

## **APPENDIX B**

### **FINAL RECOMMENDATIONS FOR WEST YORKSHIRE ROUTES IN THE YORKSHIRE & HUMBER ROUTE UTILISATION STRATEGY**

#### **Airedale Line**

- Strengthening of all seven peak Skipton - Leeds trains to 6 car formation with platform lengthening, where appropriate, and provision of an additional Bradford Forster Square - Leeds 4 car peak train.

#### **Wharfedale Line**

- Strengthening of all peak Ilkley - Leeds trains to 6 car formation with platform lengthening where appropriate.

#### **Harrogate Line**

- Five additional 4 car peak trains between Horsforth - Leeds in each direction with revised calling pattern for Harrogate – Leeds trains and a new turn-back facility at Horsforth.
- Enhanced signalling between Horsforth and Harrogate. Longer trains cannot call at Knaresborough.

#### **York & Selby Lines**

- Only one additional peak train each hour can be accommodated east of Leeds on present infrastructure.
- Extension of proposed additional hourly Manchester - Leeds TransPennine Express train to run to and from Selby/ Hull and selective strengthening of TransPennine Express trains from and to York.
- Train strengthening to provide an additional peak 14 vehicles arrivals and departures east of Leeds over the three hour peak when combined with the additional train.
- Half hourly peak shuttles Halifax - Micklefield to be combined with existing local trains with higher capacity rolling stock.
- Alternatively, replacement of one local train each hour by an additional CrossCountry train strengthened to 5 cars and making additional peak local calls, together with peak local calls in some TransPennine Express trains.
- Inter-peak enhancement utilising spare rolling stock by either operation of extra Manchester - Selby semi-fast service all day, or extra Leeds - Micklefield local service allowing York - Blackpool trains to run semi-fast between York and Leeds.

#### **Hallam and Pontefract Lines**

- Three 4 car additional Knottingley - Leeds peak shuttle trains in each direction to give half hourly frequency, with new track and platform infrastructure at Castleford. Shuttles from Castleford only, although not

included in the strategy, offer a short term solution prior to CP5 (2014 - 2019).

- Improvement to Knottingley - Leeds service frequency to half hourly all day from CP5.
- Peak train strengthening Barnsley - Leeds with four additional vehicles.
- Inter-modal container freight capability improvement, Wakefield Europort to Colton Junction included in development work for Northern Gauging Project.
- Line-speed enhancements to be investigated. A new crossover between Altofts and Methley Junction would improve the robustness of the timetable by increasing the margin between trains for freight movements to and from Wakefield Europort.

### **Wakefield Line**

- One additional 4 car Doncaster - Leeds train in each direction, change Doncaster service to higher capacity Class 333 vehicles with platform lengthening, plus strengthening of Sheffield - Leeds via Moorthorpe peak trains using five additional vehicles.
- The alternative proposal for two 3 car Wakefield Westgate - Leeds peak shuttle trains has been excluded from the strategy as the proposed Wakefield Westgate capacity improvement scheme is not likely to be in place in time to support the option.
- Two additional vehicles to strengthen one Leeds - Sheffield via Moorthorpe peak train.
- Doubling of Holmes Chord to allow increased train frequency from two to five trains per hour between Sheffield and Rotherham Central.
- Timetable work to allow provision of extra freight paths, assisted by Shaftholme Junction remodelling and subsequent diversion of trains away from Doncaster - Hark Park corridor.
- Line-speed enhancement to be developed further.

### **Huddersfield Line**

- Five Huddersfield/ Brighouse - Leeds peak local trains strengthened with nine additional vehicles, platform lengthening and a new, additional, platform 9 at Huddersfield.
- An additional TransPennine Express Manchester Piccadilly - Leeds/ Selby fast train each hour all day in each direction. The effect that this will have on the pathing of local and freight services has still to be determined. Headway time reductions between trains to be examined.
- To meet DfT aspiration for 43 minute Manchester - Leeds journey time and GMITA aspiration for additional calls, four trains per hour would call at the minimum practicable number of stations and the fifth train at Dewsbury, Huddersfield and Stalybridge and potentially one additional station - subject to satisfactory business case.
- Train strengthening to provide an additional peak 15 vehicles arriving and departing west of Leeds when combined with the additional train.
- Enhanced freight loops at Marsden and Diggle. An improvement to the restrictive loading gauge on the route for freight traffic will be included in development work for Northern Gauging Project.

### **Caldervale Line**

- Five additional 3 car peak trains Halifax - Leeds in each direction requiring 12 additional vehicles and an additional crossover at Bradford Interchange as part of a planned scheme for signalling improvements at Mill Lane Junction.
- West Yorkshire - Manchester Victoria improved journey times and additional trains with six additional vehicles Rochdale - Manchester in 3 car trains requiring line-speed enhancement.

### **Leeds Station**

- At least one additional bay platform, track and signalling infrastructure to accommodate Airedale, Wharfedale and Harrogate Line proposals. If HLOS requires an entirely new timetable for the Airedale and Wharfedale services the precise infrastructure requirement at Leeds will need to be re-examined.
- An additional TransPennine Express Manchester - Leeds/ Selby fast train each hour all day in each direction to be accommodated.
- New peak turn-back facility east of Leeds and options to make best use of infrastructure constraints.
- Possible new infrastructure on south side of station to relieve congestion on E and F lines (the pair of tracks that currently serve platforms 15, 16 and 17).
- Bi-directional signalling between Leeds and Neville Hill depot to allow 24 hour access.
- Measures to reduce reactionary delays at Whitehall Junctions.