

# Mirfield Railway Station Masterplan V3- DRAFT

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## Executive Summary

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## 1. Introduction

West Yorkshire's rail strategy [Railplan 7](#) (2012), seeks to deliver sustainable economic growth by improving the rail network in West Yorkshire. Railplan sets out how improving connectivity through more frequent services and improved journey times, increasing train and track capacity and improving stations will support economic growth, enhance people's quality of life and progress a low carbon transport system.

This Masterplan has been developed to set out a vision for short, medium and long term interventions to enhance the railway station at Mirfield and provide better quality facilities and environment.

The West Yorkshire Combined Authority (WYCA) has taken the lead on the development of the Masterplan in partnership with key stakeholders:

- Kirklees Council
- Network Rail
- Northern Rail
- Grand Central
- Friends of Mirfield Station

To help identify priorities for improvements WYCA held a workshop in February 2015 with the key stakeholders. The workshop aimed to gather ideas of how the station should be improved to meet user expectations and make it a welcoming gateway to the town. Key objectives of the workshop included:

- To understand Kirklees Council's land use and strategic economic plans in relation to station development.
- To identify gaps/areas for improvements and establish consent for priorities for improvements.
- To identify potential synergy between projects and funding opportunities in the short, medium and long terms.
- To help develop the content of the masterplan which could support future funding bids and serve as a guide to funding requirements in the short, medium and long terms.

The results from the workshop session form [Appendix A](#).

There are a number of changes that will affect the dynamics of the rail offer at Mirfield railway station including:

- The securement of the West Yorkshire Plus Transport Fund – Implementation of car park extension scheme.
- Electrification of the TransPennine route.
- New Northern and TPE franchises.
- The footfall at the station which has increased more than 300% since 2002/03.
- The island platform has subsidence/sinkage problems and requires substantial repair work. (Network Rail are currently mid tender for the final design and build to repair the platform, the proposal is to repair the platform and renew the surface with tarmac, and improve the drainage, as well as some works to the staircase and lighting)

Image placeholder

## 2. Objectives of the Masterplan

To produce a masterplan which will:

- Serve as a coordinated plan to prioritise improvements.
- Serve as an informative guide for stakeholders and potential funding partners to inform about potential enhancements at Mirfield railway station.
- Serve as a guide to funding requirements (to secure and seek funding) in order to maximise investment at Mirfield railway station in the short, medium and long terms.

The Masterplan focuses on the key areas in and around the station. The interventions identified are largely not funded and so it should be considered with that in mind.

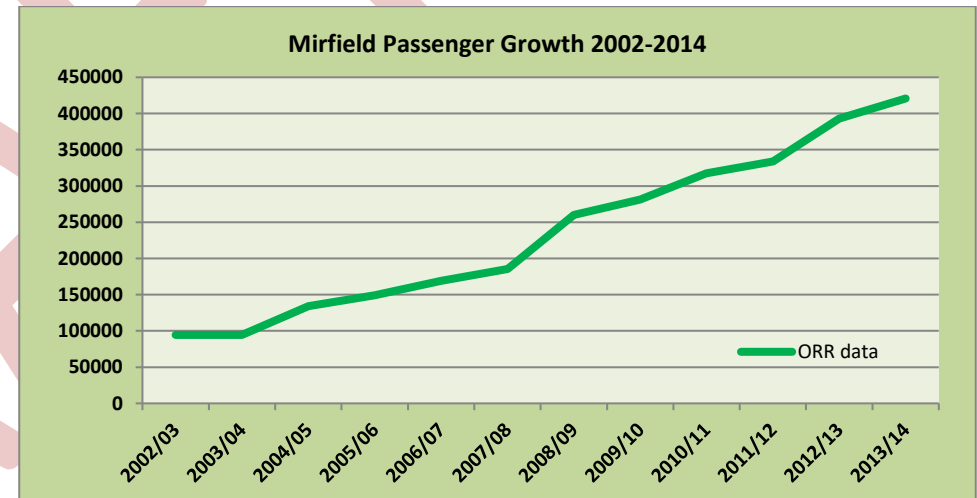
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Mirfield location plan/town map

## 3. The Station Environment

Mirfield is a small town in the Metropolitan Borough of Kirklees in West Yorkshire located on the A644 between Brighouse and Dewsbury. The population of Mirfield was recorded during the 2011 Census as 19,563. Population increased by 942 between 2001-2011.

Mirfield railway station, managed by the train operator Northern Rail is situated on the Huddersfield rail line (Leeds-Manchester) between Deighton and Ravensthorpe and is 4 miles (6km) north east from Huddersfield. The station has an annual footfall of approximately 420,718 (2013/14 [ORR](#) figure) which has grown by more than 300,000 since 2002/03.



Train services from the station are provided by train operators Northern Rail and Grand Central. First Transpennine Express services pass through the station but do not call at Mirfield.

Journey times by train from Mirfield are provided in the following table:

Journey Times by Train from Mirfield	
Brighouse	11 minutes
Dewsbury	7 minutes
Huddersfield	12 minutes
Leeds	26 minutes
London	2 hours 46 minutes
Manchester Piccadilly	52 minutes (change at Huddersfield)
Manchester Victoria	1 hour 14 minutes
Wakefield Westgate	29 minutes

See the [Rail Services](#) section for more information.

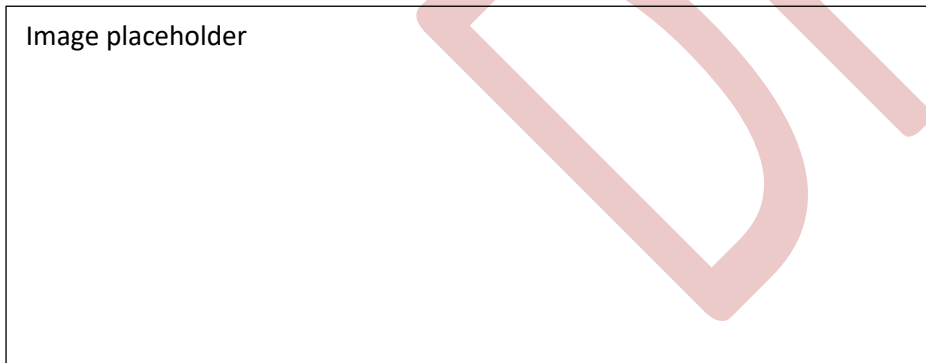
The station, which is unstaffed has a staggered platforms layout:

- Platform 1 (Leeds, Wakefield and London bound) and Platform 2 (largely unused by current services) are formed by an island platform accessed via a set of steep steps to the west side of the bridge over Station Road.
- Platform 3 (Huddersfield, Manchester, Brighouse, Halifax bound) and the station car park are accessed from the east side of Station Road.



The workshop identified that the station environment currently has:

- No step-free access to Platforms 1&2.
- Subsidence issues on the stepped access to Platforms 1&2 and sections of the platform. To ensure passenger safety the areas have been fenced off for a number of months which affects passenger flow on both entry and exit.
- Access between Platforms 1&2 and Platform 3 by crossing Station Road under the road bridge. This area is perceived as having poor lighting and no marked or controlled pedestrian crossing point.
- A layout which can lead to a poor perception of safety and security as the staggered platforms are not widely visible from the surrounding area.
- A station car park full to capacity before the end of the morning peak.
- Nearby streets which are used as overspill parking.
- Limited information on train services.
- Nearest bus stops situated 5 minutes walk from the station on Huddersfield Road. Rail replacement services also stop on Huddersfield Road and do not call directly at the station.
- Passenger waiting shelters only, no fully enclosed waiting shelters/rooms
- No ticket purchase facilities.
- No designated drop off/pick up point.
- Poor linkage to the town centre.



## 4. Existing Station Facilities

### Summary of Existing Facilities:

- Rail user car park with 34 standards parking spaces and 4 marked spaces for blue badge holders.
- Stepped access only to Platforms 1&2
- Stepped and ramped access to Platform 3
- Public information announcements
- Electronic information screens
- Seating
- Passenger waiting shelters
- Cycle storage facilities
- CCTV
- Help point
- Fixed information posters
- Station signage including totem station markers

### Recent station improvements:

WYCA in partnership with Northern Rail and Grand Central developed a third phase of electronic information screen installations at West Yorkshire rail stations. The screens installed in early 2015 at Mirfield were part of a project to install the facility at 14 stations utilising funding from all the partners and a developer funding contribution. The screen installation works followed a separate Network Rail funded scheme to replace the long ling public address system along the Huddersfield line.

Image placeholder

## 5. Existing Station Layout

Image placeholder

**Draft – Temporary image to be replaced with GIS image**



- A. Platforms 1 & 2
  - A1. Area of vegetation
  - A2. Waiting shelter
  - A3. Cycle stands and covering shelter
  - A4. Stepped access
  - ? Information screen
- B. Area under Station Road bridge - pedestrian access between platforms/car park
- C. Car park
  - C1. Pedestrian access to platform 3 via stepped access
  - C2. Cycle stands and covering shelter
  - C3. Car park approach road
  - C4. Step-free pedestrian access to Platform 3
- D. Platform 3
  - D1. Waiting shelter
  - ? Information screen

## 6. Pedestrian Movements

All platforms are accessed from Station Road.

**Platform 1** (Leeds, Wakefield and London bound) and **Platform 2** (largely unused by current services) are via a set of steep steps to the west side of the bridge over Station Road. Pedestrian access is currently affected by subsidence issues to the steps and platform. Parts have been fenced off to ensure passenger safety which impacts of the passenger flow during both entry and exit from the platforms. Network Rail is working to find a repair solution.

**Platform 3** (Huddersfield, Manchester, Brighouse, Halifax bound) is accessed from the east side of Station Road either by steps at the bottom of the car park approach road followed by a footpath adjacent to the car park and another set of steps directly onto the platform or the footpath along the length of the car park approach road and ramped access onto the platform.

A pedestrian movement between platforms involves crossing Station Road under the bridge. There is currently no marked or controlled crossing point. The west side of the road has a section of low kerbs and bollards adjacent to the bottom of the steps to Platforms 1 & 2. The east side of the road has no low kerbs. Lighting levels under the bridge perceived as being low.

There is an absence of directional signage both to and from the station for both directions along Station Road and from the town centre.

A help point is provided at the bottom of the stepped access. It was noted during the workshop session with stakeholders that this location is not considered ideal and consideration should be given to relocating the facility.

### Island platform step-free access

Mirfield railway station is one of 13 stations within West Yorkshire which requires funding to be secured for improvements to make all platforms accessible via a step-free route.

In 2013 WYCA, then Metro commissioned station accessibility feasibility design work to prepare options for improving stations including Mirfield with a view to the studies being used to try to secure Department for Transport (DfT) Major 'Access for All' investment and local capital match-funding. At the end of 2013 Network Rail and Northern Rail following consultation with the WYCA put in an application for 'Access for All' scheme funding for a number of West Yorkshire stations. The DfT announced in 2014 that 68 stations across the country would be improved using a budget of £160m. Although funding was announced for three West Yorkshire stations no funding was announced for Mirfield. It is currently not known when any further 'Access for All' funding may be announced by the DfT.



## 7. Vehicular Movements

Mirfield railway station is accessed by car from Station Road. The car park approach road is to the east and has a surface which is part cobbled part tarmac with double yellow line restrictions. The car park provides 34 marked standard parking spaces and 4 spaces designated for blue badge holders. The standard parking spaces are full to capacity before the end of the morning peak. On-street parking takes place on Station Road/Hopton New Road and Back Station Road. There is currently no designated drop-off/pick-up point for taxi or kiss & ride at the station. Drop-off takes place either on Station Road under the bridge or within the station car park.

The nearest bus stops are located a 5 minute walk away from the station on Huddersfield Road. No bus services currently serve the station directly. Services operating along Huddersfield Road include:



### Bus Services

#### Huddersfield Road direction of Brighouse, Bus stop no. 45015145

203	Leeds - White Rose Centre - Tingley - Shaw Cross - Dewsbury - Mirfield - Leeds Road - Huddersfield
253	Dewsbury - Mirfield - Cleckheaton - East Bierley - Bradford
262	Dewsbury - Mirfield - Hopton - Kirkheaton - Upper Heaton - Huddersfield
278	Dewsbury - Mirfield - Brighouse - Elland - Halifax

#### Huddersfield Road direction of Dewsbury, Bus stop no. 45015146

203	Huddersfield - Leeds Road - Mirfield - Dewsbury - Shaw Cross - Tingley - White Rose Centre - Leeds
205	Mirfield - Northorpe - Dewsbury
221/223	Mirfield - Heckmondwike - Batley - Morley - White Rose Centre - Leeds
253	Bradford - East Bierley - Cleckheaton - Mirfield - Dewsbury
262	Huddersfield - Upper Heaton - Kirkheaton - Hopton - Mirfield - Dewsbury
278	Halifax - Elland - Brighouse - Mirfield - Dewsbury

There is an absence of directional signage both to and from the station for both directions along Station Road and from the town centre.

### Car park schemes

WYCA is developing a portfolio of car park extension schemes at rail station as part of the West Yorkshire Plus Transport Fund. Mirfield is currently grouped within delivery tranches 2 subject to the outcome of a WYCA approval in Summer 2015 to demonstrate that a scheme is deliverable and affordable. Permitting approval, it is envisaged that the scheme can be delivered by 2017-18.

Image placeholder

## 8. Network Plan

The route through Mirfield is included in the Transpennine electrification scheme. The stages and timescales of electrification have yet to be confirmed.

## 9. Rail Services

WYCA is seeking to achieve improvements to services through engagement with bidders for the future Northern Franchise and the refranchising process whenever possible. See page 10 for more details.

The following aspirations were included in West Yorkshire's rail strategy, Railplan 7 for the Huddersfield line:

<b>Summary:</b> Significant overcrowding on local and regional services
<b>Key Challenge:</b> Increasing service frequency between Leeds and Manchester but not at the detriment to local stopping services. Accommodating aspiration for intermodal trans-Pennine freight.
<b>Interventions</b>
<b>Committed:</b> Electrification of the line and new electric trains. 6 trains per hour between Leeds and Manchester as part of Northern Hub. (2, 4, 8, 10)
<b>Planned:</b> Improvements to local rail services as part of electrification and Northern Hub. (1, 2, 4) Journey time savings. (3) Platform extensions to allow longer trains to meet CP5 crowding targets. (9)
<b>Future Development:</b> None identified.

Extracted from Railplan 7, Published October 2012

<u>Summary of Current Rail Services</u>	<u>Train Operator</u>	<u>Mon-Sat daytime frequency</u>	<u>Mon-Sat evenings frequency</u>	<u>Sundays frequency</u>
Leeds - Dewsbury - Mirfield - Huddersfield (local)	Northern Rail	Hourly	Hourly	2 Hourly
Leeds- Dewsbury - Mirfield - Brighouse – Todmorden - Manchester	Northern Rail	Hourly	No service	No service
Wakefield Westgate - Mirfield - Huddersfield	Northern Rail	Hourly	Hourly	No service
Bradford Interchange - Mirfield - London Kings Cross	Grand Central	4 services in each direction		

The Northern Franchise is due for renewal. The Invitation to Tender of the Northern Franchise has been published. WYCA is seeking to achieve the following as part of a new franchise:

- Improved service frequency on a number of routes.
- Increase in Sunday services.
- Less peak overcrowding through additional services and more capacity.
- More punctual and reliable services.
- Improvements to stations to support interchange between travel modes and assist door-to-door journeys.
- Better quality trains including new build diesel trains.
- Better more fuel efficient trains with low emissions.



## Current Train Operators

### Northern Rail

Northern Rail is a train operator owned by Serco-Abellio that has been operating the Northern Rail franchise since December 2004. They have a fleet of over 300 trains and call at over 500 stations across the north of England. Northern Rail operates a total of 96 services from Mirfield every weekday.

Northern to expand/amend

## Grand Central

Grand Central Railway is an open-access passenger train operator that runs direct rail connections between Bradford Interchange and London Kings Cross. Since December 2011 this service has called at Mirfield with four trains per day southbound and northbound 7 days per week.

Image placeholder

The service call at Mirfield began as a result of an application by Grand Central Railway to the Office of Rail Regulation, followed by extensive consultation with Network Rail and other industry stakeholders. Grand Central has secured access rights until 2026. The West Yorkshire - London service route calls at: **Bradford Interchange - Halifax - Mirfield - Wakefield Kirkgate - Pontefract Monkhill - Doncaster - London Kings Cross.**

As part of an investment [announcement](#) in October 2014 Grand Central revealed planned investment of £7.8m over the next 12 years to improve reliability, capacity and comfort of its services. The announcement pledged capital investment to improve passenger facilities at stations on its route and that they would be introducing Ambassadors to Mirfield station during 2015. This could be a potential source of funding for station enhancements.

**Grand Central to expand/amend (do you have patronage numbers for Mirfield?)**

## 10. Cycling Facilities

The station has limited facilities for cyclists which include:

- 5 cycle stands with covering shelter and 5 cycle lockers on the island platform (lockers have been temporarily removed due to the platforms subsidence issues).
- 5 cycle stands with covering shelter in the car park.

To access the facilities on the island platform cyclists are required to carry their bike up the 2 flights of steps. The cycle stands located in the car park require the cyclist to use the car park approach road which has a surface made up of part tarmac and part cobbled.

Image placeholder

Signage close to the station rail bridge on Station Road marks the direction of the Calder Valley Greenway (Huddersfield – Dewsbury Route 66 cycle route) and town centre.

It was noted during the workshop session with stakeholders that the cycle facilities at the station are currently underutilised. This could be as a result of access and/or general marketing that the facilities are available.

### Cycle-Rail Fund

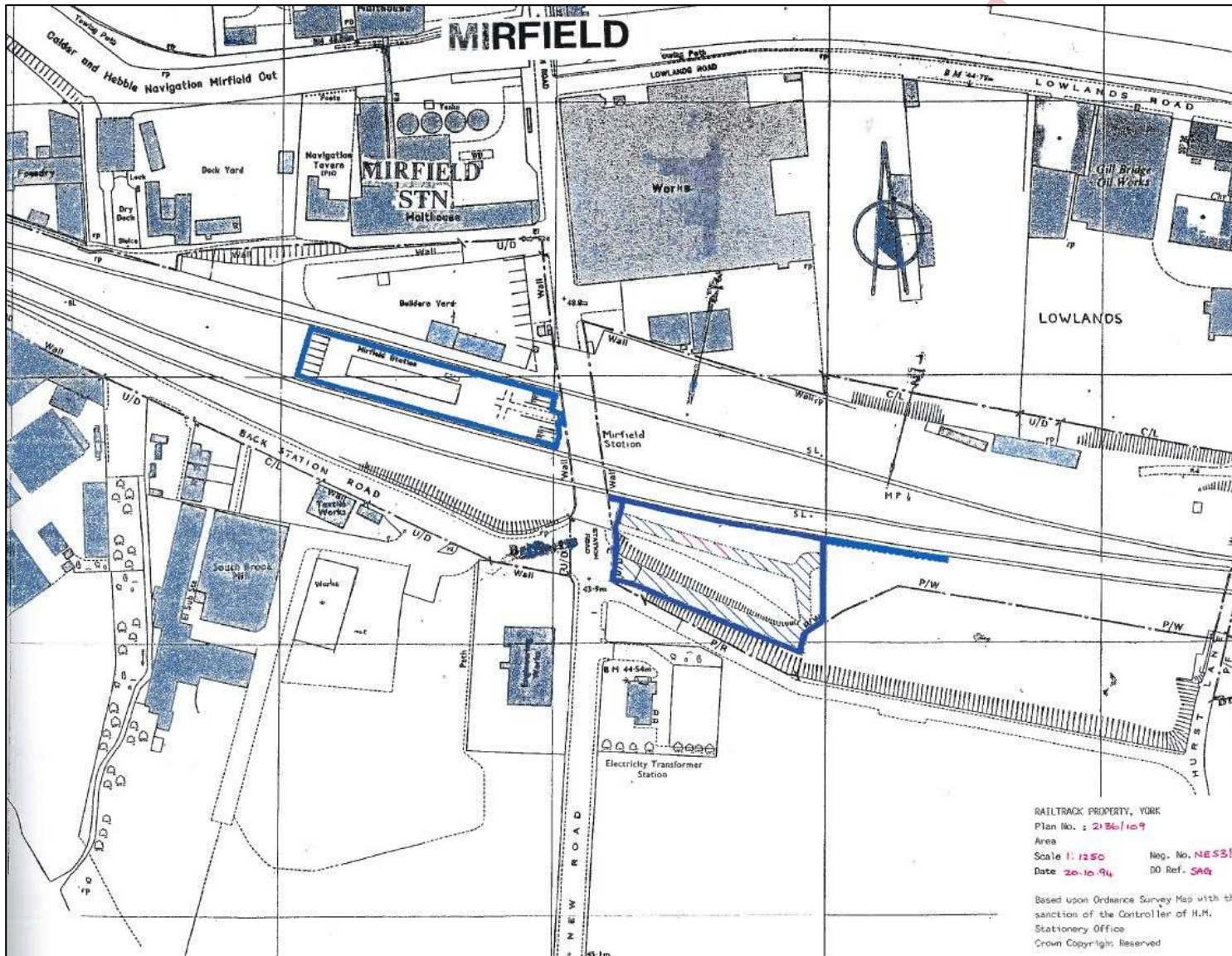
In September 2014 the DfT invited bids from Train Operating Companies to its [Cycle-Rail fund](#) to improve cycle/rail integration. Northern Rail submitted bids for West Yorkshire stations including a joint bid for Mirfield and Batley. The bid developed in conjunction with WYCA and Kirklees Council proposed the following improvements for Mirfield:

- 10 new cycle stands and 5 cycle lockers at the station, along with wheeling ramps to get to the island platform.
- Improvement to the surfacing on the approach road to reduce the effect of the cobbles for cyclists.

The DfT announced on [12 March 2015](#) that the Mirfield and Batley application had been successful. The joint scheme has been awarded £171,000 which will be matched funded by a £19,000 contribution from WYCA. To comply with the terms of the funding the improvements will be carried out before the end of March 2016.

Image placeholder

# 11. Station Lease Area



Station lease area shown in bold blue outline

## 12. Land Ownership



Add key labelling

Immediate Station Environment:

- The railway station platforms, car park and approach road, shown in red are owned by Network Rail and leased to the train operator Northern Rail are part of their franchise.

Surrounding Land Ownership:

- To be completed

### 13. Local Area Development and Regeneration

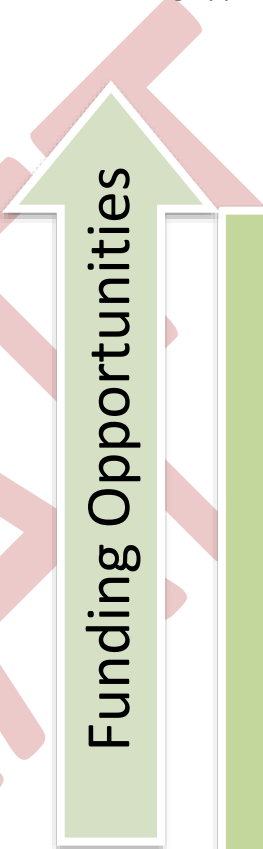
The council are formulating a Local Plan (to replace the Unitary Development Plan). The Local Plan will set out site allocations and designations (for development and protection) as well as policies to be used to determine planning applications.

An early engagement document entitled "Shaping our Local Plan" was published in November 2014 to provide the context for the plan and set out the potential range of new homes which may be required over the Local Plan period. The Local Plan process will consider the importance of Mirfield Railway Station and its wider strategic linkages including services to London.

The council will publish a draft Local Plan for consultation later in 2015 which will allow the community to provide comments on the proposals. The latest information on the Kirklees Local Plan can be viewed at [www.kirklees.gov.uk/localplan](http://www.kirklees.gov.uk/localplan).

### 14. Funding Opportunities

Possible funding opportunities include but not limited to:



#### Funding Opportunities

- West Yorkshire plus Transport Fund
- Department for Transport 'Access for All'
- West Yorkshire Local Transport Plan
- Kirklees Council
- National Station Improvement Programme
- Town Council
- Regeneration Fund
- Lottery
- Landfill - environment
- EU regeneration budget
- Transpennine electrification works funding
- GC CAPEX
- Network Rail renewals (to repair platforms and steps subsidence)
- Community Infrastructure Levy (5-10 years)
- Planning gain/Section 106
- New franchise investment/TOC contribution
- Future local growth fund (5 years)
- Commercial opportunity
- Kirklees disability access

## 15. Priorities for Improvement

The stakeholder workshop session identified the following key priorities for improving the station:

### Top 5 Priorities:

- |     |   |
|-----|---|
| 1   | Additional car parking through an extension to the existing station car park and/or a new car park  |
| 2   | Step-free access to all platforms   |
| 3   | Improved passenger facilities including modern waiting facilities, main building focus and improved safety and security including CCTV                    |
| 4.a | Regeneration/obtain site currently used by building supplies tenant to provide new platform and car parking   |
| 4.b | Congestion reduction/uninterrupted access along Station Road/better pedestrian and cycling access   |
| 5.a | Lose central platform to provide other network development opportunities  |
| 5.b | Visual appeal/First impression, refresh the station through painting, signage, general maintenance, gardens - opportunity for local community involvement |

### Other Key Priorities:

- |    |  |
|----|--|
| 6  | Improve station lighting   |
| 7  | Provide ticket sales facilities  |
| 8  | Create obvious station entrance  |
| 9  | Create designated drop-off/pick-up points  |
| 10 | Improve bus/rail interchange and establish more customer friendly rail replacement bus pick-up point |
| 11 | Provide bus real-time information  |



## 16. Proposed Station Layout

Image placeholder

Insert plan showing all options for station improvements

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## 17. Phasing of Development and Indicative Costs

Priority No./Ref	Phase	Intervention	Possible Funding Opportunities	Estimated Cost
1	Medium Term	Provide additional car parking, with drop-off/pick-up point, electric vehicle charging points.	West Yorkshire Plus Transport Fund	?
2	Medium Term	Create step-free access to platforms 1&2 through the installation of a lift or ramp.	Department for Transport National 'Access for All'	£500,000 - £1,000,000
3	Medium Term	Improve passenger facilities – through better quality modern waiting shelters or waiting rooms. Consider providing a main building for retail or other focus. Improve safety and security through improved CCTV coverage throughout all areas of the station.	National Station Improvement Programme, Station Commercial Project Facility, West Yorkshire Local Transport Plan, Operator of Northern Franchise/Grand Central	£500,000
4.a	Medium-Long Term	Provide car parking and a new platform from the site currently utilised by the building supplier's merchant and create retail opportunity.	West Yorkshire Plus Transport Fund	£5 million
4.b	Medium Term	Improve pedestrian and cycling access to the station including street signage for pedestrians, cyclists and drivers.	Kirklees Council	?
5.a	Medium-Long Term	Lose central platform to provide other network development opportunities. (Linked to 4.a)	Network Rail	?
5.b	Short Term	Visual appeal/First impression, refresh the station through painting, signage, general maintenance, review station information display boards and replace/improve provision, gardens - opportunity for local community involvement.	Operator of Northern Franchise/Grand Central	£15,000
6	Medium Term	Improve lighting throughout station.	Network Rail/Operator of Northern Franchise/Grand Central/West Yorkshire Local Transport Plan	?
7	Medium Term	Install ticket vending machine.	Operator of Northern Franchise	£15,000-£30,000
8	Medium Term	Create obvious station entrance.		?
9	Medium Term	Create suitable safe drop-off/pick-up point on Station Road.	Kirklees Council	?

Priority No./Ref	Phase	Intervention	Possible Funding Opportunities	Estimated Cost
10	Short Term	Improve bus/rail interchange and establish more customer friendly rail replacement pick-up point.		?
11	Medium Term	Provide bus real-time information	West Yorkshire Local Transport Plan	
<b>Other</b>				
A	Short Term	Carry out repairs to ongoing subsidence and sinkage problems with the stepped access and platform 1&2.	Network Rail	?
B	Short Term	Installation of improved cycling facilities including new cycle stands and lockers, wheeling ramps and improvement to cobbled surface.	Department for Transport Cycle Rail Fund / WYCA	£95,000 Funding secured
C	Short Term	Relocate help point to a more suitable location.	Operator of Northern Franchise	£1,000
D	Medium Term	Improve area under road bridge on Station Road, including better lighting, wayfinding signage, and pedestrian crossing point.	Kirklees Council, West Yorkshire Local Transport Plan	?
E	Medium Term	Electrification of the Transpennine route.	Network Rail	DfT committed
<b>TOTAL</b>				<b>£</b>

Short Term = 12-24 Months | Medium Term = 2-6 years | Long Term = 6+ years

## 18. Summary

The Mirfield Railway Station Masterplan sets out how, subject to funding availability, the station can be developed and enhanced to meet aspirations.

To realise the station's true potential, the following elements need to come together:

- Joint partnership working between WYCA, Kirklees Council, Network Rail, Train Operating Companies (Northern Rail/Operator of Northern Franchise, Grand Central and First Transpennine Express).
- Work to seek and secure potential appropriate funding opportunities.
- A positive business case for carrying out enhancements.
- Agreement with third parties, where required for areas outside Network Rail ownership.
- Dialogue with local MPs and Councillors, Friends of/users groups and other local groups.

## 19. Next Steps

The Masterplan can be used to assist:

- Funding bids for station improvements.
- Prioritising improvements and considering what elements should not be carried out before others.
- The visualisation of bringing improvements to Mirfield station.
- Maximising partner and organisation involvement.
- Prioritising land use surrounding the station.

## Appendix A – Workshop Results

A workshop session was held with key stakeholders on Thursday 05 February 2015. The session began by covering the background and current limitations of the station. Objectives of the session:

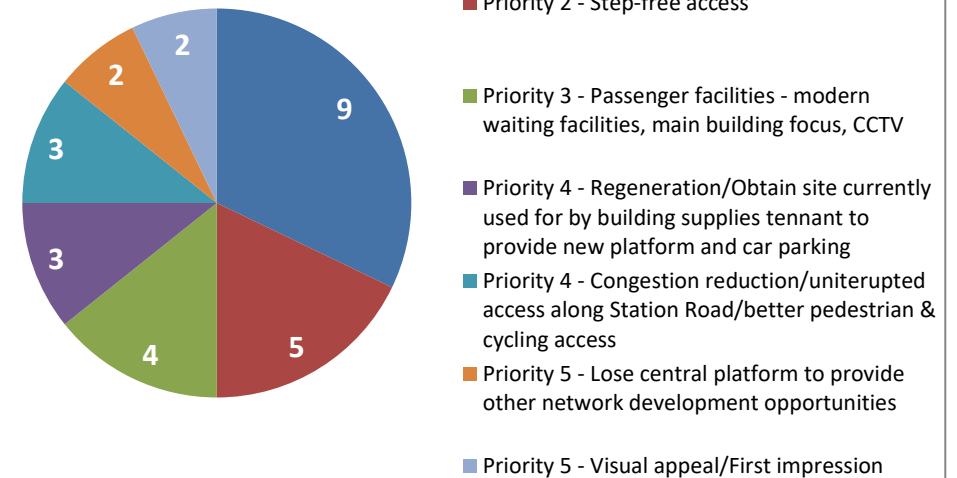
- To understand Kirklees Council's land use and strategic economic plans in relation to station development.
- To identify gaps/areas for improvements and establish consent for priorities for improvements.
- To identify potential synergy between projects and funding opportunities in the short, medium and long terms.
- To help develop the content of the masterplan which could support future funding bids and serve as a guide to funding requirements in the short, medium and long terms.

Workshop participants completed a number of exercises to identify future aspirations for interventions to improve the station for passengers and also benefit the station's operation within the rail network.

A summary of the workshop exercises are below:

Stakeholders were asked to write down suggestions for improving the station and identify 5 they considered highest priority. The following chart 'Station Improvements Gaps and Priorities' summaries the results into a Top 5 for priority, including joint scoring for priorities 4 and 5.

### Station Improvements Gaps and Priorities



Other suggestions noted but not priority scored:

- New platform
- Remove platform
- Better waiting facilities/Waiting rooms/Windproof safe waiting area
- Safety
- Improved lighting and general refresh
- 21<sup>st</sup> century facility
- WYTF station gateway scheme within 5 years
- Ticket sales
- Ticket machines
- Visual display boards
- Iconic station building

- Obvious entrance
- First impressions
- Station gardens
- Better kiss & ride facilities
- Pedestrian access
- WYTF Station Gateways Programme
- Retailing
- Bus (rail) interchange
- Bus real-time
- Better train service
- Better and sufficient rolling stock

Workshop participants were asked to complete a Strengths, Weaknesses, Opportunities and Threats Analysis:

<p style="text-align: center;"><b>Strengths</b></p> <ul style="list-style-type: none"> <li>• Patronage</li> <li>• Growing population</li> <li>• Direct link to London</li> <li>• Growing number of small businesses</li> <li>• Free parking in town</li> <li>• Community engagement</li> <li>• Multiple train operators</li> <li>• London – regeneration</li> <li>• Footfall</li> <li>• Congestion Relief</li> <li>• Business</li> <li>• Return passengers from London</li> </ul>	<p style="text-align: center;"><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>• Free parking (for town) lack of control</li> <li>• Poor access, pedestrian/disabled access</li> <li>• Safety and security</li> <li>• Infrastructure</li> <li>• Funding</li> <li>• Lack of commercial facility</li> <li>• Image</li> <li>• Lack of parking</li> <li>• Limited services</li> <li>• Unstaffed</li> <li>• Little environment protection</li> <li>• Flood zone</li> </ul>
<p style="text-align: center;"><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Marketing as London access for area</li> <li>• Useful factor for attracting business to the town</li> <li>• Electrification</li> <li>• New franchise</li> <li>• Available land</li> <li>• HS2/3</li> <li>• Transport Fund</li> <li>• Funding</li> <li>• Commercial opportunity</li> <li>• Regeneration</li> <li>• Electrification</li> <li>• Unsafe platforms for new fit for purpose platforms</li> <li>• New transport access</li> <li>• More services (cross-point)</li> </ul>	<p style="text-align: center;"><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Free parking</li> <li>• Low bridge (repairs)</li> <li>• Long delay in planning process nationally</li> <li>• Congestion</li> <li>• Access</li> <li>• Vandalism</li> <li>• WYCA priorities (Ravensthorpe)</li> </ul>

Workshop participants were asked to identify all possible funding streams:

- West Yorkshire Plus Transport Fund – Now!
- Access for All
- New franchise investment
- NSIP future tranches
- G C CAPEX
- Future local growth fund (5 years)
- Future Community Infrastructure Levy funding 5-10 years
- Transpennine electrification works funding + only pay for extra over costs (5 years)
- Network Rail renewals to repair sinkage
- Transfer Network Rail maintenance and spend on new platform
- Regeneration fund
- Commercial opportunity
- Lottery
- Landfill – environment
- EU development?
- Planning gain
- EU regeneration budget
- Town Council
- KMC disability access
- TOC contribution
- Section 106
- Economy
- WYTF 2 HS2 Ready Programme
- DfT/Network Rail funding for northern programmes / Platform movement
- WYLTP IP2/3
- TOCs 6C Northern improved passenger facilities