing

TD vii. Provide multi-leg and through (integrated) ticketing to minimise interchange penalties. The aim is to simplify the product range by making nearly all tickets valid on all modes but this must be subject to fare controls within the Rail Franchise Agreements | Medium
6. Improve Environmental Performance

<table>
<thead>
<tr>
<th>EP</th>
<th>Description</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>Work with rail industry partners to introduce more environmentally friendly rolling stock and environmental enhancements at stations.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

7. Planning Service Enhancements

<table>
<thead>
<tr>
<th>C</th>
<th>RF</th>
<th>PC</th>
<th>Description</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>South Yorkshire bottlenecks: Address existing track and signalling constraints at key points on the network in South Yorkshire – including:</td>
<td>Short / Med</td>
<td></td>
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<tr>
<td></td>
<td>- Doncaster Station capacity and approaches, including completing Doncaster East slow line to bi-directional working</td>
<td>Short / Med</td>
<td></td>
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<tr>
<td></td>
<td>- Sheffield Station capacity and northern approach capacity between Meadowhall Junction to Sheffield Station</td>
<td>Medium</td>
<td></td>
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<tr>
<td></td>
<td>- Swinton Junction</td>
<td>Short / Med</td>
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<tr>
<td></td>
<td>The following schemes are free standing improvements:</td>
<td>Medium</td>
<td></td>
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<tr>
<td></td>
<td>- Sheffield Station South and Dore Junction</td>
<td>Medium</td>
<td></td>
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<tr>
<td></td>
<td>- Access to Rotherham Central, including platform lengthening and dual line track access</td>
<td>Med / Long</td>
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<tr>
<td></td>
<td>- Penistone line speed to allow reinstatement of Elsecar stops</td>
<td>Long</td>
<td></td>
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<tr>
<td></td>
<td>- Hope Valley passing loops (freight lines) and Doncaster Area capacity</td>
<td>Medium</td>
<td></td>
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<tr>
<td>ii.</td>
<td>Out of County bottlenecks: Address constraints outside South Yorkshire including those impacting on routes to London and which affect our wider aspirations in relation to the Northern Way and City Regions. These include:</td>
<td>Med / Long</td>
<td></td>
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<tr>
<td></td>
<td>- Approaches to Leeds Station (especially Whitehall junction)</td>
<td>Long</td>
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<td></td>
<td>- Manchester Hub</td>
<td>Long</td>
<td></td>
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<tr>
<td></td>
<td>- Hope Valley (passenger and freight)</td>
<td>Med / Long</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>- Freight lines around and avoiding Doncaster / East Coast Mainline</td>
<td>Med / Long</td>
<td></td>
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<tr>
<td>iii.</td>
<td>New lines and stations: quantify costs, benefits and impacts of potential new lines and stations in identified locations and build the business cases:</td>
<td>Long</td>
<td></td>
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<tr>
<td></td>
<td>- Barnsley to Doncaster (direct rail link)</td>
<td>Medium</td>
<td></td>
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<tr>
<td></td>
<td>- Heritage rail to Stocksbridge (support through staff)</td>
<td>Long</td>
<td></td>
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<tr>
<td></td>
<td>- Barnsley Growth Corridor line</td>
<td>Medium</td>
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<td></td>
<td>- RHADS Station (support station and service options)</td>
<td>Long</td>
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<td></td>
<td>- “YES” Project at Rother Valley</td>
<td>Long</td>
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<tr>
<td></td>
<td>- Waverley development site (Bus Rapid Transit in the short/medium term)</td>
<td>Long</td>
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<tr>
<td></td>
<td>- Improved Transpennine route, which may include reopening Woodhead tunnel subject to business case approval</td>
<td>Medium</td>
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<tr>
<td></td>
<td>- Investigate opportunities for an additional station at Rotherham Parkgate</td>
<td>Long</td>
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<tr>
<th>C</th>
<th>CA</th>
<th>TD</th>
<th>EP</th>
<th>Description</th>
<th>Timescale</th>
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<tbody>
<tr>
<td>iv.</td>
<td>Continue to deliver a programme of rolling stock upgrades and:</td>
<td>Medium</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Offer support to rail operators to address rolling stock capacity issues</td>
<td>Med / Long</td>
<td></td>
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<tr>
<td></td>
<td>b. Support Northern Rail to replace Pacer / Sprinter trains</td>
<td>Medium</td>
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<tr>
<td>v.</td>
<td>Support the construction of stabling facilities in South Yorkshire to improve reliability and access to units</td>
<td>Long</td>
<td></td>
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</tr>
<tr>
<td>C</td>
<td>vi.</td>
<td>Sheffield – London St Pancras (half hourly) service - lobby to secure frequency enhancement and necessary funding</td>
<td>Short / Medium</td>
<td></td>
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</tr>
<tr>
<td>C</td>
<td>vii.</td>
<td>Midland Mainline (London) speed improvements – ensure these are met in December 2008 line with Franchise Commitment, and between 2009 -14 via Network Rail Business Plan</td>
<td>Short / Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TD</td>
<td>viii.</td>
<td>Engage with DfT and Northern Rail in the planned Tram/Train Trial</td>
<td>Medium</td>
<td></td>
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</tr>
<tr>
<td>C</td>
<td>ix.</td>
<td>Lobby for high speed lines in South Yorkshire</td>
<td>Short / Medium</td>
<td></td>
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<tr>
<td>AH</td>
<td>x.</td>
<td>Engage with and lobby the National Rail industry to ensure right outcomes for South Yorkshire (including through the Route Utilisation Strategy, consultations and franchises)</td>
<td>Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>xi.</td>
<td>Engage with “Open Access” Operators to ensure that the interests of South Yorkshire Passengers can be served</td>
<td>Ongoing</td>
<td></td>
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</tr>
</tbody>
</table>