

Mirfield Station Development Plan



Introduction

- Rail stations play an integral role in contributing to a seamless public transport journey. However, many stations in West Yorkshire do not offer the level and quality of facilities passengers now expect. As a result, these nodes are now perceived as a barrier which discourages travel. Successful railway stations should enhance the high quality travel experience and help to contribute economic, social and environmental benefits
- Stations must be considered as part of the integrated door-to-door journey experience with examples expected to be entwined into the communities they serve. A successful station should act as a gateway both to the railway (for departing passengers) and the hinterland surrounding the station (for arrivals)
- With WYCA promoting the Leeds City Region Metro, along with the potential benefits from High Speed 2 and Northern Powerhouse Rail improvements, this reinforces the importance of upgrading the nominated District Hubs and other local railway stations to gateway standard. This outcome will transform connectivity between each station and their local catchments, and ensure the benefits that are expected to be realised from the long distance or regional networks are dispersed as widely as possible
- Thirteen stations have been prioritised in this first tranche of work comprising Batley, Cross Gates, Dewsbury, Headingley, Horsforth, Keighley, Knottingley, Mirfield, Morley, Pontefract Monkhill, Shipley, Sowerby Bridge and Todmorden

Objectives

1. To ensure the station contributes towards the economic growth of West Yorkshire.
2. To ensure the station plays a role in attracting inward investment and supporting the regeneration of its wider catchment.
3. Ensure the station forms an active part of an integrated transport system.
4. Access for all – ensuring the station is step free
5. Providing a convenient, safe waiting environment on the platform
6. Providing appropriate passenger information about services and onward travel



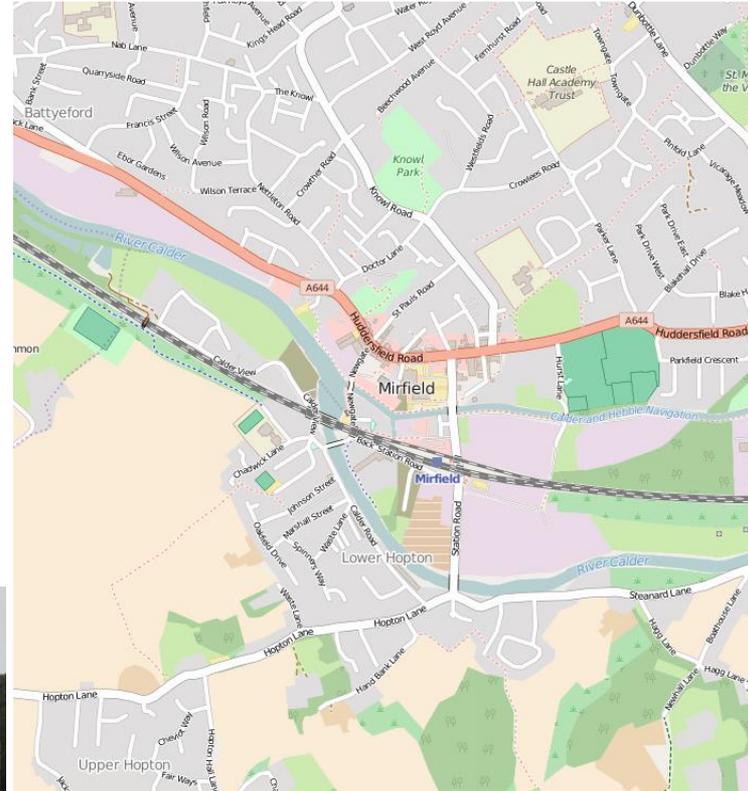
Existing Station Context

Rail station is situated 300m south of Mirfield Town Centre along Station Road

Services are operated by Arriva Northern with 2 tph between Leeds and Huddersfield and 1 tph Wakefield to Huddersfield additionally Grand Central operate 4 daily services to London Kings Cross

There are good sight lines to the town centre along Station Road from the with the route crossing the Calder & Hebble Navigation

A large supermarket and a number of residential dwellings are located to the north of the station site with industrial and commercial land uses to the south



Station Facilities

Current station layout is staggered between Platforms 1/2 and 3 with transfer between the platforms via the underbridge on Station Road

Each platform features a windproof shelter in addition to metal benching

Covered cycle stands are available on both Platforms 1/2 and 3

Information boards regarding local transport options are poorly located

The stair access to Station Road underpass is in a poor condition with significant water ingress and ineffective lighting

No CCTV coverage of the underpass which is alongside a busy road often used as pick up/drop off zone

Building fabric and underbridge are in poor condition



Access

There is no PRM-TSI compliant access to Platforms 1 and 2 – a ramp is provided to Platform 3 although this is not PRM-TSI compliant

Station Car Park is adjacent to Platform 3 with the access road cobbled and not lit – considerable fly parking evident in surrounding roads

Disabled parking is provided however pathing and surfacing is poor

The only access between Platforms 1 and 2 and 3 is via 175m route along Back Station Road onto Station Road under the rail line



Wayfinding

Limited direction signage to station

No signs on Station Road identifying the town centre

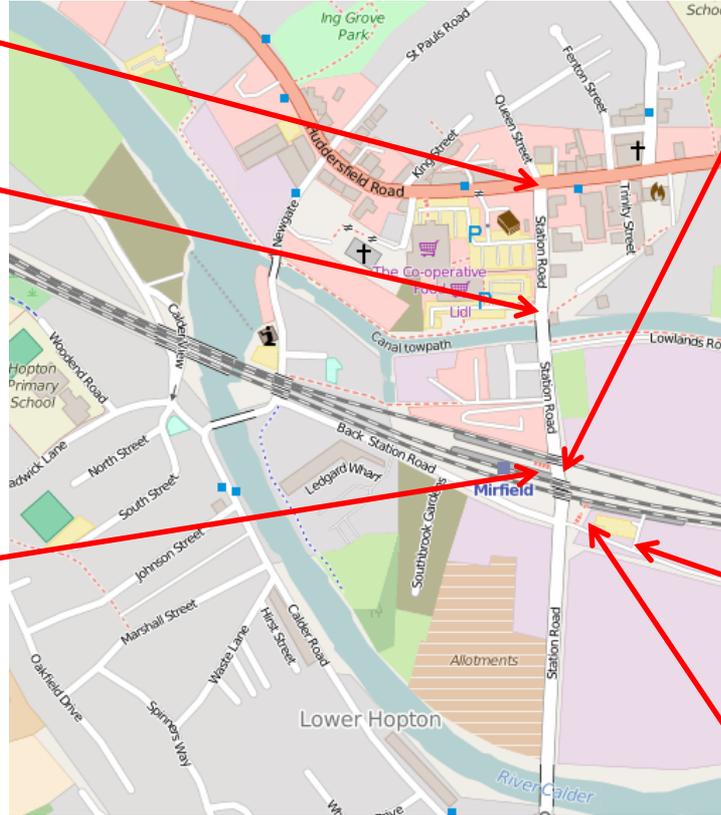
Steep unlit steps to access Platforms 1 and 2 – railway overbridge poorly lit and busy road with narrow pavement

Poor quality of surface and ambience on Station Road under rail line



Unlit footpath from Platform 3 to Station Road

Station car park is located to the south and serves all platforms, but affected by poor signage



Summary

1. No step free access to Platforms 1 and 2 which are currently reached by steep steps on a narrow pavement
2. Waiting facilities are not weatherproof and general station appearance is poor
3. Railway underbridge between the platforms is poorly lit with evidence of damp
4. There is poor wayfinding to the town centre and nearest bus stop
5. Car Parking is limited with fly parking evident on nearby streets



Stakeholder Aspirations and Opportunities

Stakeholder Aspirations

- **Develop the station as a strategically important part of the North Kirklees Growth Zone**
- **Improvements to the quality of the rail station waiting facilities with modern shelters and CCTV to enhance security providing a first class gateway to Mirfield**
- **Upgrading of the railway underbridge to create a more inclusive and welcoming environment for users**
- **Enhanced connectivity to public transport and wider public realm**
- **Additional car parking spaces to tackle growing demand**

Opportunities

- **Integration with station car parking developments to improve access to the station and across the station**
- **Development of high quality waymarking route from Town Centre to Rail Station to improve the prominence of the station and improve linkages to Calder & Hebble Navigation**

Future service enhancements

Mirfield to become a staffed station for at least part of the day in the new Northern franchise

New 125mph trains with increased capacity on Trans Pennine Services and new rolling stock for Northern

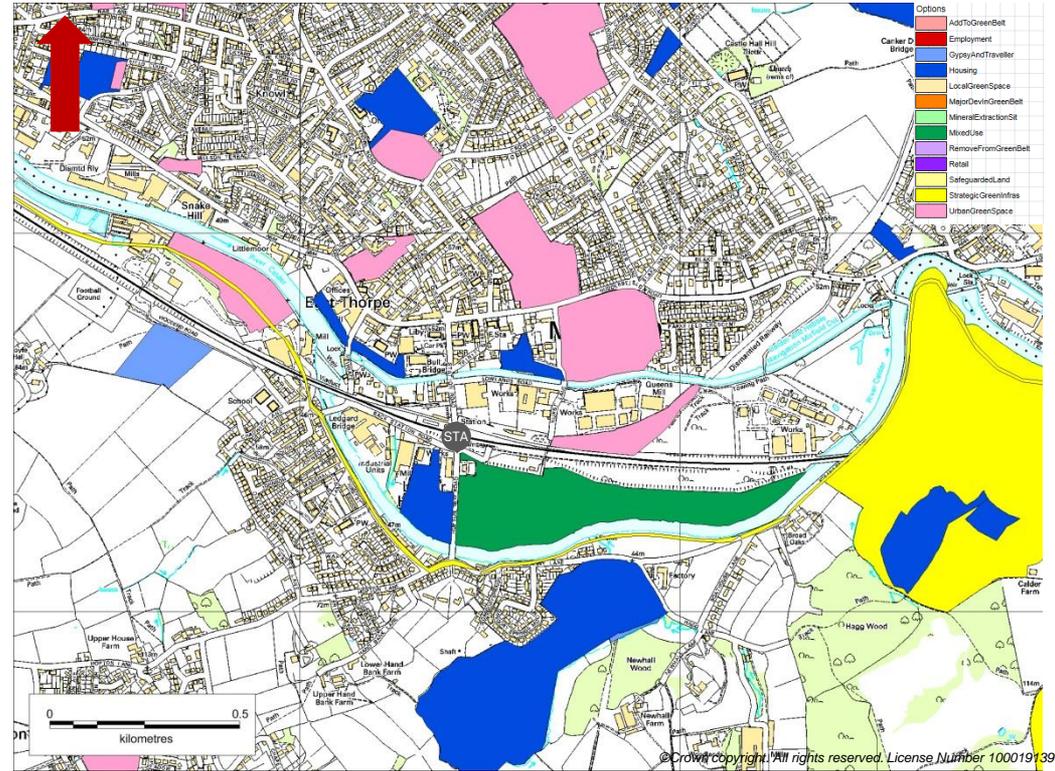
Vision for Mirfield Railway Station

To provide a seamless integrated public transport offer that connects Mirfield with West Yorkshire and the Yorkshire Hub (HS2) to support economic growth and deliver opportunities for commuters and leisure travellers alike with a safe and fully accessible rail station that acts as a gateway for the North Kirklees Growth Zone and supports the vibrancy of Mirfield Town Centre.



Local Plan Context – Mirfield

Following map shows a number of development sites around Mirfield Railway Station, although these may be subject to change they provide a useful context for station development opportunities.



Opportunities

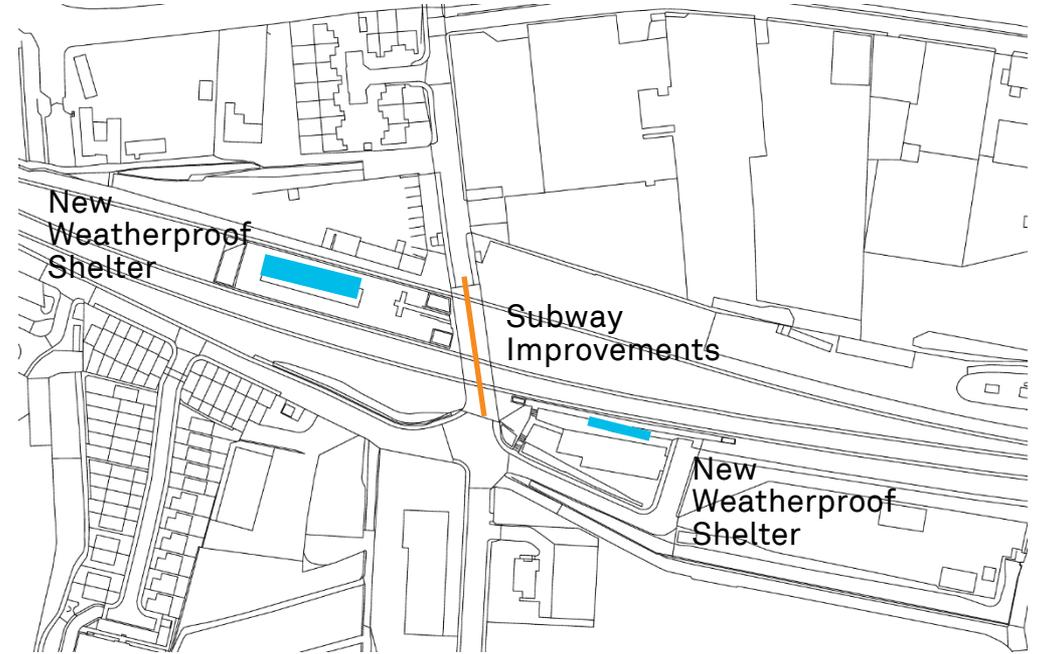
Mirfield Station Options

	Description	Inward investment	Regeneration	Transport integration	Passenger comfort	Accessibility	Information	Development risks
LOW	1 Enhance passenger waiting facilities to both platforms				●	●	●	Low Risk
	2 Improve the ambience of the subway through improved lighting and refurbishment			●	●	●		Low Risk
	3 Provide a clear high quality waymarking route from the rail station to the town centre		●	●	●	●		Medium Risk - Will involve a new pedestrian crossing and changes to highway
	4 Expanded car park both adjacent to Platform 3 and alongside Platform 1		●	●	●	●		High Risk - Land ownership issues and third party involvement
HIGH	5 New PRM-TSI compliant access between the platforms and car parks				●	●		High Risk - Signal sighting issues and clearance for future electrification

Opportunities – Passenger Experience

Improve the quality of the facilities for passengers at the station:

- Weatherproof waiting area with improved information provision
- Enhanced lighting
- Full CCTV coverage
- Additional cycle parking
- Improving the ambience of the underbridge



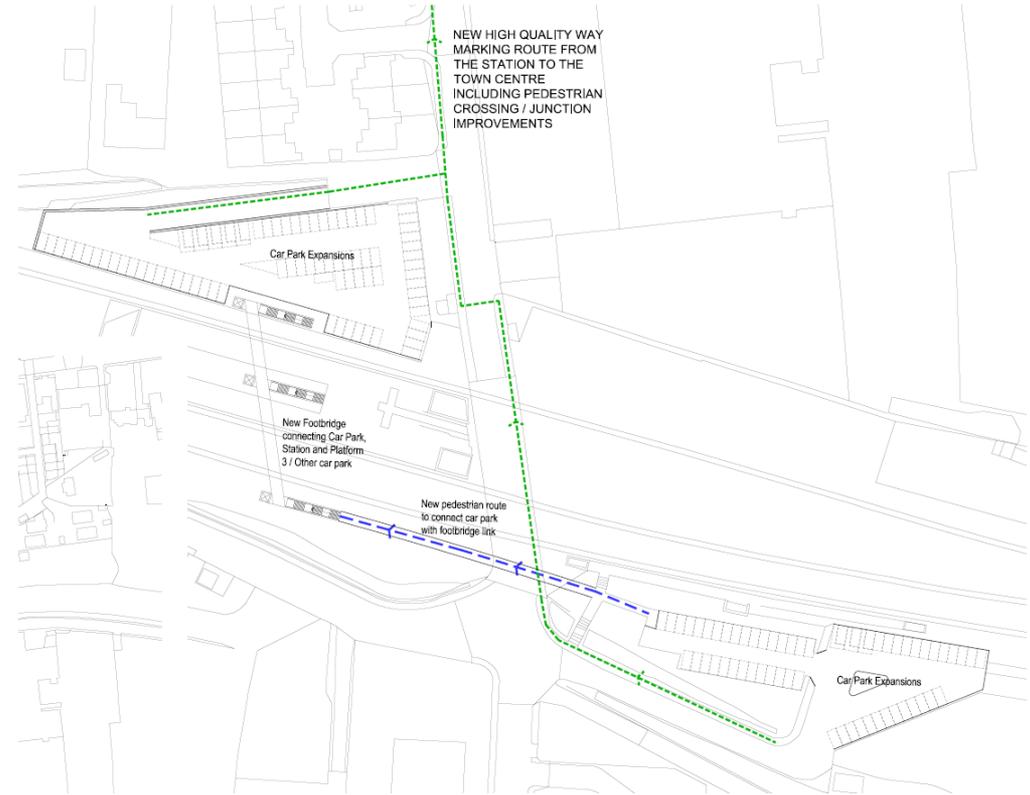
Opportunities – Car Parking

Expansion of the current car parking provision to accommodate future demand and reduce 'fly parking' around the rail station.

- New car park site to the north of Platform 1/2
- Extension to current car park to the east of Platform 2

New and expanded car parks provide the opportunity to improve drop off facilities and capacity to reduce conflicts between vehicles and pedestrians

Potential synergies with improvements to the urban realm and access arrangements to the station providing a step free PRM-TSI compliant route between the car parks and the platforms



Economic Appraisal

Methodology based on PDFH parameters, existing station usage plus the application of the TfL urban public realm toolkit.

Number of existing passenger journeys per annum:
420,718

Enhancements grouped into packages – low / medium / high costs

Estimated capital costs of £0.38m - £4.3m based on other examples

Commercial case for the low cost scheme

Mirfield	Low	Medium	High
BCR	Commercial scheme	1.91	No economic case
PVB	£523	£896	£1,083
PVC	-£1,760	£470	£2,907
NPV	£2,283	£426	-£1,824
CCTV Provision	£30,000	£30,000	£30,000
TVM - Ticket Vending Machine			
New Footbridge + Access to Car Park			£2,500,000
Help Point			
New Seating - Per Bench			
Ticket Gates			
Lighting Enhancements	£30,000	£30,000	£30,000
Improved Wayfinding	£10,000	£10,000	£10,000
Improved Information Provision	£5,000	£5,000	£5,000
Station refresh	£50,000	£50,000	£50,000
Heated Waiting Room Shelter		£220,000	£220,000
New Station Building			
Improved Cycle Parking	£5,000	£5,000	£5,000
Subway Improvements	£250,000	£250,000	£250,000
TV Style Screens for Information	£5,000	£5,000	£5,000
Car Park Expansion		£650,000	£650,000
Disabled Toilet			£45,000
Booking Office/Kiosk			
Urban Realm		£350,000	£500,000
Secure Car Park		£15,000	£15,000
Total	£385,000	£1,620,000	£4,315,000

Next Steps

Summary

The package of low cost options has a commercial business case and the medium cost options delivers high value for money. It should be noted that:

- Mirfield station has the opportunity for increased demand and therefore revenue
- The station is not PRM-TSI Compliant –this component is only included in the high cost option
- The medium cost option includes some funding for urban realm and improving the quality of the waiting environment

Next Steps

- Present the commercial scheme option to the TOC for consideration
- Understand if there are components of the medium and high business case, which could be delivered as part of this
- Undertake further analysis on the high cost business case to understand if components could be funded through an alternative mechanism, such as economic regeneration