

Item 9 Appendix 1

Summary of main issues preventing running of longer and / or more frequent trains in West Yorkshire

The table below summarises the main constraints preventing the running of longer and / or more frequent trains in West Yorkshire, compared to the original franchise plans.

Only notably constrained services are highlighted for clarity.

Services (grouped by line)	Expected December 2019 position	Actual December 2019 position	Main reason, solution and status
Harrogate Line Harrogate – Horsforth – Leeds	4 trains per hour Harrogate – Leeds	3.5 trains per hour Harrogate - Leeds	Inadequate infrastructure at Leeds – Platform 0 project expected to address (available from December 2021). Project to address constraints at Harrogate station in-hand to improve reliability of higher-frequency operation / allow all trains to call at Horsforth.
York and Selby Lines York – Leeds local trains Selby – Leeds local trains	See note	See note	Services largely as anticipated, but severe constraints on stopping patterns compromise service levels (and therefore capacity) at local stations east of Leeds. Network is struggling to cope with mix of stopping and express trains. No scheme yet identified or committed to address this. Options will be developed as part of Network Rail analysis.
Hallam Line / Pontefract Line Knottingley – Castleford – Leeds local trains Lincoln / Nottingham – Sheffield – Barnsley – Leeds semi-fast trains Sheffield – Barnsley – Castleford – Leeds local trains	Regular operation of 4- car trains	Regular operation of max 2-car trains	Services into Leeds via Woodlesford rely on using Platform 17 at Leeds. This is tightly constrained by length and pedestrian congestion on the station at Leeds. Operations require up to two trains at once to occupy the platform. This means trains can only be up to 2-cars maximum each. No scheme yet identified or committed to address this. Options will be developed as part of Network Rail analysis. This is a severe constraint that requires urgent intervention.
Wakefield Line Doncaster – Wakefield Westgate – Leeds local trains Sheffield – Wakefield Westgate – Leeds fast trains	High capacity 4- car trains on Doncaster – Wakefield – Leeds local trains.	Standard 4-car trains on Doncaster – Wakefield – Leeds local trains.	Existing 4-car trains were due to have two cars configured for higher commuting capacity. Investigation revealed the trains were structurally incapable of accommodating this change. No alternative plan developed.
	2 fast Leeds – Wakefield Westgate – Sheffield trains per hour	1 fast Leeds – Wakefield Westgate – Sheffield train per hour	Network constraints in and around Leeds and Sheffield stations. No scheme(s) yet identified or committed to address this. Option will be developed as part of Network Rail analysis.

Services (grouped by line)	Expected December 2019 position	Actual December 2019 position	Main reason, solution and status
Huddersfield Line Huddersfield – Dewsbury – Leeds local trains	6-car trains on Huddersfield – Leeds stopping trains	3-car trains on Huddersfield – Leeds stopping trains	Inadequate bay platform lengths at Leeds (i.e. Platform 13). No scheme yet identified or committed to address this. Options will be developed as part of Network Rail analysis.
Penistone Line Huddersfield – Barnsley – Sheffield	3-car Sprinter trains	3-car Pacer trains	Platforms currently being lengthened. Will have higher capacity Sprinter trains from summer 2020.
Calder Valley Line Manchester Victoria – Hebden Bridge – Brighouse – Leeds Manchester Victoria – Hebden Bridge – Halifax – Bradford Interchange – Leeds	5 trains per hour between Bradford interchange and Leeds	4 trains per hour between Bradford Interchange and Leeds	Network constraints in and around Leeds station. May be possible to revisit this once the Platform 0 project is complete from December 2021. Current Network Rail analysis should confirm this position. Otherwise no committed scheme to address this.
	3 trains per hour between Bradford Interchange and Manchester Victoria	2 trains per hour between Bradford Interchange and Manchester Victoria	Network capacity constrains in and around central Manchester. No scheme yet identified or committed to address this. Options will be developed as part of Network Rail analysis.
Airedale and Wharfedale Lines Skipton – Leeds Ilkley - Leeds Bradford Forster Square – Shipley – Leeds	6-car trains in the peaks	4-car trains in the peaks	Inadequate infrastructure at Leeds – Platform 0 project will address (available from December 2021). Platform lengths inadequate at many intermediate stations, may limit value of 6-car trains –analysis of options needed and required quickly.
	High capacity 4-car trains	Standard 4-car trains	Existing 4-car trains were due to have two cars configured for higher commuting capacity. Investigation revealed the trains were structurally incapable of accommodating this change. No alternative plan developed.
	Some extra LNER services to help with peak capacity Leeds – Shipley – Bradford Forster Square	No extra LNER services Leeds – Shipley – Bradford Forster Square	Inadequate infrastructure at Leeds – Platform 0 project will address (available from December 2021). Industry identifying if extension to Platform 3 at Bradford Forster Square required for reliable operation.

Routes previously served by Pacers will see some capacity improvement as operation transfers to other train types. Pacers cars have particularly short bodies (around 15m), meaning they have less capacity per car than other train types (around 20m or longer). Pacers have been removed from many lines and will be removed entirely by summer 2020.