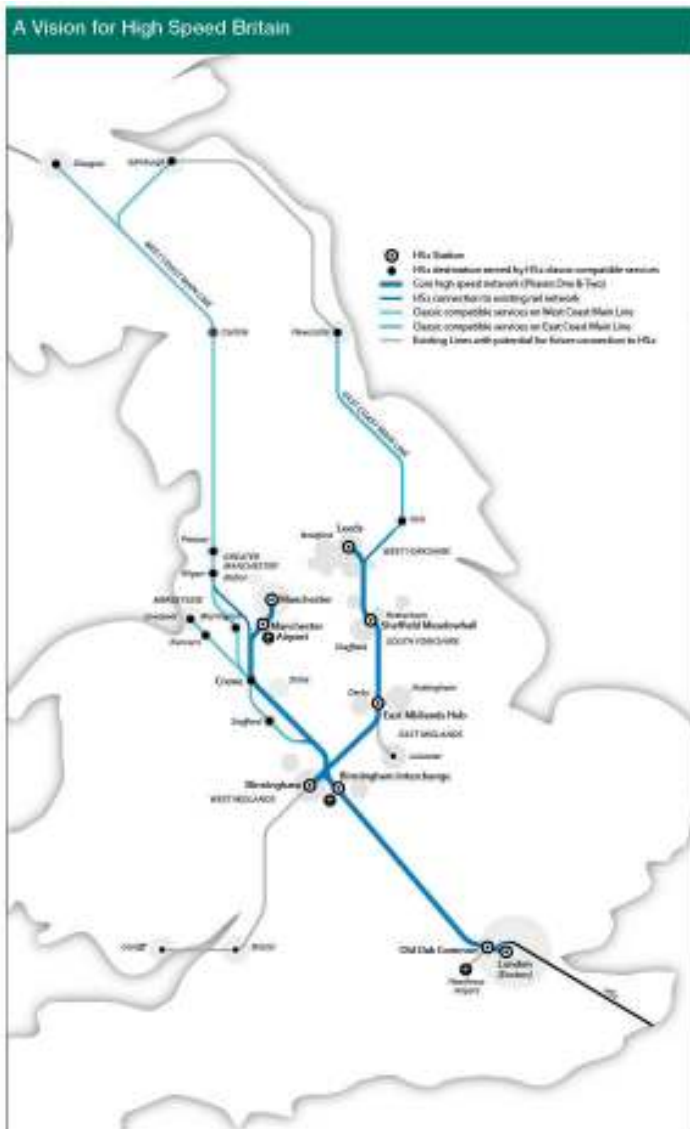


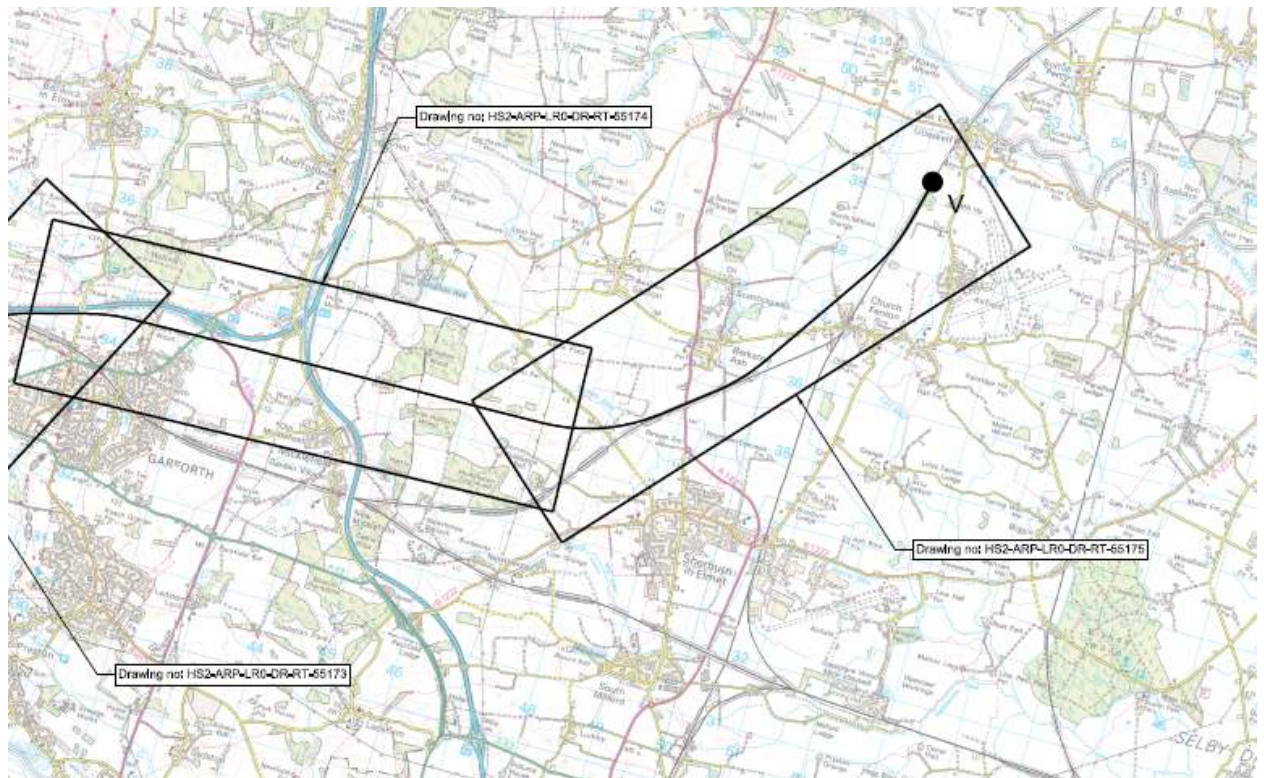
**NORTH YORKSHIRE COUNTY COUNCIL
LGNYY
BRIFING NOTE ON RAIL ISSUES – FEBRUARY 2013**

1. **Purpose of report.**
 - a. **To provide an update on rail issues affecting North Yorkshire.**
2. High Speed Rail (HS2)

The HS2 Phase 2 preferred route to Leeds (and onto the East Coast Main Line) and Manchester planned to operate from 2033 was announced on 28th January 2013. The following diagram shows the planned HS2 network.



Within North Yorkshire it is proposed that the route will follow the M1 north of Garforth continuing into SELBY DISTRICT at just south of Barkston Ash and then just north of Church Fenton before joining the rail network with a grade separated junction between Church Fenton and Ulleskelf and then continuing to the East Coast Main Line with a stops at York and Darlington, Durham and Newcastle and probably onward to Scotland. This is shown in more detail on the plan below.



Proposed line of route within North Yorkshire (Selby District) to join ECML at Ulleskelf.

At this stage the route is described a “preferred route” and it is understood that there will be further local discussions about some of the detail aspects of this. For the time being there is a consultation exercise on an “Exceptional Hardship Scheme” for householders affected by the proposals. This is an interim scheme which will compensate householders who are not yet covered by the statutory compensation measures which will become available. This consultation closes on 29 April 2013.

The proposals will allow high speed trains to use the ECML track north of York to Newcastle and will reduce the journey times to/from Birmingham and London by at least 30 minutes. Within North Yorkshire, Scarborough, Malton, Thirsk, Northallerton and communities on the York – Harrogate – Leeds line will benefit by being able to connect into the service at York. The benefits for Selby are less assuming that the existing direct services will continue to be available.

Within West Yorkshire there will be a new station at New Lane in Leeds which will be linked to the existing station by a travelator.

- The messages from Government are around
 - Jobs – creating 100,000
 - New Stations
 - Integration with the existing rail network
 - Freeing up capacity on existing lines – including the East Coast Main Line
 - Journey time savings, 82 minutes London to Leeds and 83 minutes to York.
 - Robust business case
- Potential link to Heathrow Airport and also direct links into Europe via the current HS1 link.

The County Council and Selby District Council have had a short meeting with representatives from HS2. At this stage we have agreed to advise and facilitate local consultation in Selby – residents of Church Fenton in particular have already expressed concerns and some local meetings have taken place. However it is expected that we will need to be closely involved as more detailed design work

(including environmental assessments) progresses. A key issue in this respect is likely to be the construction of a viaduct across the flood plain near Church Fenton.

3. East Coast Main Line

The consultation process for the new East Coast Main Line franchise had started in 2012. The problems with the West Coast franchise led to all new franchises being put on hold, there is an announcement due from the DfT in the Spring (probably May 2013) about re-starting the franchises and the order future franchises will be let.

City of York are leading a grouping of Chief Executives / Leaders of Local Authorities in England and Scotland along the route of the East Coast Main Line. There has been serious concern about:-

- The lack of investment in the line now and in the future, especially with HS2 in 2033.
- The poor performance of the line and its resilience
- The on-going issues with the franchise
- The lack of a long-term strategic vision for the line.

City of York and representatives of the Group have had meetings with the Minister and the DfT the key messages that are coming out are:-

- Local Authorities to provide economic business case that will help future business case investment
- There is more money for investment in the right schemes, Network Rail originally asked for £500m, they have got £240m in the period 2014-19 and are having to prioritise the work
- There are external funding opportunities that could / should be explored
- For North Yorkshire the key element is to understand how the East Coast Main helps our economy and where can we help build the case for further investment.

There are three strands of work at the moment:-

- Building the economic business case for future investment
- Working with the rail industry through a technical officers group to help develop investment schemes
- Working with the rail industry on an improved timetable to enhance services to communities along the line.

Devolution

Transport for Greater Manchester, Metro and South Yorkshire PTE have sent the Department for Transport an Expression of Interest to devolve the running of "local" Northern and Transpennine franchises as a combined franchise to the new Rail in the North body. Their strategic objectives have been:-

- Supporting economic growth
- Improving the quality of the railway
- Making the railways more accountable
- Delivering a more efficient railway

Whilst supporting devolution of rail to the North in our response to the DfT consultation (June 2012), North Yorkshire caveated the response with support if there was protected base line level of train services. There was also a need for further work on:-

- Risk – what are the risks of the North taking over this role
- Governance – this is a key element, what governance processes will be in place across the North to ensure suitable democratic accountability and what will be the roles of the Local Authorities.

- Financial – if the role is taken over by the North what will the financial settlement be?
- Capability – does the North have the capability to take on the role

The plan was to have all this in place when the new Northern and Transpennine franchises were to be let, due to the problems with the West Coast franchise competition all future franchise competitions are currently on hold. An announcement from the DfT is likely in the Spring (probably May).

There was a Local Transport Authority leaders meeting arranged by the three organisations above after the issue of their prospectus on 4th February in Leeds. Whilst the meeting supported devolution of rail to the North it was clear that there is a lot more work to be done on Risk, Governance, Financial and Capability.

There is likely to be a further Leaders meeting in six months time as well as consultation by the three lead authorities on their future Prospectus, the DfT have made it clear that they will need to see sign off by all of the Local Transport Authorities in the North.

Input into the process is on-going and North Yorkshire are leading an informal grouping of officers from “Yorkshire and Humber Local Transport Authorities” and also Lancashire County Council to assist TfGM, Metro and SYPTE with their on-going work.

Richard Owens
Assistant Director
Integrated Passenger Transport