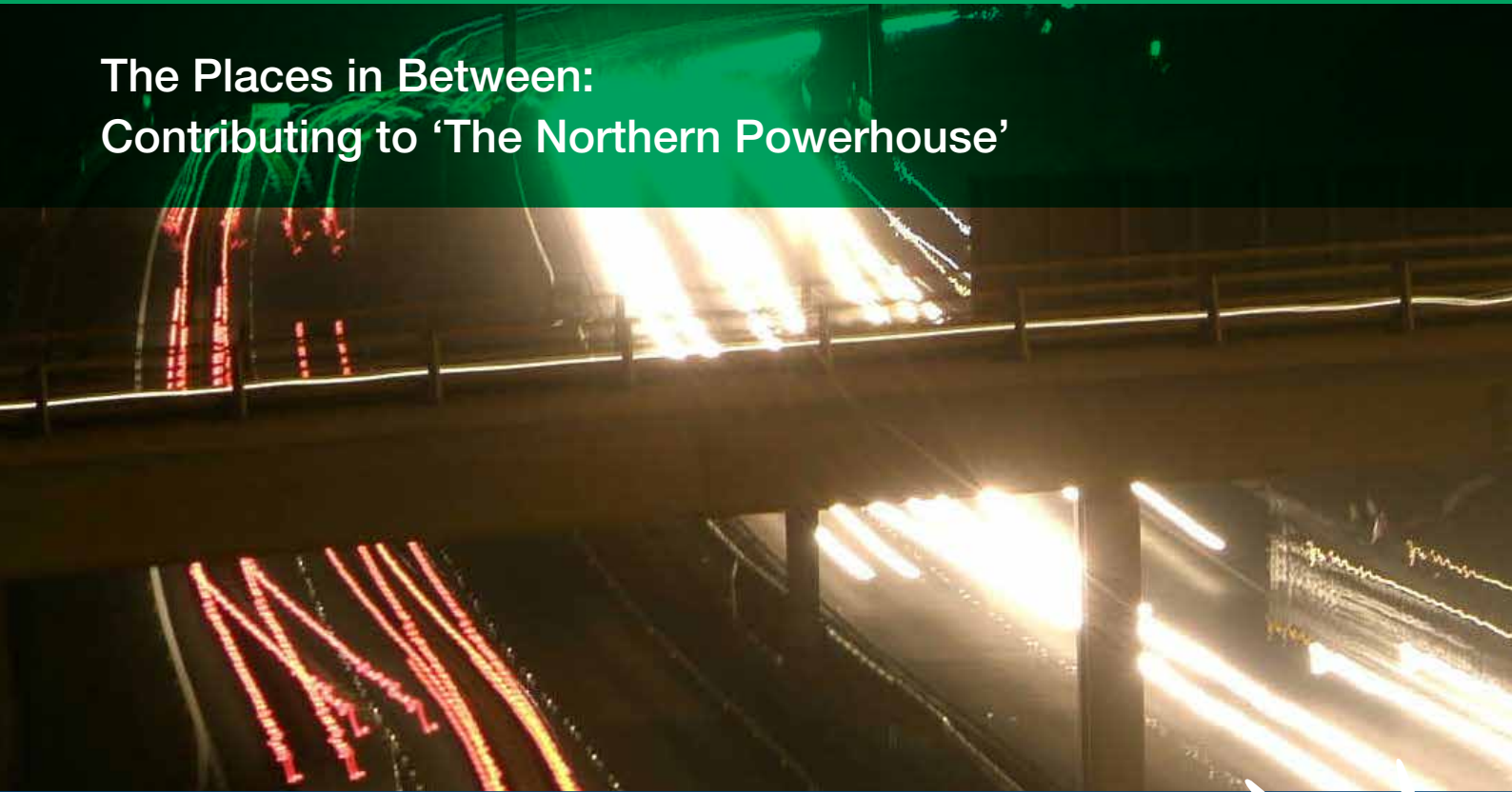


A Strategic Transport Prospectus for North Yorkshire executive summary

**The Places in Between:
Contributing to 'The Northern Powerhouse'**



Joint Foreword

This document is North Yorkshire County Councils Strategic Transport Prospectus. It sets out how North Yorkshire County Council would like to work with the Government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow England's largest County to both contribute to and share in the economic benefits of The Northern Powerhouse.

North Yorkshire is part of 'The North'. It is at the geographical centre of the North of England, has much of the North's strategic transport infrastructure running through it, contributes to the current economic prosperity of the North and has huge potential for future growth.

We, the County Council, share the vision of The Northern Powerhouse and want to be fully involved. Linking the economies of the city regions of the North will undoubtedly bring great economic benefits and hopefully create a powerhouse to rival London, but there are important 'Places In Between'. North Yorkshire is one of those. Though we are a rural county, with a dispersed population in a big in area, we have great ambitions. Our 28,000 small businesses are a mainstay of our economy and we want to help them flourish whether they are in the geographical centre of the County or on the remote peripheries. Big businesses also

want to invest in our County. A probable £2bn investment in Potash on the coast, £1.7bn in the biggest power station in Britain at Drax and the world's biggest wind farm at Dogger Bank off the North Yorkshire coast are all global scale investments. We have a strong food production, transport and logistics industry capitalising on our good north south transport links and we are rapidly becoming a global centre for agri-tech research.

We have our transport problems though. Transport links to the coast and across the Pennines are relatively poor, being a rural area people's access to rail is limited and we need to ensure that our good north-south transport links remain good. We believe that relatively small government investments in transport in North Yorkshire can help address these problems and help spread The Northern Powerhouse to even more people making it bigger and better.

Executive Members for Business and Environmental Services.



**County Councillor
Chris Metcalfe**



**County Councillor
Don Mackenzie**





Executive Summary

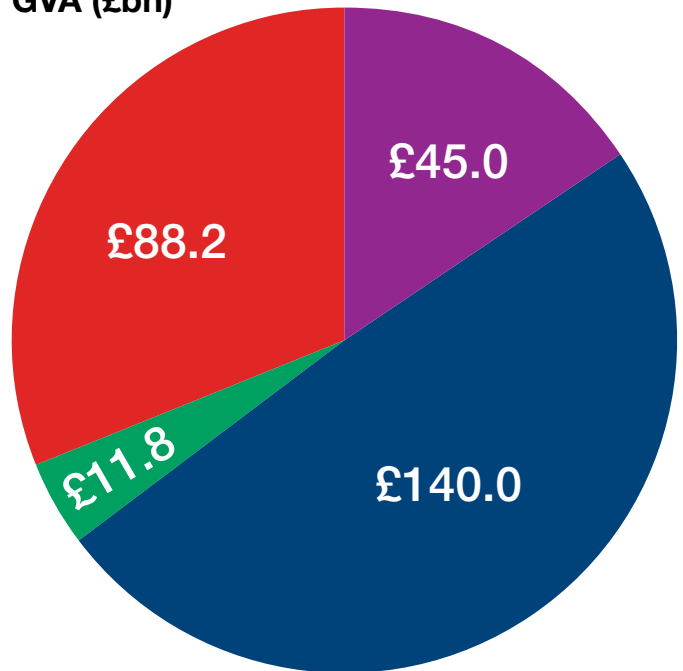
The Northern Powerhouse is a vision that seeks to better connect the six northern City Regions (Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull) with each other and with the rest of the Country to allow them to function as a single economy.

The County of North Yorkshire is at the geographical centre of this agglomeration of cities and as such is an essential part of this vision. In order to demonstrate how North Yorkshire can both contribute to and benefit from The Northern Powerhouse North Yorkshire County Council has prepared this Strategic Transport Prospectus which presents our long term (to 2045) vision for how improved transport in North Yorkshire can contribute towards a thriving northern economy.

North Yorkshire has an annual GVA (Gross Value Added - the measure of economic performance) of approaching £12bn per annum. That is three times the size of Hull, similar to both Liverpool and Sheffield and represents approaching 12% of the GVA of the whole Yorkshire and Humber region. It is therefore an important element of the northern economy. North Yorkshire is also seen as one of the best places to live in the Country and as such attracts many business leaders to live here and enjoy its high quality of life.

Much of the main transport infrastructure connecting the eastern areas of The Northern Powerhouse run through North Yorkshire including the main north – south road (A1(M)) and rail (East Coast Mainline) routes.

GVA (£bn)



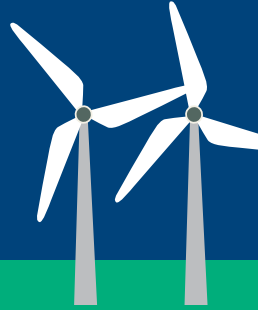
- The NW
- Yorkshire & The Humber
- North Yorkshire
- The NE

However, North Yorkshire is not simply 'The Place In Between' the cities. It has a thriving economy of small businesses, agglomerations of the steel supply and food industries and over the next ten years there are plans for global scale investment including a £2bn York Potash mine, a potential £1.7bn investment in the biggest power station in Britain at Drax and the biggest wind farm in the world is being built off the North Yorkshire coast at Dogger Bank.



Objective:

To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse



Strategic Transport Priorities:

Improving east – west connectivity (including Trans Pennine links)

Improving access to High Speed and conventional rail

Improving long distance connectivity to the north and south

The County Council wants to fully contribute to and benefit from the potential of The Northern Powerhouse. It has therefore adopted the following transport Objective:

- To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse.

To achieve this we have identified the following three Strategic Transport Priorities:

- Improving east – west connectivity (including Trans Pennine links)
- Improving access to High Speed and conventional rail
- Improving long distance connectivity to the north and south

These are not the only transport priorities for the Council but are the three that are most important in terms of The Northern Powerhouse.

To address these priorities we have identified a series of rail and road improvements. These include:

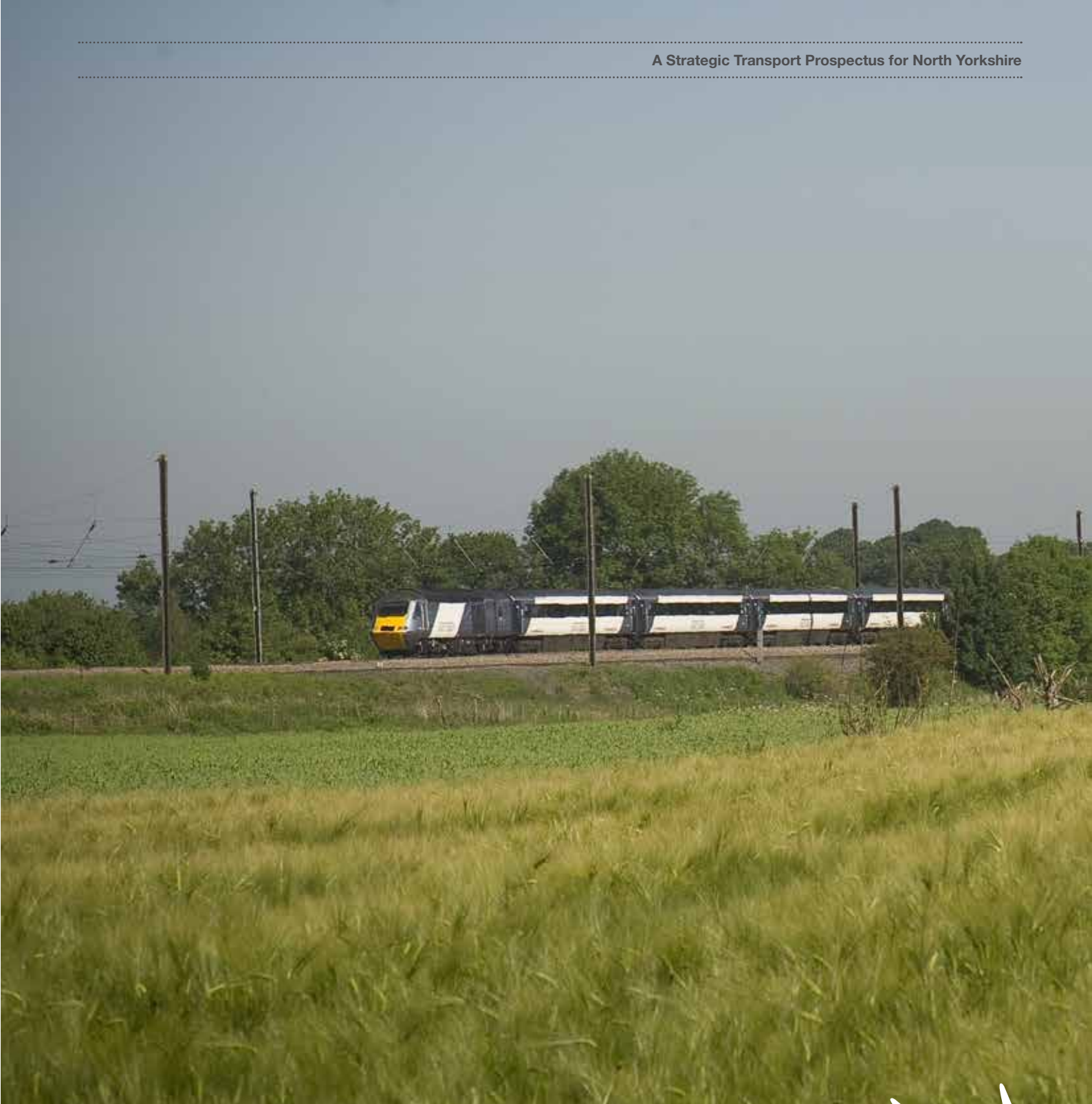
- Transformational change on Leeds – Harrogate – York Railway

- Access to High Speed rail where 85% of the population of North Yorkshire can get to an HS2 hub within 40 minutes and 75% to a conventional railway station within 20 minutes
- New rail infrastructure to enable Leeds – Newcastle in 60 minutes with phase one allowing Leeds – Harrogate in 15 minutes
- Journey time reductions on Scarborough – York line.
- Dual carriageway on the A64 between York and Malton to reduce journey times and improve journey time reliability
- A new A59 bypass of Harrogate
- Overtaking lanes on the A59 between Harrogate and Skipton to improve journey time reliability

These are all by their very nature large scale and expensive and are unaffordable from normal County Council transport budgets. We are therefore asking the Government for a small proportion of the funding available for The Northern Powerhouse to enable North Yorkshire to fully play its part.

North Yorkshire Strategic Transport Prospectus (Plan on a Page)

Priority	Where?	What should we do? (to 2030) Plans	What should we do? (to 2045) Aspirations
Improving east – west connectivity (including Trans Pennine links)	<p>Now</p> <ul style="list-style-type: none"> A64 Corridor Scarborough to York A59 York to Harrogate A59 Harrogate A59 Harrogate to East Lancs. <p>Later</p> <ul style="list-style-type: none"> A171 to Whitby A63 Selby to A1 	<ul style="list-style-type: none"> A64 Overtaking Lanes (Malton to Scarborough) A64 Dualling (Crambeck to Malton) A64 Hopgrove (plus dualling) Scarborough – York Rail Improvements A1237 York Outer Ring Road Dualling J47 - A1(M) / A59 York – Harrogate – Leeds Rail Improvements Harrogate Relief Road A59 Climbing Lanes Leeds – Selby – Hull Rail Improvements 	<ul style="list-style-type: none"> Cross Pennine Links A59 York to Harrogate Dualling A171 Improvements A63 Village Bypasses
Improving access to HS2 and rail	<p>Now</p> <ul style="list-style-type: none"> York HS2 Gateway Leeds HS2 Gateway ECML Harrogate Line Scarborough Line Selby Line 	<ul style="list-style-type: none"> Access to HS2 and Rail Study Gateway Stations Station Car Parks Highway Access Improvements 	<ul style="list-style-type: none"> Gateway Stations Station Car Parks Highway Access Improvements
Improving long distance connectivity to the north and south	<p>Now</p> <ul style="list-style-type: none"> A1(M) / ECML Corridor A19 / A168 Corridor <p>Later</p> <ul style="list-style-type: none"> A165 Corridor A65 Corridor 	<ul style="list-style-type: none"> HS2 Strategic new North Leeds railway infrastructure (phase 1). ECML Improvements A1 Upgrades A19/A168 Expressway 	<ul style="list-style-type: none"> A165 Improvements Scarborough – Hull Rail Improvements Strategic new North Leeds railway infrastructure (phase 2).



Annex 1 – North Yorkshire Initiatives (to 2030) Contributions to Priorities

Initiative	Priority			
	Approx. Cost £m	East - West Connectivity	North - South Connectivity	HS2 and Rail Access
In North Yorkshire				
Transformational change on Leeds – Harrogate – York Line.	£170m	✓✓✓	✓	✓✓
Strategic new North Leeds railway infrastructure	£210m	✓✓✓	✓✓✓	✓✓
Access to HS and Conventional Rail	TBA	✓✓	✓✓✓	✓✓✓
A1(M) / A59 Junction 47 Upgrade*	£1m	✓✓✓	✓✓	✓✓
A64 Crambeck to Malton Dualling	£40m - £100m	✓✓✓	-	✓
A64 Malton to Scarborough Improvements	£12m -£24m	✓✓✓	-	✓
A64 Hopgrove Improvements (Highways England)*	£50m - £250m	✓✓✓	-	✓✓
A59 Harrogate to Skipton Overtaking Opportunities Package (inc. Kex Gill Diversion)	£25m -£30m	✓✓✓	-	✓
Harrogate Relief Road	£50m - £75m	✓✓✓	✓	✓
In other YNY&ER Authorities				
A1237 York Outer Ring Road Dualling (CYC)	c£150m	✓✓✓	✓	✓✓
A1079 selective dualling (ERYC)*	£14m	✓✓✓	✓✓	✓

* - Funding provisionally approved

Contact us

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