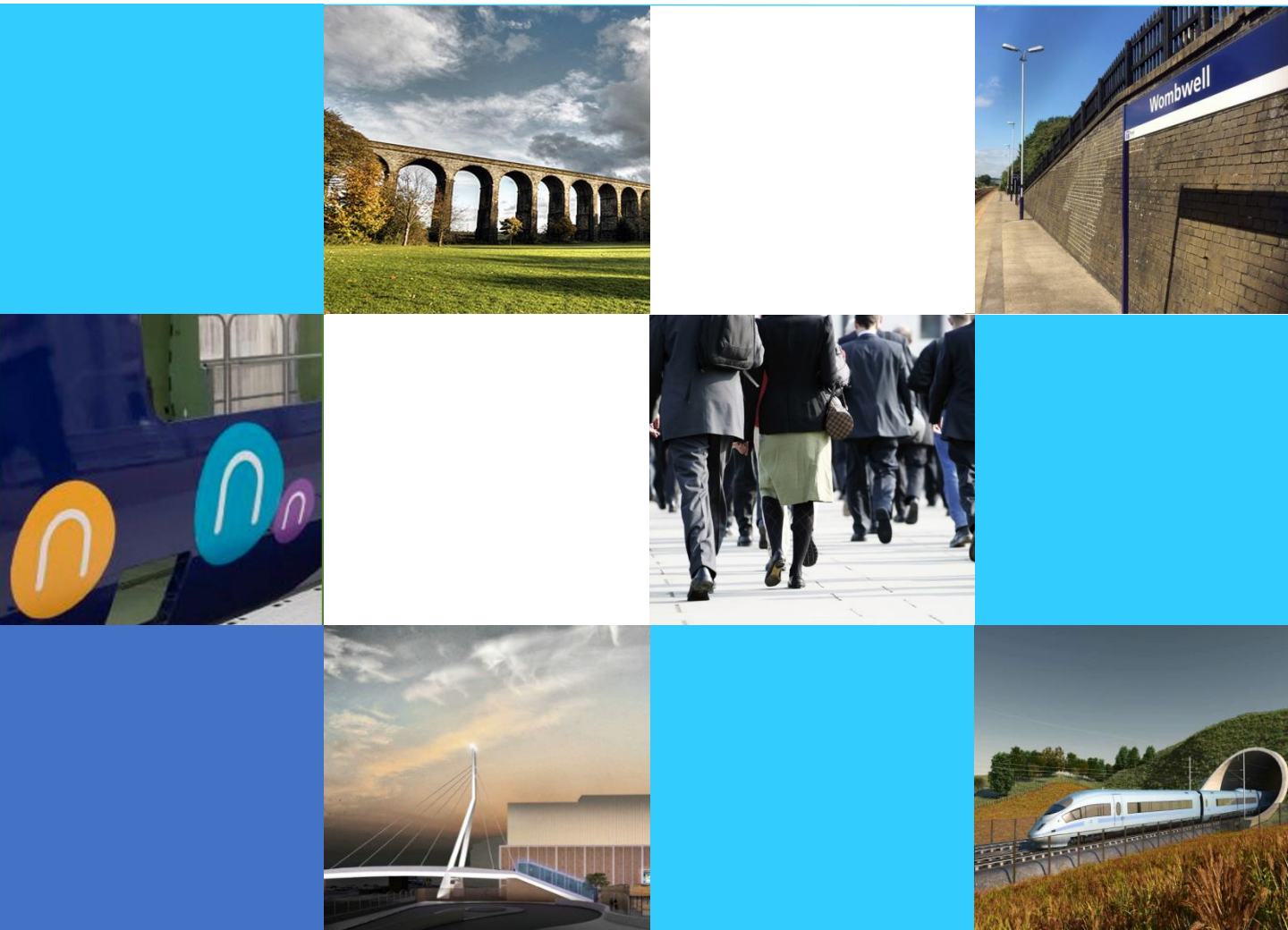


Barnsley Rail Vision

2018 to 2033

Getting Barnsley on Track

Key Messages



Foreword

The 1980's and earlier rail rationalisations were particularly savage in disconnecting Barnsley Dearne Valley and the former coalfield communities of South East Wakefield and the 'Five towns' from the direct inter-city and inter-regional rail network. This had the further consequence of those communities being marginalised by subsequent rail investment.

Today Barnsley Dearne Valley passengers experience poor rolling stock deployed on routes with low line-speeds and journey times that compare poorly against car travel.

The Barnsley Rail Vision is welcomed as setting out a strategy for re-connecting Barnsley and its neighbouring Wakefield and Kirklees communities more directly to inter-city and inter-regional rail services. Delivering the vision will enable the Barnsley Dearne Valley economy – *10th most populous built up area in the Northern Powerhouse* – deliver its full potential to both Sheffield and Leeds City Regions and the Sheffield-Barnsley-Wakefield-Leeds growth corridor.

We look forward to promoting to key stakeholders full awareness of the rail vision and its importance to the national and sub-national economy and urging them to ensure inclusion of its aspirations in their own infrastructure and operational investment strategies.

In particular HS2, Northern Powerhouse Rail, Network Rail and inter-city/inter-regional franchise investment strategies must provide excellent, high quality services linking Barnsley Dearne Valley and its Wakefield and Kirklees neighbouring communities and into the national high speed networks.

Dan Jarvis MBE MP, Mayor of the Sheffield City Region

Barnsley, its Dearne Valley and western rural communities all have a place in the Barnsley Rail Vision. I look forward to working with Mayor Jarvis and other partners in promoting the vision.

In Barnsley town centre the new bridge replacing the Jumble Lane level crossing brings transport and Barnsley Town Centre closer together. We also aspire to excellent station facilities and enhanced connectivity to regional and national services that fit with our aspirations for faster and more attractive local services supported by improved station facilities that are attractive to everyone. This station and service enhancement will further raise the appeal of Barnsley town centre to existing and new investors so as to further stimulate the economy and cultural offer of the town centre and the borough as a whole.

The emerging HS2 and Northern Powerhouse Rail proposals offer the prospect of new parkway stations, with services giving excellent connectivity to high speed inter-city and high quality local services. The rail vision supports the potential extension of Community Rail Partnership activities within the borough and could enable early wins through enhanced services, improved station facilities and community cohesion.

Sir Stephen Houghton, Leader of Barnsley Council



Stakeholders



As the owner and operator of Britain's railway infrastructure we welcome the approach set out in the Barnsley Rail Vision to work with Network Rail to identify opportunities to develop enhancements on the back of renewals planned for Control Period 6 utilising third party funding sources which may be available.



Transport for the North is finalising its' Strategic Transport Plan supporting rail investment strategies with its Partners. The Barnsley Rail Vision is welcomed as a valuable input to those processes. Transport for the North look forward to working with Mayor Jarvis and Councillor Sir Stephen Houghton to identify mutually supportive proposals.



SYPTTE welcomes and endorses the principles of the Barnsley Rail Vision and its contribution to make travelling in and to Barnsley and South Yorkshire by public transport the preferred choice. SYPTTE looks forward to continued partnership working to take forward both the infrastructure and operational aspirations that will support the South Yorkshire economy.



Northern Rail welcomes the Barnsley Rail Vision and looks forward to working in partnership to improve the rail offer to Barnsley residents, and its neighbouring communities through high quality and attractive services.

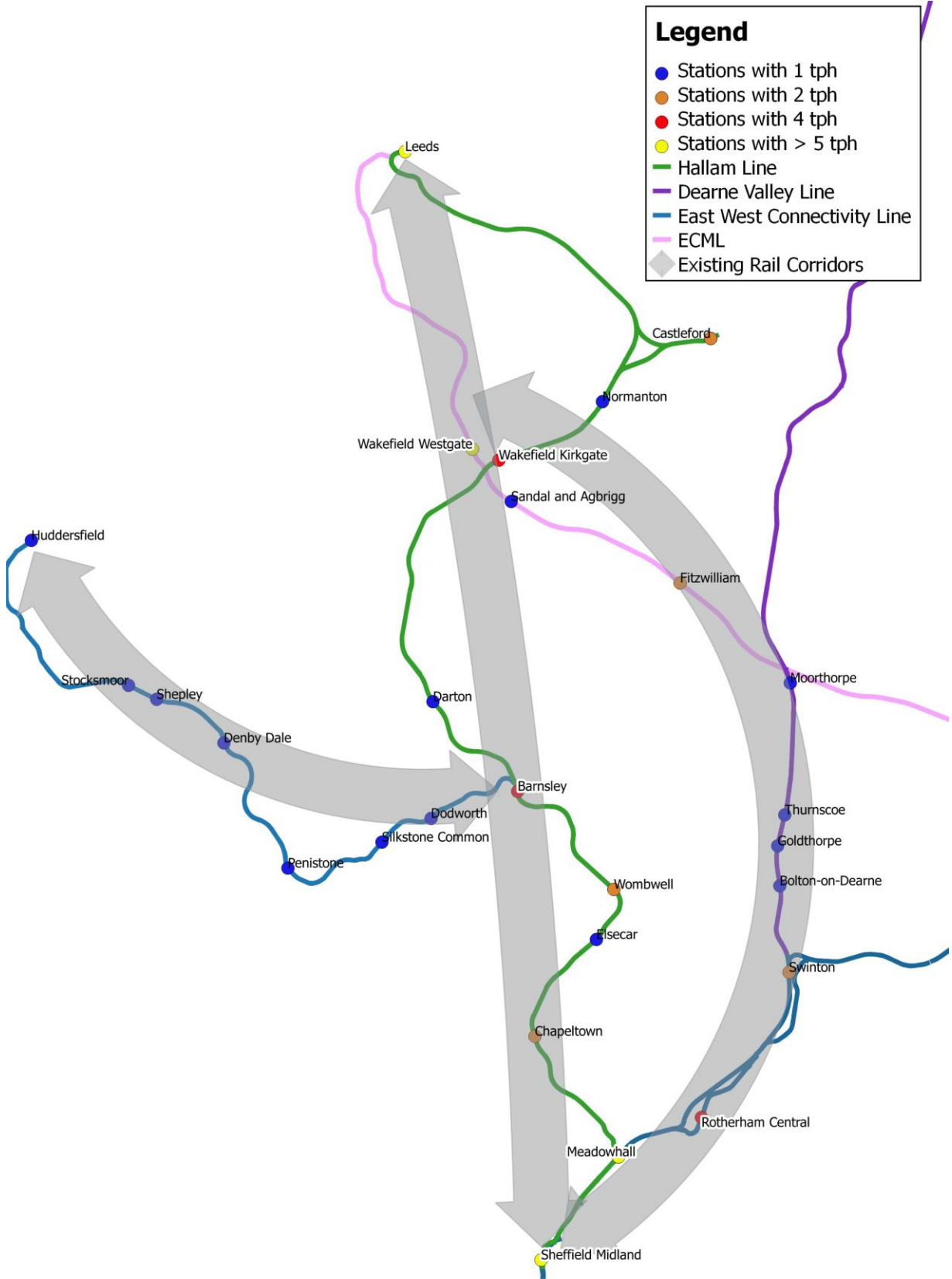


Acorp are pleased to endorse the Barnsley Rail Vision. The Penistone Line Partnership, having just celebrated its 25th Anniversary is looking forward to the next 25 years, and welcomes the Barnsley Rail Vision. It looks forward to working with Barnsley Council and other partners to expand the Penistone Line Partnership. We will also continue to promote local attractions such as the Elsecar Heritage Centre, Elsecar Heritage Railway etc and will also provide a 'touchpoint' for community engagement that not only promotes rail use but also community and individual well-being in an inclusive way to residents of Community Rail Partnership settlements. We seek to exploit all Community Rail Partnership opportunities once the DfT Community Rail Strategy is published.



West Yorkshire Combined Authority looks forward to working with Barnsley Metropolitan Council and South Yorkshire partners to realise the full potential of the rail network. HS2 and Northern Powerhouse Rail, together with ongoing investment in our local networks will create opportunities to better connect communities across West and South Yorkshire. Our shared rail geography means we will continue to work in partnership on realising these opportunities.

Barnsley's Current Rail Network



Our 'Challenges'

- Connecting Barnsley to high speed, inter-city and inter-regional rail networks
- Making rail more attractive to more people
- Connectivity to Doncaster Sheffield Airport and associated economic cluster
- Improving Public Transport links between Barnsley and neighbouring City Region centres to make Public Transport the preferred way to travel
- Making stations attractive and inclusive



Our 'Opportunities'

- Station facility and access improvements
- HS2 mainline Parkway Station connecting Barnsley to high speed services
- Improved connectivity to existing and proposed rail routes and air/rail/road interchanges
- Encourage public transport use by integrated ticketing and fares and coordination of bus and rail services at interchange stations
- Effective engagement with key stakeholders to ensure investments benefit Barnsley businesses and residents
- Partnership working to increase the number of destinations served by Barnsley stations



Our 'Assets'

- The heart of the Leeds – Sheffield Corridor
- Existing rail routes passing through Barnsley borough and Barnsley Dearne Valley
- Infrastructure with potential capacity to support more services

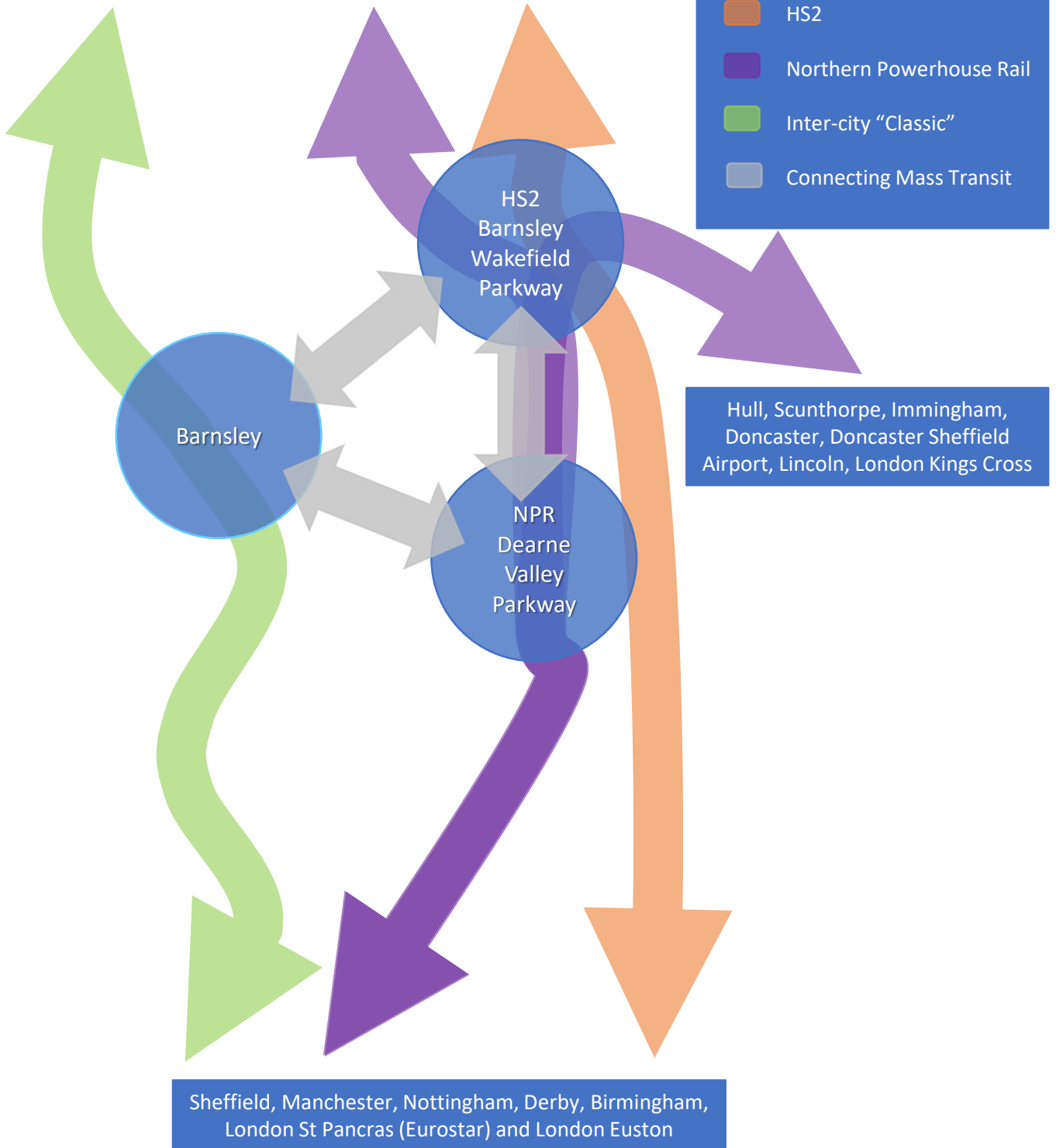


Barnsley's Transformed Inter-city and High Speed Stations Offer

Leeds, York, Scotland, Newcastle and Other North East

Key

- HS2
- Northern Powerhouse Rail
- Inter-city "Classic"
- Connecting Mass Transit



Sheffield, Manchester, Nottingham, Derby, Birmingham, London St Pancras (Eurostar) and London Euston

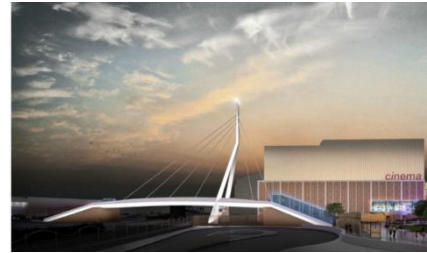
Transforming Barnsley's Rail Network Station Potential

Barnsley's Gateway Stations and their role in Transforming Barnsley and its Rail Network

Barnsley MBC through its Rail Vision has the opportunity to promote Barnsley, HS2 Barnsley Wakefield Parkway and Northern Powerhouse Rail (NPR) Dearne Valley Parkway stations as Barnsley Dearne Valley gateways on inter-city franchise, HS2 and NPR networks. As gateways these stations would also act as strong community and economic hubs for the Barnsley Dearne Valley built up area serving the tenth most populous built up area in the NPR economy and second most populous in the Sheffield City Region economy. The three stations are in the Barnsley Local Plan Accessibility Improvement Zone which is the focus for transport improvements and development and recognised in recent Leeds City Region and Sheffield City Region transport strategies. The stations and Barnsley communities could each be served by connecting mass transit to give an integrated inter-city /high speed rail offer.

Barnsley Station

Barnsley town centre is a key regeneration focus for the borough and city region. The interchange, including the railway station, lies immediately adjacent to Jumble Lane level crossing and the Glassworks development. The level crossing is to be replaced by a pedestrian and cycle friendly bridge. This presents an opportunity to explore not only delivering currently identified enhancements but also better integration with the regenerated town centre and potential platform extensions to support an improved 'classic network' inter-city service offer.



HS2 Barnsley Wakefield Parkway

One of the options being considered for the South Yorkshire HS2 Parkway Station is in the Brierley-Hemsworth vicinity. If delivered, this station will offer a step change in **high speed** rail travel being available to key inter-city destinations from Urban Barnsley businesses and attractions. Barnsley station by not being on the high speed rail network, although able to offer an improved inter-city rail offer as above, is unable to deliver **high speed** services



NPR Dearne Valley Parkway

The 'Clayton' touchpoint between the main HS2 eastern leg and an improved Dearne Valley Line as the northern spur of HS2 'classic' from Sheffield to Leeds delivers the NPR objective of improved Sheffield-Leeds services. An NPR station on the improved Dearne Valley Line offers potential for such a station to offer NPR/ inter-city franchise services. During the Barnsley Local Plan Period up to 2033, a number of allocated housing and employment sites are expected to be developed in the Dearne Valley which will only increase demand for rail travel, particularly to Sheffield and Leeds. Creation of a Dearne Valley NPR Parkway station would support NPR and inter-city opportunities to support economic growth and stimulate housing opportunities as well as providing improved connectivity regionally and sub-nationally. This would be supported by good access routes.



Transforming Barnsley's Rail Network

Rail Services

Station Enhancements

The Borough of Barnsley currently benefits from having several stations on routes between Sheffield and Leeds as well as between Sheffield and Huddersfield. A package of enhancements at these stations will encourage rail travel which supports more frequent services, new rolling stock and line speed improvements.



Road Access

Barnsley is located at the centre of a key motorway box including the M1, M62, A1(M) and M18. These major roads provide an extensive catchment area for parkway stations. It is essential that all proposed parkway interventions have supporting major road access to minimise impact on local roads and provide for onward travel.



Potential Growth and Community / Co-operative Rail

In addition to the catchment by road, there is also potential for passenger growth from sites allocated in the Local Plan for both housing and employment. During the Local Plan Period up to 2033 it is envisaged that 20,000 new homes will be constructed and 290ha of employment land developed throughout the Barnsley borough and it is our aspiration to make Public Transport the preferred transport mode.

Penistone Line Partnership have confirmed their willingness to extend their active involvement beyond Barnsley station to Elsecar.

Transforming Barnsley's Rail Network

Rail Infrastructure

Rail Connections

There are a number of major rail routes that pass through the borough. However, Barnsley-wide connectivity is fragmented. In particular, there is currently no connection from the Barnsley Dearne Valley stations and the East Coast Main Line heading south towards Doncaster.

Mitigating this lack of local and regional connectivity by way of targeted strategic and local connections needs to be given priority in order to secure and sustain delivery of the economic and housing growth potential of Barnsley Dearne Valley.

Re-instated Rail Lines

In order to offer a well-connected Barnsley and South Yorkshire, opportunities exist to re-deploy disused rail infrastructure to support both passengers and freight. Additionally, there are also locations on the network that may benefit from having previous lines re-instated. For example, connections between the northern section of the Dearne Valley Line and Mexborough and the connection between Penistone and Deepcar could support local, regional and sub-national connectivity as well as network efficiencies.

Enhancements to Existing Infrastructure

Working with Network Rail to identify other opportunities to develop enhancements. This will allow a coordinated approach to renewals and delivering enhancements taking cognisance of the Barnsley Rail Vision and additional third party funding sources which may be available.



Key Messages

The 'gain' to the UK and Northern Powerhouse, as well as the Sheffield and Leeds City Region economies through re-connecting Barnsley coherently and effectively; and



The 'fit' of the Barnsley economic and housing potential with the national and City Regional strategies along the Sheffield – Barnsley – Wakefield - Leeds corridor.



The 'Gain'

The 'Gain' to the economy with Barnsley re-connected to the inter-regional rail network:

Barnsley Dearne Valley Today ...

02nd 

Most populous area in Sheffield City Region

10th 

Most populous area in Northern Powerhouse



... Barnsley by 2033

 20,000
New Homes

+ 220ha
New
Employment
Land



The 'Fit'

The Barnsley Rail Vision (2018 to 2033) fits with Transport for the North's (TFN) vision to achieve:

'A thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life.'

The Vision is also aligned with TFN's Long Term Rail Strategy, which identifies the following opportunities:

Connectivity Improvement in train services to link places people want to travel, and provide better connections and service frequency.

Capacity Providing more space for passengers and more rail track to allow more trains

Customers Meeting the needs and expectations of customers (freight and passengers).

Communities Involve and Integrate with local communities.

Cost-effectiveness Support better ways of working and continue improving financial returns through train operators.

Our 'Asks' for our delivery partners:

Delivery Partners

Barnsley Station – Opportunity to improve connectivity with the removal of the severance from Jumble Lane Level Crossing to improve the passenger experience and integrate holistically with the town centre.



Deliver the Leeds-Sheffield Hallam line journey time improvements



HS2 phase 2 eastern leg – confirmed provision of the HS2 South Yorkshire Parkway station on the main HS2 eastern leg



Inclusion of the **Northern Powerhouse Rail** (Sheffield to Leeds and Sheffield to Hull) including a new **Dearne Valley Parkway Station**



New eastward connectivity from the Dearne Valley line to the ECML giving access to Doncaster and the Doncaster Sheffield Airport



Barnsley services to be included in those having the new Class 195 and other high quality rolling stock.



Our 'Asks' for our delivery partners:

Delivery Partners

Improvements to station facilities and environs. To include enhanced connections at Wombwell and Darton stations, improved parking facilities at Penistone station and alternatives to existing steps at Wombwell and Elsecar stations.



Improvements to connectivity - Increase in frequency throughout the network, specifically the introduction of 2tph between Huddersfield and Barnsley alongside increasing the destinations served by the Barnsley network and the levels of service in the peak hours and weekends.



Community Rail and Co-operatives – Explore with community rail partners the potential for reinstatement of passenger services on the former North Midland line from West Green to Wakefield and negotiate full support of DfT to local community rail partnerships when the soon expected future national Community Rail Strategy is confirmed.



Improve links to Rotherham and Doncaster



Promote Mass Transit routes between Barnsley and Doncaster and Sheffield and Penistone (via Deepcar)



Barnsley's Transformed Rail Network

City Region and Inter-regional Network 2033

“By 2033 Barnsley will be connected to direct rail services on the high speed and inter-city networks and have new rail infrastructure to link key locations within the City Region together with new and enhanced stations to support better quality and more frequent rail services.”

