Rail Strategy

South Yorkshire, Making Rail a Better Choice
## Contents

*Executive Summary* ................................................................. 5

1. Introduction .............................................................................. 11

2. Rail Strategy Objectives ....................................................... 12

3. South Yorkshire Vision .......................................................... 13

4. Defining the Rail Strategy ...................................................... 16

   - Introduction .......................................................................... 16
   - South Yorkshire’s Priorities .................................................. 16
   - Policy Context ...................................................................... 23
   - Passenger Requirements .................................................... 27

5. South Yorkshire Rail Network ............................................... 28

   - Network South Yorkshire ................................................... 28
   - Rolling Stock and Capacity Issues ....................................... 31
   - Performance of the South Yorkshire Network ....................... 33
   - Punctuality and Reliability .................................................. 35
   - Network Constraints .......................................................... 36
   - South Yorkshire Stations ..................................................... 40
   - New Stations ........................................................................ 42
   - Major Interchange Developments ...................................... 42
   - Ticketing ............................................................................ 44

6. Implementation Strategy ......................................................... 46

   - Short to Medium Term Priorities ........................................ 46
   - Medium to Long Term Vision for the South Yorkshire Network ................................................. 49

*Appendix A Passenger Requirements* ......................................... 51

*Appendix B Rail Franchises* .................................................... 53

*Appendix C South Yorkshire Stations* ....................................... 60

*References* ............................................................................... 70
Note:

This Strategy was originally prepared in 2004, references in the document are relevant to that time. This document is to be updated in 2006 to reflect LTP (2006-11) and the Regional Spatial Strategy.
Executive Summary

Introduction

This Rail Strategy is produced by South Yorkshire Passenger Transport Executive (SYPTA), on behalf of South Yorkshire Passenger Transport Authority (SYSYPTA) and supersedes the former SYSYPTA development strategy document for Network South Yorkshire, ‘Target 2020’.

It supports the South Yorkshire Spatial Strategy and will provide a basis for developing LTP2. Whilst focusing on rail it must be seen in the wider context of South Yorkshire’s commitment to a fully integrated transport network. The Strategy aims to take a realistic and pragmatic approach to the development of the South Yorkshire rail network, particularly over the short term to ensure that the plan remains focused and more importantly, deliverable in reality.

The Strategy therefore sets out the plan for the future development of the rail network in South Yorkshire over a 20 year period on a two phase approach, identifying:

- A short term phase, focusing primarily on improving the quality and performance of existing infrastructure and services and maximising their efficient and effective use, together with targeted investment;
- A longer-term programme of prioritised investments which, over a period of 10 –15 years, could radically transform the network such that a high quality, high frequency service linking the main centres becomes a realistic possibility by 2020.

In order for the projects outlined in the Strategy to be delivered, it is the intention to lead the necessary initiatives both to secure the funding needed to finance the Strategy in the long term and to supplement the funds already identified for the immediate short term projects.

Rail Strategy Objectives

The role of local rail services is primarily centred on improving accessibility to the key regional and sub-regional centres, for all trips, particularly for work and business trips, whilst enhancing Doncaster and Sheffield’s role as gateways to South Yorkshire. Rail’s more direct routing, its high commercial speeds and its immunity from road congestion currently gives it an advantage over equivalent existing bus services and a potentially increasing advantage over the car. It is therefore able to make a real contribution to SYPTA’s key aims of modal choice, social inclusiveness and economic regeneration.
In providing a strategy for sustaining and developing the network, the objectives for the Rail Strategy are to:

- Improve the reliability and performance of the existing network;
- Ensure the competitive advantage and service attractiveness are maintained;
- Improve service performance through investment in rolling stock and passenger facilities;
- Improve accessibility to work, leisure, health care, education and other services, through integration with other modes;
- Facilitating the ease of interchange between services;
- Improve the cost-effectiveness of rail investment;
- Targeted development of the network through new and improved services, 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.

Policy Context

The Government recently published a White Paper, ‘The Future of Rail’, which sets out the conclusions of the Department of Transport’s review of the rail industry. The White Paper outlines a new structure for the railways, building on the principles of public and private partnership and identifies six key changes:

- The Government will take charge of setting the strategy for the railways;
- Network Rail will be given clear responsibility for operating the network and for its performance;
- Track and train companies will work more closely;
- There will be more local decision making in England;
- The Office of Rail Regulation will cover safety, performance and cost;
- A better deal for freight will enable the industry and its customers to invest for the long term.

The new structure will allow decisions on the provision of rail services to be taken at a more local level where appropriate. In England, the Government will reform the funding arrangements for PTEs so that SYPTE has an enhanced role, increased accountability and flexibility in relation to the provision of local rail services and associated costs.

Local Transport Plan Targets and Performance Indicators

The following table summarises the targets, performance indicators, and progress made against the Local Transport Plan targets for the South Yorkshire rail network in 2003/04.
<table>
<thead>
<tr>
<th>Local performance indicators</th>
<th>Source of data</th>
<th>Local targets or outcomes for 2005/06</th>
<th>Baseline data</th>
<th>Progress made in 2003/04 against local outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of rail journeys</td>
<td>Arriva Franchise Data</td>
<td>To increase the number of rail passenger journeys from baseline of 4.06 million to 5.4 million per year</td>
<td>4.06 million rail passenger journeys per year (2000/01)</td>
<td>4.86 million rail passenger journeys</td>
</tr>
<tr>
<td>Passenger Satisfaction with rail services</td>
<td>Best Value User Satisfaction Research</td>
<td>To increase the number of users fairly/very satisfied with local rail services from baseline of 37.3% to 75%</td>
<td>37.3% of those surveyed fairly/very satisfied (2000/01 figure)</td>
<td>74% of rail users surveyed were fairly/very satisfied with local rail services</td>
</tr>
<tr>
<td>Reliability of rail services</td>
<td>SYPTE Fares O/D Surveys</td>
<td>To increase the number of local rail services operating from a baseline of 97.5% to not less than 99.5% of local rail services operating</td>
<td>97.5% of local rail services operated (2001/02)</td>
<td>98.9% of local rail services operated</td>
</tr>
<tr>
<td>Punctuality of rail services</td>
<td>SYPTE Fares O/D Surveys</td>
<td>To increase the number of local rail services operating to time from a baseline of 82% to 95% (Northern target is 91%)</td>
<td>82% of local rail services operating to time (2000/01 figure)</td>
<td>86.5% of local rail services operating to time</td>
</tr>
</tbody>
</table>

Notes: 2003/04 Passenger Satisfaction Ratings taken from the National Passenger Survey Autumn 2003. These are not directly comparable with the baseline figures taken from the Best Value User Satisfaction Survey. SYPTE Fares surveys are used in the LTP, rather than franchise data, to make it possible to directly compare train with other modes.

Network Constraints

In general, rail capacity is constrained because local and long distance rail travellers are sharing the same lines. This limits the capacity of train operators to improve long distance services. Also, while Sheffield and Doncaster enjoy direct access to the national rail network, other parts of South Yorkshire, including Barnsley and Rotherham, are poorly connected due to capacity and other operational constraints. In addition, there is no direct heavy rail connection between Doncaster and Barnsley.
In order for the maximum benefits to be gained from the international airport at Finningley there needs to be improvements in the line connecting the airport and Doncaster Station, in particular, junction improvements and electrification.

Current constraints on the local rail network have a significant impact on the reliability of existing network services but also act as a major barrier to improving and increasing services on the local network without significant investment to address these constraints. The key constraints on the local network are detailed below:

- Holmes Curve alignment to and from Rotherham Central;
- Limited platform length at Rotherham Central;
- Dore junction capacity (south of Sheffield);
- Sheffield Station layout and train ‘layover’ requirements affect capacity;
- Congestion due to track capacity north of Sheffield;
- Doncaster Station train path capacity.

Implementation Plan

Short to Medium Priorities
In the short to medium term, the emphasis for rail investment will need to be on maintaining and improving reliability and performance, with limited funding opportunities and restricted scope for achieving service improvements. A pragmatic approach will therefore be necessary when devising short and medium term priorities for the development of the local rail network. In this context, the following issues will be the focus of attention in this period:

Service Improvement

- Working with the franchisee for the Northern Franchise to improve punctuality and reliability of local services;
- Ensuring the implementation of a regular fast Sheffield/Barnsley/Leeds service;
- Progressing discussions/investigations into opportunities to deliver shuttle train access to Robin Hood Doncaster Sheffield Airport;
- Securing investment to improve the standard and capacity of rolling stock.

Better Passenger Facilities

- Improving the standards of facilities/services provision at local rail stations;
- Maximising the benefits of significant investment in the main urban centre stations;
- Investigating opportunities to deliver improvements to Rotherham Central Station;
- Evaluating the case for limited investment in new rail stations and bringing forward the case to secure investment if there is a sound business and broader policy case in comparison with the cost;
Improving ticketing and information provision.

Lobbying and Working With Parties to Secure Strategy Delivery

- Ensuring structures and funding assist in the delivery of the South Yorkshire Rail Strategy;
- Lobbying to ensure that investment to improve capacity at Dore junction already included in the DfT’s investment plans is delivered in the short term;
- Reflecting South Yorkshire priorities for local and regional services at Doncaster and ECML;
- Promotion of the Huddersfield to Barnsley via Penistone line as a Community Rail Partnership project;
- Developing the case for more significant strategic investment in the longer term.

Medium/Long Term Vision for the South Yorkshire Rail Network

The transformational agenda set by South Yorkshire’s emerging Spatial Strategy would be strongly supported by the establishment of frequent, reliable high quality rail services between South Yorkshire’s main urban centres, urban centres in neighbouring areas, particularly Leeds and, as it develops, Robin Hood Doncaster Sheffield Airport. The development of such services in the medium to long term is an aspiration supported by the Rail Strategy, although it is recognised that there are significant barriers to their introduction, including:

- the need for significant investment on the existing network to provide additional capacity at key bottlenecks restricting the development of services as identified earlier in this document;
- the need for significant investment in new track to enable direct services between Barnsley and Doncaster to be run and to facilitate key inter-urban services connecting with Rotherham;
- the need to secure revenue support for the new and enhanced services required to meet this aspiration.

In this context, the following issues have been identified as priorities for the medium/long term development of the network:

- Addressing capacity constraints at Sheffield Station;
- Addressing capacity constraints North of Sheffield;
- Access to Doncaster from Barnsley and the Dearne Valley;
- Access to Robin Hood Doncaster Sheffield Airport;
- Access to and from Rotherham;
- Links from Stocksbridge and Oughtibridge to Sheffield.

The South Yorkshire Strategic Rail Study and subsequent more detailed studies investigated the transportation and business cases for a number of potential investments as part of the preparation for this Rail Strategy. In general, it was found that such schemes would not be high priorities for Network Rail / Department for Transport at present. However other events, particularly greater
recognition of sub-regional priorities and changes in funding structures, may allow a more optimistic view in the future. It will be important to find ways to protect the alignments required for such investments as part of the development of the new Local Development Frameworks, although this may need to be by agreement in view of the long term nature of some of these aspirations.
The rail network forms a vital part of the transport infrastructure in the South Yorkshire sub region. The responsibility for the provision of rail services and associated infrastructure is, however, split between a large number of different organisations. This Rail Strategy is produced by South Yorkshire Passenger Transport Executive (SYPTE), on behalf of South Yorkshire Passenger Transport Authority (SYSYPTA) and supersedes the former SYSYPTA development strategy document for Network South Yorkshire, ‘Target 2020’. It supports the South Yorkshire Spatial Strategy and will provide a basis for developing LTP2. Whilst focusing on rail it must be seen in the wider context of South Yorkshire’s commitment to a fully integrated transport network. The purpose of this Strategy is to bring together much of the work that has been done regarding developing and enhancing the existing rail network to form a coherent and achievable plan. The Strategy aims to take a realistic and pragmatic approach to the development of the South Yorkshire rail network, particularly over the short term to ensure that the plan remains focused and, more importantly, deliverable in reality.

This pragmatic approach is necessary to reflect the major changes that have taken place within the rail industry since the production of the Target 2020 rail strategy, and the implications of these changes on the continued development and growth of the South Yorkshire rail network.

The Strategy therefore sets out the plan for the future development of the rail network in South Yorkshire over a 20 year period on a two phase approach, identifying:

- A short term phase, focusing primarily on improving the quality and performance of existing infrastructure and services and maximising their efficient and effective use, together with targeted investment, such as a fast Leeds – Barnsley – Sheffield service, where this will be effective and can realistically be achieved;

- A longer-term programme of prioritised investments which, over a period of 10 –15 years, could radically transform the network such that a high quality, high frequency service linking the main centres becomes a realistic possibility by 2020.

In order for the projects outlined in the Strategy to be delivered, it is the intention to lead the necessary initiatives both to secure the funding needed to finance the Strategy in the long term and to supplement the funds already identified for the immediate short term projects.
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South Yorkshire Vision

South Yorkshire has developed a vision that has informed the development of the Objective 1 programme and the programmes of major agencies, "to build a balanced, diverse and sustainable high growth economy, recognised as a growing European centre for high technology manufacturing and knowledge based services, and offering opportunities for the whole community."

Achievement of this vision will require transformational change over the longer term. To facilitate this, the South Yorkshire Authorities have agreed the key principles of a sub-regional spatial strategy, with development and growth of the main urban centres as its primary focus. This Strategy will form the basis of spatial policy in South Yorkshire for 2006 –2016 and contribute to the development of the new Regional Spatial Strategy. It will provide economic direction and shape future policy in areas such as housing, transport, environment and education.

Also, as the OPDM report ‘Making It Happen: The Northern Way’ published in February 2004, suggests, there is the need to quicken the pace of change and spread the growth beyond the core cities and into the wider regional economy. If ‘The Northern Way’ is successful in influencing the 2006 spending review or other decisions, there may be more funding available for rail in South Yorkshire.

In support of the vision, each of the four Districts is now developing complementary roles:

**Sheffield** – a modernised and enhanced role as an innovative producer city. Its role as a core city will bring wider benefits to the sub-region as a whole.

**Barnsley** - a ‘21st Century Market Town’, exploiting its location between Leeds and Sheffield, Greater Manchester and the Humber.

**Doncaster** - the second largest urban centre with a vision based upon becoming a ‘regional city’, fully exploiting its strategic rail, road and (when Robin Hood Doncaster Sheffield Airport opens) air connections.

**Rotherham** - a distinctive identity for its urban centre, maximising access and opportunity for everyone in the borough through its town centre and other major locations.

Development will also continue within the three Strategic Economic Zones (SEZs) facilitated by the Objective 1 Programme, with strong linkages being
established between the M1 and M18 corridors and the adjacent urban centres and further development of the role of the Dearne Valley. One of the biggest single opportunities, provided by the development of an international airport at Finningley, lies on the edge of the sub-region, posing a challenge to maximise and roll out its benefits.

Radical improvement to the transport infrastructure has been identified as one of the key issues for the spatial strategy, with a need for a renewed and concerted effort to improve transport connectivity both within South Yorkshire and externally. The need for such a transformation has already been articulated in a Transport Manifesto, endorsed by a broad range of interests through the South Yorkshire Forum sub-regional partnership. This sets out a vision for a high quality, integrated transport system, with a 20-year investment programme:

The following Vision and Core Principles are taken from the sub-regional spatial strategy:

**Vision for Transport**

To develop the new international airport at Finningley as a major international airport for a full range of passenger and freight services serving South Yorkshire, the wider region and neighbouring regions.

To better connect the four main urban centres and the international airport to each other, to Leeds, and to the national transport network: via excellent rail links carrying fast and frequent express services through a mixture of route improvements and route reinstatement and; via excellent road access to the national motorway network through strategic local road improvements including improvements to junctions and the construction of a new junction serving the Finningley area.

To provide a high quality public transport system across the sub-region and, so, to enable attractive alternatives to travel by private car wherever and whenever possible, to improve the competitiveness of the overall South Yorkshire spatial mix and to link key settlements that will otherwise decline into uncompetitiveness and unsustainability.

**CORE PRINCIPLES**

- The primary role of the heavy rail network is to improve South Yorkshire’s connectivity to the main economic centres outside the sub-region. Connecting South Yorkshire’s main centres with each other is part of this primary role;

- Where heavy rail does connect smaller settlements within the sub-region this should be secondary to its primary role as described above;

- Light rail generally offers the most environmentally attractive and user-friendly option within densely urbanised areas and linking other settlements to them;

- Buses (including variants such as guided bus routes) will remain the most heavily used mode of public transport and the network has great scope for improved attractiveness, efficiency and overall utility;
- Viable transport options are central to the sustainability of outlying settlements;

- It is essential to the economic health and growth potential of the Yorkshire and Humberside Region that the transport connectivity between South Yorkshire and Leeds and Environs is appropriate for a globally competitive region;

- Transformational growth inevitably creates increased road traffic. Improvement in the sub-region’s motorway and primary route network is essential to the improved movement of materials and people within South Yorkshire and between it and other regions;

- This vision for South Yorkshire highlights the importance of addressing these strategic transport issues, with the potential for rail and public transport in general to play a significant role. As a result of this, a number of priorities both for the short and longer term development of the rail network have been identified as part of this Rail Strategy;
Defining the Rail Strategy

Introduction

South Yorkshire’s Rail Network does not operate in a vacuum. The Spatial Strategy recognises the dependence of rail on the performance and attractiveness of other means of transport as well as the wider social, economic and environmental context. Achieving improved performance and securing investment depends on the National and Regional Policy Context and in particular the funding and structural context within which the rail industry works. In July 2004 the Government published its review of the railways, The Future of Rail.

Ultimately, the Railway depends on passengers and identifying the needs of existing and potential passengers is a key aspect of effective service delivery. An essential element of the Rail Strategy is therefore bringing together these often conflicting aspects to form a focused and deliverable strategy.

South Yorkshire’s Priorities

Improving External Connectivity

The following text is taken from the sub-regional spatial strategy:

Road: South Yorkshire is served by a motorway and main road network, parts of which are operating at close to capacity levels. In some places, targeted, junction-focused improvements and new road links to key development sites will improve the quality of journey and the positive economic contribution to South Yorkshire of the road transport network.

There is relatively good north-south access by road via the M1 and A1 and East via the M18. However, the system is heavily used and South Yorkshire welcomes plans to widen the M1 northwards to Leeds. A primary additional road concern is to improve ease of access to and from key motorway junctions where poor access is leading to knock-on congestion hot spots and limiting economic development potential. Included in this category of spatial investment is direct access to the M18 for Finningley.

Access towards Manchester and the Northwest region via road is not good and needs increased capacity. The Snake and Woodhead Pass routes are saturated or nearly so. The main bottleneck lies at the
Manchester end of these routes where they come together east of the M60, but the routes are environmentally constrained along their whole length. The M1/M62 is a longer route and is becoming saturated as well.

**Rail:** In general, rail capacity is constrained because local and long distance rail travellers are sharing the same lines. This limits the capacity of train operators to improve long distance services. There needs to be increased investment in rail capacity. Also, while Sheffield and Doncaster enjoy direct access to the national rail network, other parts of South Yorkshire, including Barnsley and Rotherham, are poorly connected due to capacity and other operational constraints.

South Yorkshire as a whole has potentially good connectivity to the capital via the East Coast Main Line through Doncaster and less good access via the Midland Main Line through Sheffield. Access to the north is potentially very good along the East Coast Main Line. However, connections on the Midland Main Line north from Sheffield to Leeds are constrained by the track bottleneck outside Sheffield station and slow-running local services. In addition, there is no direct heavy rail connection between Doncaster and Barnsley. All of these rail network weaknesses need addressing to help drive forward the economic transformation of South Yorkshire and the wider region.

The poor quality of rail connection between Sheffield and Leeds is unacceptable for the two main cities in a competitive region and a major obstacle to development of South Yorkshire and Yorkshire as a whole. The creation of a genuine express service between the two via Barnsley and Wakefield will enhance the economic attractiveness of the region as a whole and of Barnsley as a residential and market town at the crossroads between West and South Yorkshire. This positive effect will be magnified by the reinstatement of the Doncaster-Barnsley heavy rail route.

Rail access is good between South Yorkshire and the West Midlands, but less so along the line between Manchester and the east coast, which is operating at close to full capacity. Improvements in the frequency and speed of express services between South Yorkshire and Manchester are required. In order for the maximum benefits to be gained from the international airport at Finningley there need to be improvements in the line connecting the airport and Doncaster Station, in particular, junction improvements and electrification.
Short term priority - Developing the case for more significant strategic investment in the longer term

SYSYPTA/E will work closely with relevant partners and stakeholders, including the four South Yorkshire Local Transport Plan partners, and the Regional Assembly and Development Agency, to build a case and lobby relevant Government departments/other organisations for more significant strategic investment in the long term. Concerted effort will also be made to ensure that development plans and strategies currently being prepared (Local Development Frameworks, Regional Spatial Strategy and the South Yorkshire Spatial Strategy etc.) reflect, support and encourage the future delivery of the proposals and aspirations set out in this Rail Strategy.

Short term priority - Ensuring the implementation of a regular fast Sheffield / Barnsley/Leeds service

Midland Mainline has not been held to their franchise commitment to deliver a London to Leeds service since December 2004. The SRA agreed to review the implementation date in the light of other operational constraints. Earlier in 2004 SYSYPTA agreed a strategy to deliver a regular fast Sheffield to Leeds service via Barnsley from December 2004. Agreement was reached with the SRA on the basis of delivery and the service has now been operating since December 2004, and will operate for a three-year period.

In the feasibility work carried out in 2003 SYPTE identified the possibility of two fast services per hour. However, the Midland Main Line RUS only acknowledge an hourly service. The RUS also identified the importance of serving areas south of Sheffield including Nottingham. SYPTE will continue to pursue what other service improvements are feasible without major infrastructure investment.

Air: The sub-region is disadvantaged by not having its own indigenous accessible long runway airport. Air journeys currently require travel from South Yorkshire to airports elsewhere, most importantly, Manchester.

While South Yorkshire will continue to look to Manchester as the north’s main air terminal, air connectivity will be improved with the opening of the international airport at Finningley on a major brownfield site on the edge of Doncaster’s urban fringe. The international airport at Finningley will significantly improve european and inter-continental accessibility for South Yorkshire and for other regions in the east midlands and north through a wide range of air services including provision for air freight haulage.

Finningley is well located for access from outside the sub-region and from within South Yorkshire. However, there needs to be new and improved road and rail links to the airport. A preferred route for a link road from the M18 has been identified and will be a high priority in view of its potential to enhance the economic benefits of the airport for the sub-region and adjacent regions.
South Yorkshire is committed to fully exploiting the potential of Finningley as the main air gateway to the region by ensuring that excellent connections to and from the airport fully support the overall facility by making it easy to get to.

Inter-urban Connectivity

South Yorkshire’s spatial vision depends on excellent integrated transport links between its four main urban areas, and between them and the new international airport at Finningley. This involves heavy rail, road and high capacity rapid public transport.

Current heavy rail links between Barnsley and Sheffield, and between Sheffield-Rotherham-Doncaster require improvement, while the link between Barnsley and Doncaster needs to be reinstated. On the road, bottlenecks at Hickleton and Marr on the A635 link between Barnsley and the A1/Doncaster need to be addressed to improve the accessibility of Barnsley and the Dearne Valley to Doncaster and Finningley. The proposed light rail link between Sheffield, Rotherham town centre and Parkgate will assist in the regeneration of Rotherham centre and improve links to Sheffield.

Air traffic forecasts prepared for the airport at Finningley predict that it could handle one million passengers in 2004; rising to 2.3 million by 2014. A new road link to the M18 will be required in the medium term to enable the airport to fulfil its potential as usage rapidly expands beyond that number. It will also become necessary to connect the airport directly to the East Coast Main Line as the airport grows in regional importance. Amino expects that the predicted 2.3 million passengers will be passing through the airport as early as 2008 and that passenger numbers will continue to rise, making essential improved road and rail links plus major public transport improvements between the airport and Doncaster town centre and beyond.

The potential for Finningley to improve the international connectivity for the north generally also needs to be recognised and exploited. Good heavy rail connections from Doncaster to the North East, East Midlands and West Yorkshire mean that a mainline connection to Finningley within the lifetime of this spatial strategy could transform air connectivity and choice across the north, and contribute to northern competitiveness overall in the context of ‘The Northern Way’

Improved connectivity is also important to areas such as Bassetlaw and Chesterfield. The potential to work closely with neighbouring authorities and train operators on a strategic level on issue of common interest for mutual gain is substantial. Issues such as cross-boundary fare differentials should be addressed for the successful functioning of the City Regions.
Medium/long term priority - Access to Doncaster from Barnsley and the Dearne Valley

The potential benefits of a direct link between Barnsley and Doncaster by investment in new track at Swinton and the Dearne Valley have been evaluated. This could facilitate a direct service between Barnsley and Doncaster and the possible diversion of the existing Barnsley to Sheffield services via Swinton and Rotherham.

The investigative work undertaken has identified a number of significant issues in terms of deliverability and affordability that would need to be addressed in order to deliver a heavy rail connection between Barnsley and Doncaster, including:

- substantial capital costs (£100m+) and on-going revenue cost;
- engineering barriers associated with crossing the Dearne line at Swinton;
- difficulties associated with access into and out of Doncaster Station and capacity within the station itself.

These issues carry a high level of risk and at present there is no certainty over delivery methods, particularly in the current financial regime. However, whilst the investigative work identified these issues that require resolution, this does not suggest that these barriers to delivering a rail link are insurmountable. The establishment of this strategic link is therefore identified as a long term aspiration for the future development of Network South Yorkshire.

Medium/long term priority - Access to Robin Hood Doncaster Sheffield Airport

As part of the development of the Robin Hood Doncaster Sheffield Airport at Finningley, the developer is proposing to deliver a rail station on the adjacent Doncaster to Lincoln line, which has a limited service operated by Central Trains. However, the proposals for the airport also allow for a rail spur into the site, which would deliver rail access directly into the terminal area of the airport. Whilst it is recognised that in financial terms it would take some time for demand to build up to justify a service into the airport site, it is important to ensure that provision is made for such investment in the future. The capacity issues at Doncaster Station referred to above would need to be overcome if through services to the airport are to be established.

Short term priority – Shuttle Train Access to Robin Hood Doncaster Sheffield Airport

SYPTE will continue to progress discussions and investigations with Serco-Ned Railways and other train operators regarding the cost and feasibility of delivering a shuttle service between Doncaster and Finningley.
Internal Accessibility for all South Yorkshire

The following text is taken from the Spatial Strategy document:
The South Yorkshire spatial vision for internal accessibility is of sustainable transport links connecting settlements to jobs, services and leisure opportunities. South Yorkshire is growing progressively more integrated, both within the sub-region and between South Yorkshire and adjacent sub-regions, as residents travel progressively greater distances between home and work, and between home and leisure/shopping/personal business activities.

The willingness of residents to undertake longer journeys potentially enables much greater flexibility in settlement planning, but also could limit the effectiveness of South Yorkshire’s commitment to “location and land use policies, which discourage the dispersal of land uses in favour of more concentrated, mixed use of land to reduce the demand for travel.” [Local Transport Plan (Para 4.4.10)].

South Yorkshire seeks therefore to develop transport infrastructure and services that minimise congestion by more closely connecting economically and socially its inherited collection of dispersed settlements on the basis of a robust assessment of settlement sustainability. It is important that such links are used to link such communities with job opportunities and improve transport choice.

Within South Yorkshire there are a number of significant former steel and coal mining settlements which suffer from poor connectivity with the main population and employment centres of South Yorkshire, and with the main transport routes. These and other South Yorkshire neighbourhoods lacking closely adjacent rail commuting options require the highest possible quality of bus links with transport interchanges and the urban centres.

There is scope for considerable improvement to local rail services, where a strong case can be made for investment, taking account of the strategic role of the rail network, through:

- Improving the reliability and performance of the existing network;
- Improving service performance through investment in rolling stock, signalling and passenger facilities;
- Targeted development of the network through new and improved services, opening up access to communities;
- Targeted development of the network to ensure major new economic development areas are connected to the rail network.
The Supertram provides a high quality, reliable service along three corridors with high levels of customer satisfaction and increasing patronage. Cost-effective extensions to this system to Rotherham or new light rail links elsewhere would provide high quality, high capacity links supporting the Spatial Strategy improving social inclusion, regeneration and checking reliance on the private car.

High quality bus links with appropriate priority over other traffic will also play a significant role in providing the public transport connectivity required. Use of the overall public transport network will be supported by readily accessible information, making increasing use of information technology and passenger facilities and ticketing systems that facilitate easy interchange between routes and travel modes.

Short term priority - Improving the standards of facilities/services provision at local rail stations

For details of actions to improve services and facilities see Chapter 6.

Medium/Long term priority - Promotion of the Huddersfield to Barnsley via Penistone line possibly as a Community Rail Partnership project

Work has been undertaken exploring the opportunities for improving the frequency and reliability of services between Dodworth and Barnsley. Preliminary work has examined how the Huddersfield to Barnsley service operates and how improved frequency services between Penistone and Barnsley could be achieved. This work has concluded that the Huddersfield to Barnsley via Penistone line could be promoted as a Community Rail Partnership project. This will allow further exploration of the opportunities to relax some of the standards on this line whilst also potentially facilitating enhancement of the service.
Medium/long term priority - Links from Stocksbridge and Oughtibridge to Sheffield

Links from Stocksbridge and Oughtibridge to Sheffield have also been identified as a priority for further investigation with a view to future investment. There has been much discussion in recent years about the future of the existing Stocksbridge to Sheffield line. These range from forming part of the TransPennine network by re-opening links through Woodhead, through local rail services to conversions to light rail or guided bus. The track offers an important alignment in this busy corridor into Sheffield and must have long term potential as part of a high quality, integrated transport network in Sheffield.

Work has been undertaken to investigate a range of options for this line, including the opportunity to link the Sheffield to Stocksbridge line to the Worksop line to provide direct links between north Sheffield and Waverley. The conclusions of this work suggest that the delivery of heavy rail services in the short/medium term are not viable on this corridor due to a significant number of issues requiring resolution:

- high construction and service operating costs;
- operational and capacity issues beyond Sheffield;
- low density demand close to the railway alignment.

However, the investigative work does conclude that in the longer term, a light rail solution may be appropriate, either in the form of a Supertram extension or a diesel based light rail option. The Stocksbridge to Sheffield rail alignment is protected through its ongoing use for freight trains and the delivery of passenger trains on this corridor remains a long term aspiration.

Policy Context

National Context

The recently published White Paper, ‘The Future of Transport - A Network for 2030’ sets out a number of objectives and performance indicators related to public transport:

- Improve punctuality and reliability of rail services to at least 85% by 2006, with further improvements by 2008;
- By 2010, increase the use of public transport (bus and light rail) by more than 12% in England compared with 2000 levels, with growth in every region;
- Improve cost effectiveness through sound financial management, robust cost control, and clear appraisal of transport investment choices across different modes and locations.

In addition to the Transport White Paper, the Government has also recently published a further White Paper, ‘The Future of Rail’. This sets out the conclusions of the Department of Transport’s review of the rail industry. The review identified structural and organisational changes that are required to enable the rail industry to deliver for its customers, as well
as examining the regulation of safety and progress within the industry in improving performance and controlling costs. As a result of this review the Government’s key priorities for the rail industry are to control its costs, and to improve its performance for passengers and freight users.

The White Paper outlines a new structure for the railways, building on the principles of public and private partnership and identifies six key changes:

- The Government will take charge of setting the strategy for the railways;
- Network Rail will be given clear responsibility for operating the network and for its performance;
- Track and train companies will work more closely;
- There will be more local decision making in England;
- The Office of Rail Regulation will cover safety, performance and cost;
- A better deal for freight will enable the industry and its customers to invest for the long term.

The new structure will allow decisions on the provision of rail services to be taken at a more local level where appropriate. In England, the Government will reform the funding arrangements for PTEs so that SYPTE has an enhanced role, increased accountability and flexibility in relation to the provision of local rail services and associated costs.

The longer term detailed funding for rail is unlikely to become clear until spring 2005.

**Short term priority – Ensuring structures and funding assist delivery of the South Yorkshire Rail Strategy**

SYPTE will continue to work with and lobby the various bodies involved in the rail industry including the DfT/SRA/Network Rail on the detail of the Rail White Paper and informing future legislative prices to ensure that SYSTPA is able to fund and deliver this strategy.

**Regional Context**

Regional Planning Guidance/Regional Transport Strategy

Regional Planning Guidance for Yorkshire and the Humber (RPG12) was published in October 2001, providing a broad regional development spatial framework to 2016 for local authority land use plans (Local Development Frameworks), Local Transport Plans and other related strategies and programmes. The Regional Transport Strategy (RTS),
which forms part of Regional Planning Guidance for Yorkshire and the Humber (RPG 12), sets out primary objectives within the transport system to:

- Integrate the operation of different transport modes;
- Make efficient use of transport resources;
- Promote safety;
- Assist in the achievement of the Government’s local air quality targets;
- Be affordable and achievable in practical terms.

The regional transport priorities identified in RPG reflect the proposed improvements outlined in the route utilisation strategies and other improvements committed through the franchise replacement process. The document also identifies other transport investment priorities that can be a focus for action for delivery and groups them in order of priority importance:

- More frequent and faster services to the north of Sheffield to Leeds, Rotherham and Barnsley. Capacity improvements at key junctions and stations (Priority 1);
- Major city centre station improvement/public transport interchange (Priority 1);
- Package of strategic rail improvements to improve rail capacity and journey quality on routes accessing main urban centres, regeneration areas and employment locations (Priority 2);
- Package of region wide express rail/bus services, providing frequent high quality and fast links between regional centres (Priority 2);

Local Transport Plan

The need to have a transport strategy which was integrated into the wider vision for South Yorkshire and the Region was fully recognised in the development of the current South Yorkshire LTP, which has objectives to:

- Improve and protect the environment;
- Improve transport to areas of poor accessibility and job creation as an integral part of regeneration;
- Provide genuine choice of travel mode;
- Meet the needs of socially and physically disadvantaged people;
- Reduce the need to travel while improving the efficiency of the transport system and sustaining a vibrant economy;
- Improve safety and security for all travellers;
- Ensure the safe and efficient movement of goods and people.

The Local Transport Plan includes a number of local targets and performance indicators to monitor improvements on the South Yorkshire rail network. The table below summarises these targets, performance indicators, and progress made against the LTP targets for the South Yorkshire rail network in 2003/04.

<table>
<thead>
<tr>
<th>Local performance indicators</th>
<th>Source of data</th>
<th>Local targets or outcomes for 2005/06</th>
<th>Baseline data</th>
<th>Progress made in 2003/04 against local outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of rail journeys</td>
<td>Arriva Franchise Data</td>
<td>To increase the number of rail passenger journeys from baseline of 4.06 million to 5.4 million per year</td>
<td>4.06 million rail passenger journeys per year (2000/01)</td>
<td>4.86 million rail passenger journeys</td>
</tr>
<tr>
<td>Passenger satisfaction with rail services</td>
<td>Best Value User Satisfaction Research</td>
<td>To increase the number of users fairly/very satisfied with local rail services from baseline of 37.3% to 75%.</td>
<td>37.3% of those surveyed fairly / very satisfied (2000/01 figure)</td>
<td>74% of rail users surveyed were fairly/very satisfied with local rail services</td>
</tr>
<tr>
<td>Reliability of rail services</td>
<td>SYPTTE Fares O/D Surveys</td>
<td>To increase the number of local rail services operating from a baseline of 97.5% to not less than 99.5% of local rail services operating</td>
<td>97.5% of local rail services operated (2001/02)</td>
<td>98.9% of local rail services operated</td>
</tr>
<tr>
<td>Punctuality of rail services</td>
<td>SYPTTE Fares O/D Surveys</td>
<td>To increase the number of local rail services operating to time from a baseline of 82% to 95% (Northern target is 91%)</td>
<td>82% of local rail services operating to time (2000/01 figure)</td>
<td>86.5% of local rail services operating to time</td>
</tr>
</tbody>
</table>

Notes: 2003/04 Passenger Satisfaction Ratings taken from the National Passenger Survey Autumn 2003. These are not directly comparable with the baseline figures taken from the Best Value User Satisfaction Survey. SYPTTE Fares surveys are used in the LTP, rather than franchise data, to make it possible to directly compare train with other modes.
This shows that some progress is being made against the local targets and performance indicators, particularly in relation to passenger satisfaction. However, progress against targets to increase the number of rail passenger journeys per annum, the number of rail services operating, and particularly rail services operating to time is more limited.

**Passenger Requirements**

Appendix 1 looks at passenger priorities and their satisfaction with different aspects of the local rail service. Satisfaction levels vary considerably and demonstrate requirements for improvement in a number of areas. Within the context of the overall rail journey, punctuality and reliability are key issues requiring improvement, in addition to the upkeep and repair of the trains. Passenger satisfaction ratings with the environment in which to catch the train, suggests that improvements to stations are required to ensure that stations are considered an appropriate environment for passengers using the rail network.

In relation to the passenger satisfaction ratings for the actual stations, the level of satisfaction with the facilities and services provided at the station does suggest that passengers would welcome further facilities investment in the local stations. The passenger satisfaction ratings also suggest that passengers would welcome improved public transport connections (other than trains) from the station.

Passenger satisfaction in relation to the actual train journey suggests that improvement needs to be made in how delays are dealt with; this may simply be a case of improved information/communication with passengers when things do go wrong. Finally, passengers expressed low satisfaction ratings with respect to the rolling stock, particularly in relation to the toilet facilities, suggesting once again, that improvements to the rolling stock must remain a future investment priority.
South Yorkshire has a relatively extensive internal rail network – Network South Yorkshire (NSY). The following table summarises the 4 broad routes across South Yorkshire.

<table>
<thead>
<tr>
<th>Route Code</th>
<th>Service(s)</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>SY1</td>
<td>Sheffield – Doncaster – Hull</td>
<td>1 train per hour</td>
</tr>
<tr>
<td></td>
<td>Sheffield – Doncaster – Cleethorpes/Scunthorpe</td>
<td>1 train per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 train per hour Cleethorpes/2 trains per hour Scunthorpe</td>
</tr>
<tr>
<td>SY2</td>
<td>Sheffield – Moorthorpe – Leeds</td>
<td>1 train per hour</td>
</tr>
<tr>
<td></td>
<td>Doncaster – Moorthorpe – Leeds</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>SY3</td>
<td>Sheffield – Barnsley – Huddersfield</td>
<td>1 train per hour</td>
</tr>
<tr>
<td></td>
<td>Sheffield – Barnsley – Leeds (slow)</td>
<td>1 train per hour</td>
</tr>
<tr>
<td>SY4</td>
<td>Sheffield – Worksop – Retford – Lincoln</td>
<td>1 train per hour</td>
</tr>
</tbody>
</table>

However, in addition to its use for local journeys, the South Yorkshire rail network serves as a link to the national rail network, with as many as half of the number of journeys taken, having an origin, destination, or both, outside the county.
Furthermore, the local network is shared with long distance and freight services, which compete with local passenger services for limited path availability and can cause conflicts. The last few years have seen these services grow with very little accompanying investment in track and platform capacity to accommodate further expansion in local services. Any change to conditions on the local network will therefore have knock-on effects elsewhere. The diagram on the following page shows Network South Yorkshire in relation to the national rail network.

Appendix 2 provides a summary of the current franchises affecting South Yorkshire, including details of the Train Operating Company, franchise commitments and timescales for renewal.
Rolling Stock and Capacity Issues

The following table sets out the current refurbishment status and average capacities of the rolling stock used on the Network South Yorkshire services.

<table>
<thead>
<tr>
<th>Train type</th>
<th>Capacity (average)</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>142</td>
<td>115</td>
<td>All new seats within last 5 years</td>
</tr>
<tr>
<td>144</td>
<td>97, 155</td>
<td>13 x 2 car – all refurbished  10 x 3 car – 6 refurbished, 1 in progress, 3 pending</td>
</tr>
<tr>
<td>150</td>
<td>134</td>
<td>2 car – no recent refurbishment</td>
</tr>
<tr>
<td>153</td>
<td>75, 135</td>
<td>1 car – new seats in the last 5 years</td>
</tr>
<tr>
<td>155</td>
<td>135</td>
<td>No recent refurbishment</td>
</tr>
<tr>
<td>156</td>
<td>146</td>
<td>28 x 2 car – all new seats in the last 5 years</td>
</tr>
</tbody>
</table>

Most of the above train types are diesel 2 car units built in the mid-1980s with a design and operational speed of 75 miles per hour. The majority of these trains are bus style units (looks like a bus on train wheels) although interiors have been upgraded (as indicated above) from the original bus style seats with some of the units now having high backed train seats.

Class 142 unit, typical of the rolling stock currently used on the Northern franchise
The limited refurbishment of the old rolling stock operating on Network South Yorkshire is characteristic of the current service operation and is reflected in customer satisfaction ratings of the local rail services. However, the comfort of passengers is affected by service capacity as well as standard of the carriage.

In summer 2000, as part of the South and West Yorkshire Multi Modal Study (SWYMMS), a peak hour rail capacity analysis, supported by further analysis of SYPTe network in 2003, suggested that capacity problems exist on particular routes, including:

- SY2 - Sheffield to Leeds via Moorthorpe, weekdays pm peak;
- SY3 - Sheffield to Huddersfield via Barnsley, weekdays pm peak;
- SY4 - Sheffield to Worksop, weekdays am and pm peaks.

The capacity of the network, and the individual routes identified as having capacity problems, is significantly affected by the type of train employed on any particular journey. The above ‘refurbishment status and capacity of rolling stock’ table demonstrates that this can vary significantly between unit type. On most routes, assorted train types are employed at differing times throughout the day, therefore train under-capacity could simply be a function of a smaller unit being employed on a particular journey.

SYPTe are currently working with Train Operating Companies to overcome capacity constraints where capacity has been reached and patronage can only be improved through better scheduling of trains i.e. so that larger units arrive in the peak hours. Analysis shows that the problems mostly occur when the smaller capacity trains are used, and particularly on the Sheffield to Huddersfield line.

**Short term priority - Securing investment to improve the standard and capacity of rolling stock**

SYPTe will continue to work with and influence the DfT/SRA throughout the franchising process and beyond to ensure that where opportunities arise for investment in improving the standard and capacity of rolling stock, these are exploited and future improvements secured.
Performance of the South Yorkshire Network

Patronage
Despite the characteristics of the local network and the problems that have faced the rail industry over the past few years, during the late 1980’s and early 1990’s passenger journeys on the SYPTE-supported local rail network increased from 2 million to 4.86 million passenger journeys taking place in 2003/2004.

This increase in patronage levels in the early 1990s was at least partially the result of improvements financed by SYPTE (with assistance from the European Regional Development Fund) including construction of new stations, enhancement of old stations, improved car parking, security and information systems. It also included some track upgrading to allow more frequent rail services. In support of this, SYPTE undertook intensive promotional and marketing efforts to encourage the use of rail.

Currently, thirteen pairs of stations (detailed in the table below) account for 42% of local rail revenue and 36% of patronage. The most important of these from the perspective of revenue are Sheffield - Barnsley and Sheffield - Worksop, each accounting for 6% of the total revenue and 4% of the total journeys. Meadowhall is a particularly important attractor for Barnsley, this flow representing the largest annual passenger flow on the local network.
On average there are three trains per hour between these station pairs, compared to the local network average of approximately two. Also, the great majority of these flows are on direct rail services requiring no connections (across the local rail network an average of one change is required to complete rail journeys).

<table>
<thead>
<tr>
<th>Station pairs</th>
<th>Revenue (Cumulative %)</th>
<th>Journeys (Cumulative %)</th>
<th>Journey Times on Local Rail Network*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fastest</td>
<td>Average</td>
<td>Slowest</td>
</tr>
<tr>
<td>Sheffield, Barnsley</td>
<td>6%</td>
<td>4%</td>
<td>0:26</td>
</tr>
<tr>
<td>Sheffield, Worksop</td>
<td>12%</td>
<td>8%</td>
<td>0:20</td>
</tr>
<tr>
<td>Meadowhall, Barnsley</td>
<td>17%</td>
<td>13%</td>
<td>0:20</td>
</tr>
<tr>
<td>Sheffield, Swinton</td>
<td>20%</td>
<td>18%</td>
<td>0:15</td>
</tr>
<tr>
<td>Sheffield, Huddersfield</td>
<td>23%</td>
<td>19%</td>
<td>1:14</td>
</tr>
<tr>
<td>Sheffield, Rotherham Central</td>
<td>26%</td>
<td>21%</td>
<td>0:11</td>
</tr>
<tr>
<td>Doncaster, South Elmsall</td>
<td>29%</td>
<td>24%</td>
<td>0:13</td>
</tr>
<tr>
<td>Sheffield, Leeds</td>
<td>31%</td>
<td>25%</td>
<td>0:52</td>
</tr>
<tr>
<td>Doncaster, Leeds</td>
<td>33%</td>
<td>26%</td>
<td>0:47</td>
</tr>
<tr>
<td>Doncaster, Thorne</td>
<td>35%</td>
<td>30%</td>
<td>0:15</td>
</tr>
<tr>
<td>Sheffield, Doncaster</td>
<td>38%</td>
<td>31%</td>
<td>0:25</td>
</tr>
<tr>
<td>Sheffield, Meadowhall</td>
<td>40%</td>
<td>33%</td>
<td>0:5</td>
</tr>
<tr>
<td>Doncaster, Mexborough</td>
<td>42%</td>
<td>36%</td>
<td>0:10</td>
</tr>
<tr>
<td>Others &lt; 50,000 journeys pa</td>
<td>58%</td>
<td>64%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

Source: CAPRI database 2002/03.
Notes: Flows are bi-directional, where station to station revenues equate to less than £25 over a single financial period, data is not included.
Journey times exclude intercity/cross country services and are based on journey times on Network South Yorkshire services.
Punctuality and Reliability

The graph below shows rail reliability trends on the South Yorkshire rail network over the past five years, taken from Arriva Trains franchise data. This shows that reliability dropped in 2000/2001, reaching a low point (below 90%) in the middle of 2001. This has since started to rise again with reliability gradually improving.

Rail Reliability: April 1999 to March 2004

The following graph provides information on rail punctuality across the South Yorkshire network. The rail industry (franchise performance) data is based on the time the train arrives at the final destination. Again, reliability fell in 2000/01, but improved thereafter. October to November consistently show the worst punctuality performance.
Rail Punctuality: April 1999 to March 2004

% compliance

1999/00 2000/01 2001/02 2002/03 2003/04

Financial Years (April - March)

Source: Franchise Data

Short term priority - Working with the franchisee for the Northern Franchise to improve punctuality and reliability of local services

SYPTPE will continue to work in partnership and deliver improved working relationships with the franchisee for the new Northern Franchise in order to deliver improvements to the punctuality and reliability of the local rail network. The Northern Franchise itself will contain greater incentives than the existing ATN Franchise.

Network Constraints

Section 4 has identified a number of constraints on the local rail network that have a significant impact on the reliability of the current network services but also act as a major barrier to improving and increasing services on the local network without significant investment to address these constraints. The key network constraints are outlined in more detail below.
Rotherham Central

The single track Holmes Curve connects Rotherham Central to the Midland Mainline and operates at close to capacity with 3 trains per hour in each direction. This alignment is a major constraint for reliable timetable planning, and any delays to services using Holmes Chord can also affect trains using the MML. The alignment of Holmes Curve is relatively constrained, resulting in slow running speeds affecting reliability and creating poor ride quality. A further constraint on this part of the network is the length of platforms at Rotherham Central, which can accommodate four-car rolling stock, but aren’t long enough to enable longer trains to serve this station.

Medium/long term priority - Access to and from Rotherham

Development of an enhanced role for Rotherham Station has been identified as an important project in the Urban Renaissance agenda for Rotherham town centre. The South Yorkshire Strategic Rail Study investigated the case for the re-instatement of Blackburn Curve, which would allow inter-urban services to be routed to the station. This investment is supported as a medium/long term aspiration. Its capital cost is of the order of £10m.

Short term priority – Rotherham Central Station improvements

SYPTE will investigate funding opportunities and establish a business case for the future delivery of station improvements including platform length extensions at Rotherham Central. These short term station improvements will facilitate the future use of the station for inter-urban services.

Dore Junction

The current layout between Dore South and Dore West Junctions only permits short freight trains to be held on the connection between the MML and the Hope Valley Line as longer trains would block either route if held at any signals. This has a negative impact on capacity and operational flexibility.

Further constraints are the twin track alignment between Dore and Sheffield which is close to capacity following the implementation of the new Virgin Cross Country timetable, and the single track connection from Dore Station Junction to Dore West Junction. The single platform is also located between these junctions. Timetabling of services, including dwell time via the single track section restricts capacity on adjacent parts of the network.
Short term priority - Lobbying to ensure that investment to improve capacity at Dore junction already included in the SRA's investment plans is delivered in the short term

Railtrack, as part of their 1999 (and subsequent) Network Management Statements (NMSs) for Great Britain identify the single line between Dore Station and Dore Junction as a key capacity constraint. This line constrains capacity not only for trains through the Hope Valley but also causes a reduction in capacity on the MML between Dore Station Junction and Sheffield. This constraint on the network needs to be removed if forecast future demand is to be met and Railtrack previously identified a number of proposals including doubling the single line sections at Dore and remodelling the layout at Sheffield to resolve this issue.

The 2001NMS identified a scheme to deliver operational flexibility at Dore Junction in their forecast expenditure for the period 2001/02 to 2005/06. However, more recent documentation from both Network Rail and the SRA merely states that the necessary infrastructure enhancements at Dore are under investigation (by the SRA and Network Rail) and that extensive discussions have taken place with operators.

SYPTEx, together with local and regional partners and stakeholders, will continue to lobby the SRA to deliver this much-needed capacity improvement at Dore Junction. This capacity improvement has already been identified for investment and a solution is required in the short term.

Sheffield Station

Operations at Sheffield Station are currently constrained by the existing track and platform layouts. A number of these constraints are associated with the layout of the station which has occurred as a result of stabling vehicles overnight and the need to provide access to the light maintenance facility. These arrangements and access points result in an inefficient track layout that causes problems of unreliability and slow approach speeds into the station. In addition, the north facing bay platforms utilise a significant proportion of the platform provision due to lengthy ‘lay-over’ times of certain trains. Consequently, Sheffield Station is not used to full capacity and, there are reliability problems and consequential time penalties.

Medium/long term priority – Addressing Capacity Constraints at Sheffield Station

SYPTEx will investigate opportunities and options, establishing feasibility and costs, to overcome capacity constraints at Sheffield Station in order to establish a business case for the delivery of these improvements. Together with local and regional partners and stakeholders, SYPTEx will lobby the SRA to deliver the necessary improvements required to overcome these constraints.
North of Sheffield

Immediately north of Sheffield station there are only two through tracks as far as Nunnery Main Line Junction. All trains towards Meadowhall and Worksop must use this section, which severely limits the scope for increasing the number of available train paths. The hourly services to/from Worksop cross the MML, further limiting capacity of this section.

Wincobank Junction is one of the most congested locations on the network in South Yorkshire and is affected by:

- The mixture of stopping and non-stopping trains at Meadowhall Station
- The flat junction and conflicting movements of trains from Barnsley and Rotherham converging at Wincobank

The reliability problems are reflected in the timings of services, particularly between Meadowhall and Sheffield.

Medium/long term priority - Addressing capacity constraints north of Sheffield

This is a key constraint that will severely limit the scope to expand service provision unless it is addressed. In particular, it will limit the ability of the rail network to deliver the improvements supported within the Regional Transport Priorities. It will therefore be important to ensure that the importance of this investment is recognised by regional bodies and to engage with the SRA to press for solutions to be included in their future investment plans. Realistic cost estimates do not exist for this scheme; the most recent indications were £200m+.

Doncaster Station

Doncaster is a major node on the national rail network served by a large number of inter-city, regional and local trains. Typically, four inter-city trains per hour pass through Doncaster in each direction for most of the day, and as part of the East Coast Mainline (ECML) upgrade this frequency would increase. There are also several regional and local trains serving Doncaster including Virgin Cross Country and TransPennine services plus regular trains to Leeds and Hull terminating at Doncaster. In addition, a large number of freight trains currently pass through Doncaster Station, although these movements may reduce following implementation of the Freight Primary Routes strategy. As a large number of lines converge at Doncaster, routing trains through the station and the flat junctions at either end can be complex. The ECML Route utilisation strategy has been delayed. Its publication will guide future actions.

Short term priority – Ensure South Yorkshire’s priorities for local and regional services, including serving Finningley, are reflected in future proposals and programmes for the ECML and Doncaster.
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.

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. Research also suggests that there is a direct link between station enhancements and rail patronage growth. Use of the Passenger Demand Forecasting Handbook has enabled us to understand in more detail which station enhancements bring the greatest benefit:

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

Combining these investments into packages can often bring greater benefits.

**Short term priority - Improving the standards of facilities/services provision at local rail stations**

Based on the known passenger needs, and the existing station facilities, the rail stations across the County have been broken down into three categories related to strategic importance and existing patronage levels (excluding mainline stations). Local standards have then been identified, commensurate with importance and use of each station.

Each of the stations that form part of the South Yorkshire rail network have been categorised as bronze, silver or gold standard stations and will therefore benefit from some of the range of station facility improvements identified above.

To deliver these enhancements to existing facilities to bring all stations up to the required standard would cost approximately £1.6 million and would also have some revenue implications. Initial projections suggest that this level of investment in improvements to station facilities would increase the patronage levels of all rail sectors across the local network, including the business, commuter and leisure sectors by around 3%. This represents a significant patronage increase for the indicative level of investment required and implies that a business case could be made for a package of improvements along these lines.
In addition to the above station standards, there is an aspiration as part of the rail strategy 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. However, 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. Nevertheless, some preliminary analysis using sample stations has suggested potential increases in car user demand for rail services of around 4 - 5%. These preliminary projections would require further substantial detailed investigative analysis in order to build a business case. 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. In view of its potential for contributing to the relief of congestion along a busy commuter route, it is intended that the potential for providing significant parking at Dore Station should be investigated as an early priority.

Appendix 3 summarises the current provision of station facilities and patronage levels across South Yorkshire, station standard categorisation and improvements required to achieve this standard. The standards are:

**Bronze Standard Stations** (local stations with annual patronage below 100,000) should have the following facilities to current SRA standards:

- Shelter/canopy;
- Lighting;
- CCTV;
- Public address by rule;
- 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).

**Silver Standard Stations** (local stations with annual patronage between 100,000 and 200,000) should have the following facilities in addition to those provided at Bronze stations:

- Enclosed waiting area;
- Passenger Information Displays / Customer Information Screens;
- Help point.

**Gold Standard Stations** (key sub-regional stations with annual patronage over 200,000) 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).
New Stations

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 climate, a clear business case with the ability to deliver with little revenue costs would be required.

In October 2003 SYSYPTA 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 at £2.0 million plus per station;
- The potential blight implications of promoting an over ambitious number of station proposals.

Accordingly it decided that in the short to medium term the number of potential locations would be limited. Finningley and Waverley were seen as the locations on existing lines which might be high priorities subject to the progress of their associated developments.

Short term priority - Evaluating the case for limited investment in new rail stations and bringing forward the case to secure investment

SYPTA will actively pursue opportunities to secure investment for new stations on the local network, including developer contributions where appropriate, and will seek to build favourable business cases for the development of new stations on the local rail network. SYPTA will also work closely with the South Yorkshire Local Authority partners to ensure that development plan policies support and encourage the further development of the rail network through new station proposals.

Major Interchange Developments

Given the current emphasis on control of costs and improved efficiency and effectiveness, there is a requirement in the short term to improve access to the rail network through other investment programmes and projects. A programme of substantial investment is in place to improve passenger transport interchange and station facilities throughout South Yorkshire and the benefits of this investment must be maximised.

Doncaster Interchange Development

The Doncaster Interchange development, scheduled for completion in 2006, will deliver a high quality, state of the art transport interchange linking rail services to a new bus station and providing improved access to the town centre, via escalators and lifts. The scheme includes a number of features (travel
information centre, help and information points, real time information) that assist in providing a safe, secure and accessible environment for public transport users.

Redevelopment of Barnsley Interchange

The proposed new Transport Interchange, again scheduled for completion in 2006, provides a new bus station on the west side of Barnsley town centre. The scheme also delivers improved customer service facilities for bus and rail users, and increased car parking capacity for rail users. This work is integrated with the overall Masterplan for ‘Remaking Barnsley’.

Sheffield Station Improvements

Work is now progressing to transform and deliver much improved access to Sheffield rail station and the surrounding area. These proposals will build on phase 1 of the station improvements that saw the extension of the new passenger footbridge that provides easy access from the tram to the station and all platforms, new toilet and waiting facilities, and repairs and renewals to the station canopies. A new square will be created outside the station that will form an improved pedestrian link to and from the city centre to all the facilities at the station and areas beyond such as Park Hill. Improved crossings and an enhanced pedestrian route will enable easier pedestrian access to the station from the city centre and the re-developed bus station. In addition, a ‘mini’ bus interchange will be created adjacent to the rail station with covered waiting areas, comprehensive information provision including real time information, and ticket purchasing facilities.

Short term priority - Maximising the benefits of significant investment in the main urban centre stations

Significant investment is in place to improve passenger public transport interchange and station facilities in the main urban centres over the next couple of years. Schemes include:

- Doncaster Interchange development;
- Redevelopment of Barnsley Interchange;
- Redevelopment of Sheffield Interchange and the development of a series of mini interchanges throughout the City Centre;
- Sheffield Station improvements.

To ensure that the benefit of the investment in these facilities is maximised, all schemes are designed to deliver improved integration between bus and rail modes thereby improving opportunities to interchange between different modes of public transport. In addition, the schemes provide improved integration with the town and city centres by providing direct and attractive access routes into the main centres for retail, leisure and business purposes. Some of the schemes such as Doncaster and Barnsley Interchange developments also provide improved opportunities for rail users to park and ride at the station sites, improving access to the rail network for wider catchment areas.
Ticketing

The composition of ticket types used on all rail journeys, including cross-boundary has remained relatively stable with little change over the years, with just over one-half of journeys being at the full fare, concessions being around 25% of sales and period tickets accounting for 20%. Current SYPTÉ season tickets available for use on the rail network include:

- RailMaster, this ticket enables passenger use of the rail network anywhere in South Yorkshire. An approximate annual value of sales of RailMaster tickets is £73,000 per annum;

- TravelMaster, this ticket enables passenger use of the bus, train and tram network anywhere in South Yorkshire. An approximate annual value of sales of Travelmaster tickets is £2.6 million per annum.

Zonal TravelMaster tickets were introduced at the end of May 2004. These tickets enable passengers to use the bus, train or tram networks within their chosen District and City (zonal) areas of Sheffield, Rotherham, Doncaster and Barnsley. This in turn, reduces the cost of travelling for passengers wishing to use different modes or operators but within the same District boundary.

SYPTÉ, together with Metro (West Yorkshire Passenger Transport Executive) and bus, train and tram operators, are currently developing a smart card ticketing scheme (Yorcard) that will enable passengers to store travel values and pre-paid public transport tickets on an electronic card. The scheme will initially deliver the back office system required for the ongoing operation of the scheme, the smartcard tickets themselves and ticket machines for the bus and tram vehicles.

SYPTÉ are also working with the Train Operating Companies to ensure that their ticket machines are also compatible. This interoperability is achieved by adhering to the ITSO (Integrated Transport Smartcard Organisation) standards. Yorcard, in turn will enable passengers to use any mode of public transport anywhere in the country with the same electronic ticket, thereby integrating operator and modal travel. An update of the status of the pilot scheme when it is clear is required.
Short term priority - Improving ticketing and information provision

SYPTÉ will continue to improve and further develop the range of tickets available to public transport users to ensure that rail services can be accessed easily and affordably through appropriate and attractive ticketing options. The Yorcard initiative currently being developed will bring new opportunities to users for much improved modal and operator integration, enabling use of any operator, any mode of public transport. This is a key strand in removing the barrier to delivering integrated public transport.

The Information Strategy produced in 2003, outlines how SYPTÉ intends to develop the full range of public transport information products and services over the coming years, including the development of real time information and other electronic information services. Each of the rail stations identified for facilities and services improvements to meet the bronze, silver and gold station standards include enhancements to information provision, particularly interchange information. This is seen as particularly important to enable passengers to understand how and where they can interchange between different modes of transport. Further information enhancements include station announcements, the installation of telephones and/or help points that enable passengers to contact the Traveline Enquiry Service, and at some of the busier stations, Passenger Information Display Screens and staff available to answer queries.
Implementation Strategy

Short to Medium Term Priorities

As has already been established, in the short to medium term, the emphasis for rail investment will need to be on maintaining and improving reliability and performance, with limited funding opportunities and restricted scope for achieving service improvements. A pragmatic approach will therefore be necessary when devising short and medium term priorities for the development of the local rail network.

In this context, the following issues will be the focus of attention in this period:

Service Improvement

- working with the franchisee for the Northern Franchise to improve punctuality and reliability of local services;
- Evaluate and develop the recently implemented regular fast Sheffield/Barnsley/Leeds service;
- progressing discussions/investigations into opportunities to deliver shuttle train access to Robin Hood Doncaster Sheffield airport;
- securing investment to improve the standard and capacity of rolling stock.

Better Passenger Facilities

- Improving the standards of facilities/services provision at local rail stations;
- Maximising the benefits of significant investment in the main urban centre stations;
- Investigating opportunities to deliver improvements to Rotherham Central Station;
- Evaluating the case for limited investment in new rail stations and bringing forward the case to secure investment if there is a sound business and broader policy case in comparison with the cost;
- Improving ticketing and information provision.

Lobbying and Working With Parties to Secure Strategy Delivery

- Ensuring structures and funding assist in the delivery of the South Yorkshire Rail Strategy;
- Lobbying to ensure that investment to improve capacity at Dore Junction already included in the DfT’s investment plans is delivered in the short term;
- Reflecting South Yorkshire priorities for local and regional services at Doncaster and ECML;
- Promotion of the Huddersfield to Barnsley via Penistone line as a Community Rail Partnership project;
- Developing the case for more significant strategic investment in the longer term.

This part of the Strategy is deliverable within the resources likely to be available to SYSYPTA. The table below sets out indicative timescales potential funding sources and parties/key stakeholders responsible for delivery.

<table>
<thead>
<tr>
<th>Short Term Priorities</th>
<th>Timescale</th>
<th>Indicative Cost</th>
<th>Funding Sources</th>
<th>Delivery partners/key stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service Improvement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved punctuality and reliability of local services</td>
<td>Throughout the franchise period starting Oct 2004</td>
<td>Within the franchise replacement programme</td>
<td>Franchise replacement</td>
<td>Northern Franchisee/ SYPTE/ Network Rail/ DfT</td>
</tr>
<tr>
<td>Implementation of a regular fast Sheffield / Barnsley/Leeds service</td>
<td>2004/05</td>
<td>£120,000 for Capital cost Revenue cost with franchise until 2007</td>
<td>SYPTE/ Metro/ Yorkshire Forward Franchise replacement</td>
<td>SYPTE/Metro/ Network Rail/ TOC/SRA/ BMBC</td>
</tr>
<tr>
<td>Progress discussions/ investigations into opportunities to deliver shuttle train access to Robin Hood Doncaster Sheffield Airport</td>
<td>2004/05 – 2006/07</td>
<td>Being developed – initial estimates £0.5 – £0.75 m p.a. depending on service frequency</td>
<td>SYPTE/ Peel Holdings/ Doncaster MBC</td>
<td>SYPTE/ DMBC/TOC/ Network Rail</td>
</tr>
<tr>
<td>Securing investment to improve the standard and capacity of rolling stock</td>
<td>Throughout the franchise period starting 2004</td>
<td>To be discussed with franchisee when franchise in operation</td>
<td>Franchise replacement/ LTP/Other services</td>
<td>DfT/Northern Franchisee/ SYPTE</td>
</tr>
<tr>
<td><strong>Better Passenger Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvements to the standard of services/ facilities provision at local rail stations</td>
<td>2005 – 2010</td>
<td>£1.6 m</td>
<td>SYPTE/ developer contributions /TOCs</td>
<td>SYPTE/TOCs</td>
</tr>
<tr>
<td>Maximising the benefits of significant investment in the main urban centre stations</td>
<td>2004 / 05 – 2006 / 07</td>
<td>-</td>
<td>SYPTE and SY Local Authorities</td>
<td>SYPTE and SY Local Authorities</td>
</tr>
<tr>
<td>Description</td>
<td>Status</td>
<td>Costs</td>
<td>Responsible Bodies</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>----------</td>
<td>-----------------------------</td>
<td>----------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Investigate opportunities to deliver improvements to Rotherham Central Station</td>
<td>2007/08</td>
<td>Being defined</td>
<td>DfT/SYPTE/Rotherham MBC/Other Agencies</td>
<td></td>
</tr>
<tr>
<td>Evaluating the case for limited investment in new rail stations and bringing forward the case to secure investment if there is a sound business and broader policy case in comparison with the cost</td>
<td>2005 – 2010</td>
<td>Typically £2 m plus per station</td>
<td>DfT/developer contributions</td>
<td></td>
</tr>
<tr>
<td>Improving ticketing and information provision</td>
<td>Ongoing</td>
<td>-</td>
<td>SYPTE/SYPTE/Northern Franchisee</td>
<td></td>
</tr>
</tbody>
</table>

**Lobbying and Working with parties to Secure Strategy Delivery**

<table>
<thead>
<tr>
<th>Description</th>
<th>Start Year</th>
<th>Status</th>
<th>Costs</th>
<th>Responsible Bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure structures and funding assist deliver of the South Yorkshire Rail Strategy</td>
<td>2004/05</td>
<td>-</td>
<td></td>
<td>SYPTE/DfT/PTEG/SYPTA SIG</td>
</tr>
<tr>
<td>Capacity improvements at Dore Junction</td>
<td>Not programmed</td>
<td>£10 m previous indicative cost</td>
<td>DfT/Network Rail</td>
<td></td>
</tr>
<tr>
<td>Influencing ECML and Doncaster Station development</td>
<td>Ongoing</td>
<td>-</td>
<td></td>
<td>SYPTE/DMBC</td>
</tr>
<tr>
<td>Exploration of opportunities for improvements to services through the promotion of Huddersfield to Barnsley via Penistone line as a Community Rail Partnership project</td>
<td>2005/06</td>
<td>Being developed</td>
<td></td>
<td>SYPTE/Metro/ Penistone Line Partnership/ BMBC</td>
</tr>
<tr>
<td>Developing the case for more significant strategic investment in the longer term</td>
<td>Ongoing</td>
<td>-</td>
<td>DfT/SRA/Network Rail</td>
<td>SYPTE/PTEG/RAYH/SY Local Authorities/ TOCs</td>
</tr>
</tbody>
</table>
Medium to Long Term Vision for the South Yorkshire Network

The transformational agenda set by South Yorkshire’s emerging Spatial Strategy would be strongly supported by the establishment of frequent, reliable high quality rail services between South Yorkshire’s main urban centres, urban centres in neighbouring areas, particularly Leeds and, as it develops, Robin Hood Doncaster Sheffield Airport. The development of such services in the medium to long term is an aspiration supported by the Rail Strategy, although it is recognised that there are significant barriers to their introduction, including:

- The need for significant investment on the existing network to provide additional capacity at key bottlenecks restricting the development of services as identified earlier in this document;
- The need for significant investment in new track to enable direct services between Barnsley and Doncaster to be run and to facilitate key inter-urban services connecting with Rotherham;
- The need to secure revenue support for the new and enhanced services required to meet this aspiration.

In this context, the following issues have been identified as priorities for the medium/long term development of the network:

- Addressing capacity constraints at Sheffield Station;
- Addressing capacity constraints North of Sheffield;
- Access to Doncaster from Barnsley and the Dearne Valley;
- Access to Robin Hood Doncaster Sheffield Airport;
- Access to and from Rotherham;
- Links from Stocksbridge and Oughtibridge to Sheffield.

The South Yorkshire Strategic Rail Study and subsequent more detailed studies investigated the transportation and business cases for a number of potential investments as part of the preparation for this Rail Strategy. In general, it was found that such schemes would not be high priorities for Network Rail/DfT at present. However other events, particularly greater recognition of sub-regional priorities and changes in funding structures, may allow a more optimistic view in the future. It will be important to find ways to protect the alignments required for such investments as part of the development of the new Local Development Frameworks, although this may need to be by agreement in view of the long term nature of some of these aspirations.

The following table identifies indicative timescales, potential funding sources and partners/key stakeholders associated with the delivery of the medium/longer term vision identified within this Rail Strategy. At this stage, given all of the uncertainties timescales and costs are only indicative. In particular as all of these schemes are currently only at ‘proposal’ stage, their lead time is primarily a function of funding accessibility and resource commitment. It is unlikely that any could start before 2010 and to deliver the entire package is likely to take up to 10 years.
### Medium / Longer term vision

<table>
<thead>
<tr>
<th>Medium / Longer term vision</th>
<th>Indicative Cost</th>
<th>Funding Source</th>
<th>Delivery partners / key stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addressing Capacity Constraints at Sheffield Station and North of Sheffield</td>
<td>£200 m +</td>
<td>DfT/SYPTE/TOCs</td>
<td>SYPTE/DfT/Sheffield CC</td>
</tr>
<tr>
<td>Access to Doncaster from Barnsley and the Deane Valley</td>
<td>£100 m + costs at Doncaster/ECML station and approach</td>
<td>DfT/SYPTE/TOCs</td>
<td>DfT/SYPTE/Barnsley MBC/Doncaster MBC and Rotherham MBC</td>
</tr>
<tr>
<td>Improved access to Robin Hood Doncaster Sheffield Airport</td>
<td>£0.5 m – £0.75 m (dependent upon frequency of service provided) plus capital costs</td>
<td>SYPTE/DfT/developer contributions/TOCs</td>
<td>DfT/SYPTE/RAYH/Peel Holdings/Doncaster MBC</td>
</tr>
<tr>
<td>Improved access to and from Rotherham</td>
<td>£10 m</td>
<td>DfT/SYPTE/TOCs</td>
<td>SYPTE/Rotherham MBC/DfT</td>
</tr>
<tr>
<td>Links from Stocksbridge and Oughtibridge to Sheffield</td>
<td>£75 m</td>
<td>DfT/SYPTE/TOCs</td>
<td>SYPTE/Sheffield CC/DfT</td>
</tr>
</tbody>
</table>

Development of the medium to long-term priorities for South Yorkshire will require substantial investment of the order of £500 million as identified above and as set out previously in the South Yorkshire Transport Manifesto.

Capacity improvements to Sheffield Station and access to Doncaster and Robin Hood Doncaster Sheffield Airport from Barnsley and the Dearne Valley are of such scale and significance that were they not to be achieved even in the longer term, South Yorkshire’s spatial and transport strategies would need to be reviewed as well as the Rail Strategy. The present cost structures, Treasury approach to rail investment and lack of LTP process for rail schemes, present a pessimistic outlook in the short term. Over the next 12 months SYSYPTA will need to consider the relative priorities of these proposals as part of the LTP2 process. However, the Rail Strategy has to take a long-term view and give serious consideration to schemes that can shape and support South Yorkshire’s long term future. It is likely that such schemes will need regional support if they are to be achieved and the South Yorkshire Authorities should seek such endorsement whilst persuading the DfT, Network Rail and other bodies of the importance of such schemes.
Appendix A

Passenger Requirements

Different types of traveller (commuters, business users or leisure travellers) have different priorities when making a rail journey. However, research does suggest that all travellers alike consider that the most important aspects of the journey are punctuality/reliability. This is followed (in general) by service frequency, value for money and information provision at the station. However, it is also clear from passenger ratings that after the first clear priority of punctuality/reliability, the individual importance ratings differ according to the type of passenger and travel being undertaken. The table below summarises what different types of passengers want from rail travel.

| Commuters | Reliability and punctuality as well as more space and seating, better timetabling and more frequent services. |
| Business | Travellers want dedicated and consistent services and products to meet their needs, and facilities to be able to work whilst travelling. |
| First Class | To receive a value added service to reflect their higher ticket prices. |
| Leisure Travellers | Value for money, including fares discounts while better on-train cleanliness and improved facilities come top of the list for those travelling with children. |
| Passengers with Disabilities | Need better physical access and facilities on trains, more information on facilities available and more helpful/better trained staff. |


Whilst evidence suggests that station (and indeed rolling stock) improvements are of secondary importance to passengers compared to reliability and frequency, fares and journey time, station improvements do influence passenger perceptions of the network and its convenience. Local research on passenger priorities at the station suggests that information displays, staff, CCTV, lighting and public address systems are the most important facilities at the station. Further work using the Passenger Demand Forecasting Handbook has enabled SYPTE to understand what impact particular station improvements may have on patronage levels. The table below summarises the passenger priorities for station improvements and highlights the difference between research based on national and local passengers.
The table below details South Yorkshire passenger satisfaction ratings with particular features of the overall rail journey experience. The most recent findings (autumn 2003) demonstrate fairly static satisfaction levels when compared with the same period of 2002 and 2001. The satisfaction levels are ranked in the order of importance, for example, punctuality/reliability followed by frequency of trains are rated as the most important issues for passengers, as previously stated.

<table>
<thead>
<tr>
<th>Rail Journey Satisfaction Ratings</th>
<th>Autumn 2001 % Satisfied/ Good</th>
<th>Autumn 2002 % Satisfied/ Good</th>
<th>Autumn 2003 % Satisfied/ Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall opinion of journey</td>
<td>74</td>
<td>78</td>
<td>74</td>
</tr>
<tr>
<td>Punctuality/reliability</td>
<td>51</td>
<td>61</td>
<td>54</td>
</tr>
<tr>
<td>Frequency of trains</td>
<td>65</td>
<td>65</td>
<td>71</td>
</tr>
<tr>
<td>Value for money</td>
<td>65</td>
<td>66</td>
<td>69</td>
</tr>
<tr>
<td>Info about train times/platforms</td>
<td>67</td>
<td>65</td>
<td>71</td>
</tr>
<tr>
<td>Upkeep and repair of trains</td>
<td>49</td>
<td>57</td>
<td>59</td>
</tr>
<tr>
<td>Length of journey time</td>
<td>76</td>
<td>81</td>
<td>81</td>
</tr>
<tr>
<td>Amount of seats/standing space</td>
<td>70</td>
<td>73</td>
<td>63</td>
</tr>
<tr>
<td>Connections with other trains</td>
<td>67</td>
<td>70</td>
<td>63</td>
</tr>
<tr>
<td>Comfort of seats</td>
<td>59</td>
<td>65</td>
<td>66</td>
</tr>
<tr>
<td>Station ticket buying facilities</td>
<td>78</td>
<td>67</td>
<td>66</td>
</tr>
<tr>
<td>Overall station environment</td>
<td>50</td>
<td>54</td>
<td>59</td>
</tr>
</tbody>
</table>


The following tables provide further South Yorkshire passenger satisfaction ratings for other aspects of the journey focussing on satisfaction with the station facilities and the train itself.

<table>
<thead>
<tr>
<th>Station Satisfaction Ratings</th>
<th>Autumn 2001 % Satisfied/ Good</th>
<th>Autumn 2002 % Satisfied/ Good</th>
<th>Autumn 2003 % Satisfied/ Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upkeep and repair of station</td>
<td>61</td>
<td>63</td>
<td>64</td>
</tr>
<tr>
<td>Cleanliness</td>
<td>64</td>
<td>61</td>
<td>70</td>
</tr>
<tr>
<td>Facilities and services</td>
<td>34</td>
<td>35</td>
<td>47</td>
</tr>
<tr>
<td>Attitude and helpfulness of staff</td>
<td>74</td>
<td>68</td>
<td>71</td>
</tr>
<tr>
<td>Connections with other public transport (not trains)</td>
<td>54</td>
<td>49</td>
<td>61</td>
</tr>
<tr>
<td>Car parking</td>
<td>61</td>
<td>61</td>
<td>63</td>
</tr>
<tr>
<td>Way request handled</td>
<td>89</td>
<td>86</td>
<td>89</td>
</tr>
</tbody>
</table>
Rail Franchises

Many of the current passenger rail franchises are due to expire by 2004. In November 2002 the SRA issued a Franchising Policy Statement which defines a new form of partnership, with the franchisees focused on delivering reliable performance, meeting passenger needs and containing short and long term costs. This approach aims to provide certainty for both existing and potential investors in the railway. Generally, the SRA envisages franchise lengths of between five and eight years, although their duration will be dependent on the characteristics of, and risks associated with, the individual franchises. If franchisees meet key performance indicators and deliver on their plans, there is a provision for franchise extension.

Table 1 summarises the current South Yorkshire franchises, including details of coverage, train operating company and franchise timescales.

Existing and Replacement Rail Franchise Proposals/Commitments

As part of the franchise replacement process or often when awarded an extension to existing franchises, Train Operating Companies have put forward a number of proposals, and in some cases, future commitments, for improving passenger services. These passenger improvements often involve refurbishment or replacement of rolling stock, station facility upgrades or additional journeys within the service patterns where possible. For each of the franchises, the proposals / commitments that have a beneficial impact on the South Yorkshire passenger experience are summarised below.

East Coast Mainline

Great North Eastern Railways (GNER) is the existing franchisee operating the East Coast Mainline (ECML) until April 2005. The refranchising process began in January 2004 for the operation of the ECML trains that connect Leeds/Northern England/Scotland with London via Doncaster. GNER has made a number of commitments to improve services:

- Additional Leeds service from June 2002;
- Station improvements (including Doncaster) - subway and toilet refurbishments, additional customer service and ticket office points, improved car parking and cycle storage and accessibility improvements;
- Refurbishment of all Intercity 225 carriages by April 2005;
- Leasing of additional trains and replacement of recovery locomotives;
- Improved performance, compensation and customer satisfaction regimes;
- Financial contribution to the East Coast Main Line infrastructure improvements.

The decision for the preferred bidder is expected at the middle of March 2005. Update required once this has been announced.
TABLE 1: RAIL FRANCHISES AFFECTING SOUTH YORKSHIRE

<table>
<thead>
<tr>
<th>NAME</th>
<th>COVERAGE</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATN (Arriva Trains Northern)</td>
<td>local services</td>
<td>Expires autumn 2004. To be split into:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TransPennine Express: Awarded to First Group/Keolis, due to be started February 2004</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northern: To commence autumn 2004</td>
</tr>
<tr>
<td>FNW (First North Western)</td>
<td>Sheffield-Manchester via Hope Valley</td>
<td>Expires 2004. To be included in Northern Franchise.</td>
</tr>
<tr>
<td>Northern Franchise</td>
<td>local services</td>
<td>New franchise created out of former ATN and FNW franchises, less TransPennine Express. Will have 5 performance management units:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South Yorkshire and East Yorkshire</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West Yorkshire and North Yorkshire</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Greater Manchester and Merseyside</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cumbria and Lancashire</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tyne Tees and Wear</td>
</tr>
<tr>
<td>Central Trains</td>
<td>Nottingham-Sheffield-</td>
<td>Expires 2006. SRA has made a decision to &quot;break-up&quot; the Central Trains franchise.</td>
</tr>
<tr>
<td></td>
<td>Manchester-Liverpool</td>
<td></td>
</tr>
</tbody>
</table>
Subject to confirmation with the train operators, the SRA will state that:

Midland Mainline is to gain Nottingham - Skegness, Derby/Matlock - Skegness, Lincoln - Nottingham, Nottingham - Birmingham and the Robin Hood and Ivanhoe Lines.

Silverlink will grow significantly, taking in the Cross-City routes, Birmingham - Wolverhampton, Walsall services, Stoke - Stafford, Trent Valley services and Birmingham - Northampton.

Virgin CrossCountry will include the Nottingham - Cardiff services, as well as Birmingham - Liverpool and Birmingham - Stansted Airport, however the latter may fall to Midland Mainline due to staffing issues.

Arriva Trains Wales are to take Walsall - Wellington and Birmingham - Shrewsbury.

Northern will operate Crewe - Liverpool services, Doncaster - Peterborough and Lincoln - Cleethorpes. Liverpool - Norwich has also been allocated to Northern, but this is expected to be contested by First TransPennine Express.

One will take in the Norwich - Cambridge routes whilst Chiltern Railways will add Dorridge/Stratford - Worcester into their portfolio.

<table>
<thead>
<tr>
<th>NAME</th>
<th>COVERAGE</th>
<th>COMMENT</th>
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<tbody>
<tr>
<td>NAME</td>
<td>COVERAGE</td>
<td>COMMENT</td>
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</tr>
<tr>
<td>Virgin Cross-Country</td>
<td>North East/Scotland-Midlands and South West via Sheffield and/or Doncaster</td>
<td>Expires 2012.</td>
</tr>
</tbody>
</table>
Midland Mainline

Midland Mainline has been granted an extension to the existing franchise, which now lasts until 2008 and continues their provision of trains from Leeds/Barnsley and Sheffield to London. They have therefore put forward a number of proposals within this timeframe to improve services on this route:

- 28 new 125 mph Class 222 Meridian diesel trains (up to 5 carriages in length) came in to service in 2004, replacing the Turbostar Trains, adding around 10,000 extra seats a day increasing peak time seating capacity by 33%.
- The entire High Speed Train (HST) fleet will be refurbished, representing a £18.7 million investment in rolling stock improvements
- All trains to provide a mixture of First and Standard Class accommodation, with air-conditioning, CCTV and full catering facilities.
- To improve services to Leeds with the gradual introduction of hourly trains from Sheffield and the East Midlands.
- For Sheffield to benefit from three additional peak hour trains.
- Creation of new maintenance facilities in South Yorkshire and North London, providing additional maintenance support and creating an additional 21 new jobs.

The Midland Mainline/East Midlands Route Utilisation Strategy consultation document identifies a number of key future benefits (for South Yorkshire passengers) that the SRA believe can be delivered through the RUS:

- A standard timetable pattern of Midland Mainline trains, all day, with additional trains in the peak hours, to the same quantum as today. This will improve performance and give a regular, consistent service to all destinations;
- Better performance for passengers travelling through Leicester and Nottingham, achieved by a service restructuring;
- New journey opportunities can be created from East Midlands to Sheffield and Leeds by introducing an hourly through service via Meadowhall and Barnsley (resulting in potential half hourly service between Sheffield – Leeds & Sheffield – Nottingham) from December 2005 subject to funding availability;
- Timetable restructuring to ensure the proposed Nottingham – Sheffield – Leeds does not affect performance on Sheffield - Dore.

Central Trains

The SRA decision to "break-up" the Central Trains franchise, whilst not without risk, offers an opportunity to provide a better and more integrated service to passengers in the East Midlands. The splitting of the franchise is expected to be in four parts, between June 2006 and June 2007, therefore an extension has been given to National Express Group PLC to run the franchise, as it was due to be withdrawn in April 2006. Timescales given will be that the majority of the changeover will happen at the start of the winter timetable, in December 2006. Operators will now be consulted on their provisional areas and definite decisions made as soon as April 2005.
The franchise currently provides services across the Midlands, North West England, and into South Wales and East Anglia, including Nottingham to Liverpool via Sheffield and Manchester. The terms of the extension ensures the continuation of current service levels, measures to address customer service issues and provide certainty to the TOC through the implementation of the West Coast Mainline Strategy. The customer service measures include steps to improve information to passengers, train cleaning programmes, increased staff training and additional staff to manage timetable and engineering strategies.

**Transpennine Express**

The Transpennine Express Franchise commenced on 1 February 2004 and is operated by First Group Keolis (FGK). Within this franchise agreement, the following commitments have been made:

- Introduction (commencing January 2006) of a new fleet of 100 miles per hour Class 185 Desiro diesel multiple unit trains leading to increased capacity, faster journey times, improved service quality, performance and reliability of rail services on these routes.
- Upgrades to all 30 Transpennine stations (none within the South Yorkshire boundary, but will include upgrades to Scunthorpe station - formerly SYPTEx responsibility), including real time information and improved security, toilet, ticketing and waiting facilities.
- Introduction of a new timetable in December 2004, which delivers a regular hourly service pattern for longer periods of the day, together with some increases in frequency and reductions in journey times.
- Initiatives such as a new customer contact centre, dedicated telephone links and add-on fares to improve integration with other transport modes.
- Improvements to the Passenger’s Charter commitment that compensates passengers for the late running of individual trains.

SYPTEx will work closely with FGK to seek improvements to services and passenger facilities which will support the aims and objectives of this rail plan. In addition, the Greater Manchester and Transpennine Route Utilisation Strategy may identify benefits that can be achieved through increasing the effective use and efficiency of the existing network. However, this RUS is not scheduled for completion and publication until Spring 2005.

**Northern Franchise**

The Strategic Rail Authority announced on 1st July 2004 the selection of Serco-NedRailways as the preferred bidder for the Northern Rail train operating franchise. The new franchise covers inter-urban, commuter and rural services throughout the north of England, principally serving South Yorkshire, Greater Manchester, West Yorkshire and Tyne and Wear. Serco-NedRailways will be responsible for approximately 4000 employees, 475 stations and the maintenance of a large fleet of diesel and electric multiple trains.
The franchise is due to start in autumn 2004 with the duration of the franchise up to 8 years and nine months – the final two years dependent on achieving performance targets. However, for the first two/three years of the franchise, services will remain largely as currently provided. This period will create an opportunity to work with new partners Serco-NedRailways and the DfT to develop a strategy for services and stations in a way which supports the medium and longer term aspirations of this plan.

Conclusions

Although the DfT’s emphasis is on cost reduction, the new franchises do provide a commitment to some investment and present opportunities for investment partnerships and innovation. Whilst such opportunities may be limited, they should be fully exploited as they represent a possible way of taking forward the objectives of this Rail Strategy more rapidly than might be possible if SYPTE were working in isolation.
South Yorkshire Stations

See following tables:
<table>
<thead>
<tr>
<th>Station and Annual patronage</th>
<th>Patronage per annum</th>
<th>Facilities currently provided, including information and safety features</th>
<th>Standard</th>
<th>Improvements Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainline Stations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doncaster (GNER)</td>
<td>874,529</td>
<td>GNER staffed Heated waiting room with seats, shelter and/or canopy Telephone and toilet Car and cycle parking Display PIDS/CIS and announcements CCTV and lighting Interchange Information Map</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Meadowhall</td>
<td>805,475</td>
<td>Arriva/PTE staffed Heated waiting room, seats, shelter and/or canopy Telephone, toilet and PTE Help point Free car (328 spaces) and cycle parking Accessible ramp Display PIDS/CIS, train announcements CCTV and lighting Interchange signage</td>
<td>Gold</td>
<td>None</td>
</tr>
<tr>
<td>Sheffield (MML)</td>
<td>967,988</td>
<td>MML staffed Heated waiting room, seats, shelter and/or canopy Telephone and toilet Car and cycle parking Accessible lifts Display PIDS/CIS and announcements CCTV and lighting Interchange signage</td>
<td>N/A</td>
<td>N/A</td>
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<td>Local Stations</td>
<td>Number of Riders</td>
<td>Station Details</td>
<td>Station Type</td>
<td>Additional Information</td>
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<tr>
<td>Barnsley</td>
<td>585,101</td>
<td>Arriva/PTE staffed&lt;br&gt;Heated waiting room, seats, shelter and/or canopy&lt;br&gt;Telephone, toilet and PTE help point&lt;br&gt;Accessible lifts&lt;br&gt;Car and cycle parking&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting</td>
<td>Gold</td>
<td>Interchange Information</td>
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<tr>
<td>Rotherham</td>
<td>271,906</td>
<td>Arriva staffed&lt;br&gt;Waiting Room, seats, shelter and/or canopy&lt;br&gt;Telephone and toilet&lt;br&gt;Accessible ramp&lt;br&gt;Car parking (68 are pay and display spaces - £1 per day)&lt;br&gt;Cycle parking&lt;br&gt;Display PIDS/CIS and announcements&lt;br&gt;Local CCTV and lighting</td>
<td>Gold</td>
<td>Waiting Room&lt;br&gt;Help point</td>
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<tr>
<td>Swinton</td>
<td>224,577</td>
<td>Arriva/PTE staffed&lt;br&gt;Heated waiting room, seats, shelter and/or canopy&lt;br&gt;Telephone, toilet and PTE help point&lt;br&gt;Accessible ramp&lt;br&gt;Free car (100 spaces) and cycle parking&lt;br&gt;Display PIDS/CIS and announcements&lt;br&gt;CCTV and lighting&lt;br&gt;Interchange Information</td>
<td>Gold</td>
<td>Station CCTV</td>
</tr>
<tr>
<td>Location</td>
<td>Population</td>
<td>Facilities</td>
<td>Rating</td>
<td>Upgrade</td>
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<tr>
<td>Adwick</td>
<td>116,960</td>
<td>PTE staffed&lt;br&gt;Heated waiting room, seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Accessible&lt;br&gt;Free car (120 spaces) and cycle parking&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting&lt;br&gt;Interchange Information</td>
<td>Silver</td>
<td>None</td>
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<tr>
<td>Chapeltown</td>
<td>149,493</td>
<td>Seats, shelter and/or canopy&lt;br&gt;Accessible ramp&lt;br&gt;Announcements&lt;br&gt;Lighting</td>
<td>Silver</td>
<td>Waiting Room&lt;br&gt;Car and cycle parking&lt;br&gt;Display PIDS&lt;br&gt;Help point&lt;br&gt;CCTV</td>
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<tr>
<td>Dore (First North Western station)</td>
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<td>Seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Accessible&lt;br&gt;Announcements&lt;br&gt;Lighting&lt;br&gt;On street car parking</td>
<td>Silver</td>
<td>Waiting Room&lt;br&gt;Cycle parking&lt;br&gt;Display PIDS&lt;br&gt;CCTV&lt;br&gt;Help point&lt;br&gt;Interchange Information</td>
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<tr>
<td>Elsecar</td>
<td>114,322</td>
<td>Seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Accessible ramp&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting</td>
<td>Silver</td>
<td>Waiting Room&lt;br&gt;Car and cycle parking&lt;br&gt;Display PIDS&lt;br&gt;Help point</td>
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<tr>
<td>Location</td>
<td>Population</td>
<td>Features</td>
<td>Grade</td>
<td>Additional Facilities</td>
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<td>Mexborough</td>
<td>175,823</td>
<td>Arriva staffed&lt;br&gt;Heated waiting room, seats, shelter and/or canopy&lt;br&gt;Telephone and toilet&lt;br&gt;Accessible ramps&lt;br&gt;Free car (50 spaces) and cycle parking&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting</td>
<td>Silver</td>
<td>Display PIDS&lt;br&gt;Interchange Information</td>
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<td>Penistone</td>
<td>99,708</td>
<td>Seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Accessible&lt;br&gt;Free car (25 spaces) and cycle parking&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting</td>
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<td>Wombwell</td>
<td>116,060</td>
<td>Seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Accessible&lt;br&gt;Free car parking (27 spaces)&lt;br&gt;Announcements&lt;br&gt;Local CCTV and lighting</td>
<td>Silver</td>
<td>Waiting Room&lt;br&gt;Display PIDS&lt;br&gt;Cycle parking&lt;br&gt;Help point&lt;br&gt;Interchange Information</td>
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<tr>
<td>Althorpe</td>
<td>1,562</td>
<td>Seats, shelter and/or canopy&lt;br&gt;Telephone&lt;br&gt;Lighting</td>
<td>Bronze</td>
<td>Improvements to accessibility&lt;br&gt;Car and cycle parking&lt;br&gt;Announcements&lt;br&gt;CCTV&lt;br&gt;Interchange Information</td>
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<tr>
<td>Location</td>
<td>Seats</td>
<td>Features</td>
<td>Class</td>
<td>Services</td>
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<td>Bentley</td>
<td>71,080</td>
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<td>CCTV, Interchange Information</td>
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<td>Bolton on Dearne</td>
<td>39,047</td>
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<td>Telephone, Cycle parking, Announcements, Interchange Information</td>
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<tr>
<td>Conisbrough</td>
<td>44,569</td>
<td>Seats, shelter and/or canopy, Telephone, Accessible, Free car parking (20 spaces), Announcements, Lighting, Car and cycle parking, CCTV, Interchange Information</td>
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<td>Crowle</td>
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<td>Car and cycle parking, CCTV, Interchange Information</td>
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<td>Darnall</td>
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<td>Telephone, Car and cycle parking, CCTV, Interchange Information</td>
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<tr>
<td>Location</td>
<td>Seats</td>
<td>Features</td>
<td>Grade</td>
<td>Additional Features</td>
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<td>Darton</td>
<td>60,889</td>
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<td>Cycle parking</td>
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<td>Dodworth</td>
<td>12,316</td>
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<td>Bronze</td>
<td>Cycle parking, CCTV</td>
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<td>Goldthorpe</td>
<td>29,228</td>
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<td>Bronze</td>
<td>Telephone, Cycle parking, Announcements, Interchange Information</td>
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<tr>
<td>Hatfield and Stainforth</td>
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<td>Kirk Sandall</td>
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<td>Cycle parking</td>
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<td>Station</td>
<td>Seats, shelter and/or canopy</td>
<td>Accessible level crossing</td>
<td>Local CCTV and lighting</td>
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<tr>
<td>Kiveton Bridge</td>
<td>16,822</td>
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<td>Kiveton Park</td>
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<td>Silkstone Common</td>
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<td>Thorne North</td>
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<td>Thorne South</td>
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<td>Passengers</td>
<td>Facilities</td>
<td>Bronze Services</td>
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<tr>
<td>Thurnscoe</td>
<td>40,731</td>
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<td>Telephone</td>
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<td>Car and cycle parking</td>
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<td>Local CCTV and lighting</td>
<td>Announcements</td>
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<td>Woodhouse</td>
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<td>Accessible</td>
<td>Car and cycle parking</td>
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<td></td>
<td>Local CCTV and lighting</td>
<td>Announcements</td>
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</tbody>
</table>
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SOUTH YORKSHIRE RAIL STRATEGY 2006 - 2011

For further information or to comment on this Rail Strategy, please contact:

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South Yorkshire Passenger Transport Executive,
PO Box 801, Exchange Street, Sheffield, S2 5YT

If you wish to ring or email please quote “Rail Strategy” on:
Tel. 0114 221 1333; or email: Consultation@sypte.co.uk

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