

May 2018 rail timetable: Selected examples of change categories

1. Examples (not intended to be exhaustive) of ***improvements to services which are being delivered in May 2018*** are:
 - Harrogate Line on Sundays: current hourly Horsforth – Leeds shuttle extended to run from/to Knaresborough, giving 2tph between there and Leeds.
 - More evening trains and earlier Sunday train on Leeds – Ilkley route
 - Kirkstall Forge service increased to 2tph (after strong pressure from West Yorkshire Combined Authority)
 - Extra trains Leeds – Carlisle/Lancaster
 - Later trains Leeds – Calder Valley
 - Better services at Mytholmroyd and Sowerby Bridge (daily)
 - Better spacing of services and additional trains on TP long-distance services
 - Slaithwaite gets hourly direct train to Leeds.
 - Most local stations Leeds – Huddersfield get hourly direct train to Manchester.
 - Better first and last trains Leeds – Huddersfield (and beyond).
 - Better Sunday services at Ravensthorpe and Deighton.
 - New hourly Leeds – Wakefield – Pontefract – Knottingley train
 - Extra PM-peak Leeds – Doncaster train.

2. The following ***December 2017 / May 2018 changes will not be delivered in May***; it is hoped that they will be delivered under the next timetable change, in December:
 - Increase from 2 to 4 trains per hour (“tph”) between Leeds and Harrogate.
 - Direct trains from Calder Valley to Warrington, Chester and Manchester Airport.
 - Earlier first and later last trains on several routes, especially on Saturday nights and Sunday mornings.
 - Extra trains Leeds – Skipton – Lancaster (this will be partially delivered)
 - Huddersfield – Wakefield – Castleford direct service.
 - Increase in Sunday trains Leeds to Doncaster / Sheffield from 0.5tph to hourly.
 - Minor increase on Sheffield – Pontefract – York from 2 trains per day to 3.
 - Extra semi-fast train York – Leeds (running through to Blackpool).
 - Hourly Sunday stopping trains Leeds to Selby (a few trains will be delivered).

3. Examples of **“Neutral” changes** include:

- Most local trains on Leeds – Huddersfield – Manchester route switch NT to TP.
- TP fast trains switch from Manchester Piccadilly to Victoria, and TP & NT local ones from Huddersfield switch from Victoria to Piccadilly.
- Many changes in usual hourly “clockface” departure/arrival times.
- Batley loses stop in NT Calder Valley service but gains TP stop.

4. **Routes seeing few changes** include:

- Harrogate line (weekdays).
- Leeds / Bradford FS / Skipton electric services, except for extra Kirkstall stops.
- Penistone line (though extra last southbound train and full 1tph Sunday service).
- Hallam line (Leeds – Wakefield Kirkgate – Barnsley – Sheffield – Nottingham).

5. The following are examples of **deteriorations as against today**:

- Calder Valley: slower journeys, worse service spacing, inconsistent clockfaces, irregular cross-Leeds links, poor links between Upper Calder & Huddersfield).
- Weekday York-Leeds-Calder-Preston-Blackpool cut back to Leeds – Preston only.
- Slaithwaite & Marsden lose almost all stopping services making some local journeys difficult & reducing Manchester commuting offer.
- Reduced peak services between Leeds & Woodlesford/Castleford/Glasshoughton.
- Leeds – Doncaster / Sheffield trains not only remain only 0.5tph each but no longer run at regular 2-hourly intervals giving 1tph Leeds – Fitzwilliam: intervals irregular with gaps of almost 2 hours, also first and last trains worse than now on this line.
- Bad connections at Shipley for many routes, including Ilkley / Skipton / Carlisle / Lancaster / Kirkstall Forge / Apperley Bridge.
- York – Pontefract Baghill – Sheffield Dearne Valley remains only 2 trains per day but become even worse spaced rendering the service even less usable.
- Missing PM-peak York – Leeds stopping train.
- Fewer trains in AM and PM high peaks between all East Leeds stations and Leeds.
- Huddersfield – Wakefield cut back to run only to/from Kirkgate, not Westgate.