

A Strategic Transport Prospectus for North Yorkshire

**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

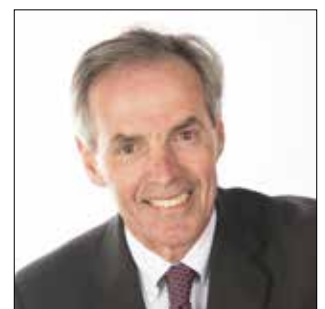
want to invest in our County. A probable £2bn investment in Potash on the coast, £1.7bn in the biggest power station in Britain at Drax and the world's biggest wind farm at Dogger Bank off the North Yorkshire coast are all global scale investments. We have a strong food production, transport and logistics 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**

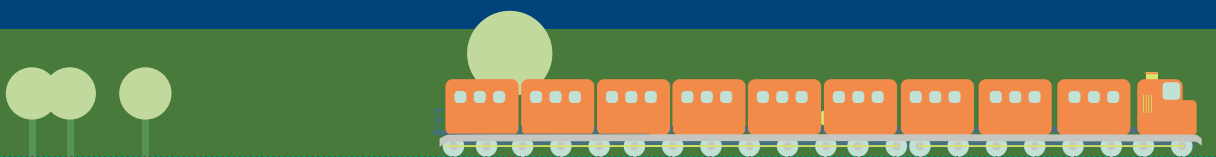


**County Councillor
Don Mackenzie**



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Executive Summary

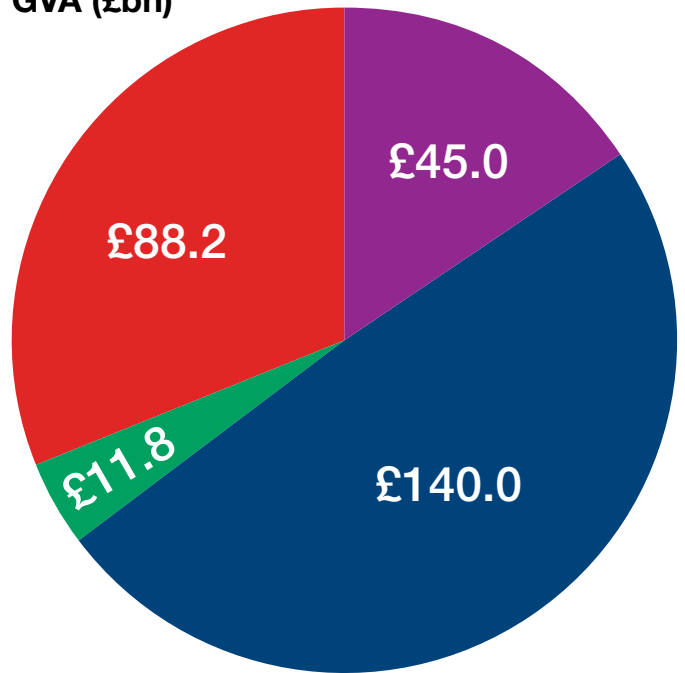
The Northern Powerhouse is a vision that seeks to better connect the six northern City Regions (Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull) with each other and with the rest of the Country to allow them to function as a single economy.

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)



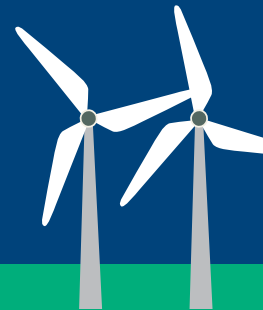
- The NW
- Yorkshire & The Humber
- North Yorkshire
- The NE

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).



1. Context – What it's all about

In March 2015 the Department for Transport and Transport for the North launched their vision for how transport will help establish the North as a global economic powerhouse¹. The vision 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 Northern Powerhouse also explicitly recognises that whilst the City Regions may be central to the vision the smaller towns and rural areas, The Places in Between, also have a crucial role to play.

This document, **A Strategic Transport Prospectus for North Yorkshire**, has been prepared by North Yorkshire County Council² in discussion with the York, North Yorkshire and East Riding (YNEY&ER) Local Enterprise Partnership and nine Local Planning Authorities. It sets out the County Councils headline Strategic Transport Priorities for the next 30 years (to 2045). It will concentrate in the short to medium term (to 2030)³ on what we aim to do to achieve them, how they can contribute to the establishment of The Northern Powerhouse and how Government and Transport for the North can help us. It will also present some of our aspirations for the longer term (to 2045).

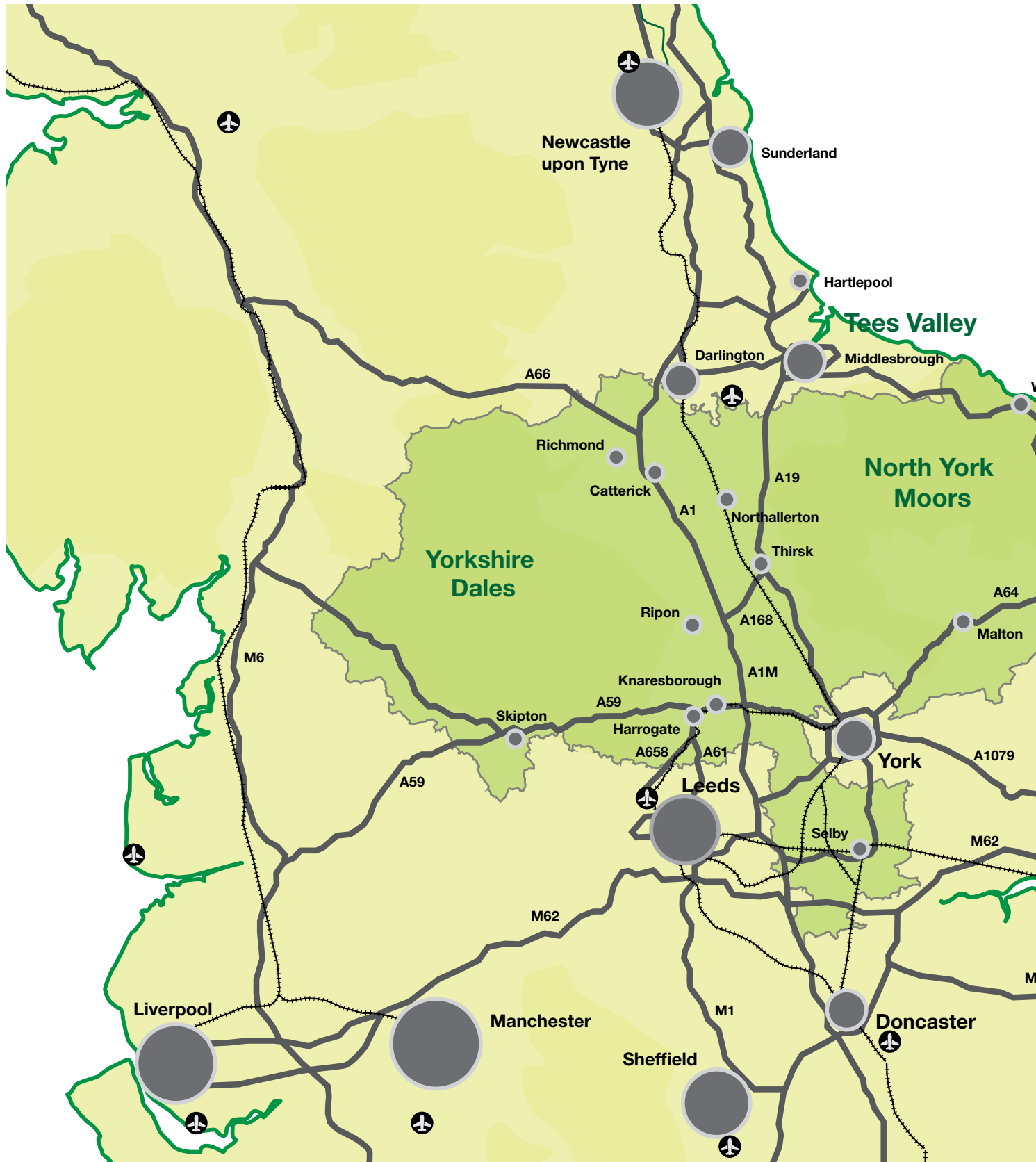
¹ The Northern Powerhouse: One Agenda, One Economy, One North <https://www.gov.uk/government/publications/northern-transport-strategy>

² North Yorkshire County Council is the upper tier local authority and Local Transport Authority for the geographical area of North Yorkshire (excluding York). Seven second tier Local Authorities and two National Parks are the Local Planning Authorities for the area.

³ Corresponding approximately to the end of the DfT Road Investment Strategy RIS 3, the Network Rail Control Period 7 and completion of HS2.

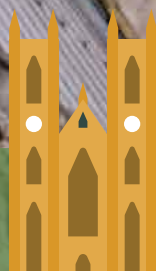


North Yorkshire in Northern powerhouse context





This Prospectus considers strategic transport in the context of The Northern Powerhouse. It will contribute towards and be supported by a more detailed Strategic Transport Plan which is being prepared as part of the new North Yorkshire Local Transport Plan which will come into force on 1 April 2016. This forthcoming Plan, as well as considering strategic transport on the scale of the North of England as a whole, will also consider strategic transport on a North Yorkshire scale.



2. The Northern Powerhouse – North Yorkshire

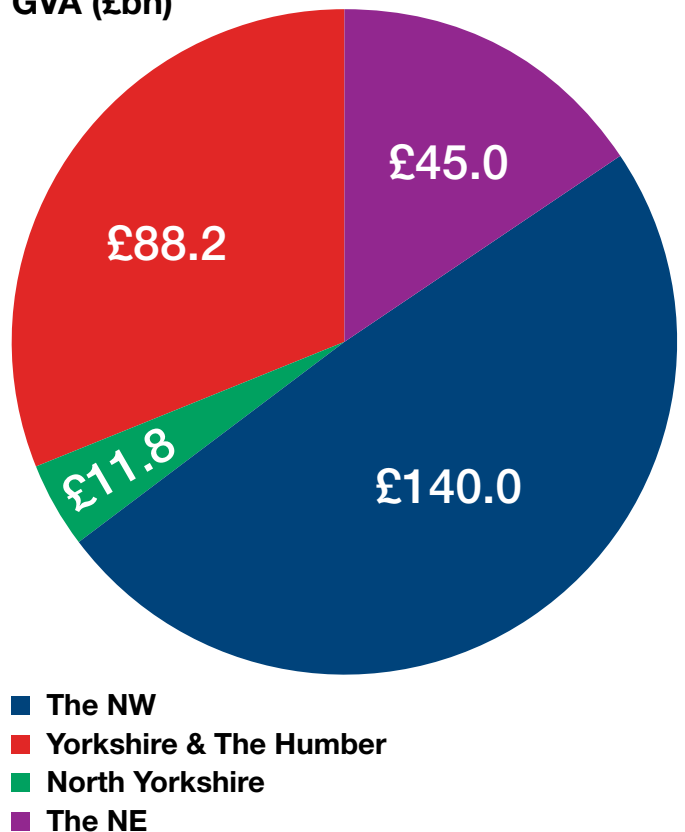
The Northern Powerhouse is about linking the three northern regional economies of the North West, Yorkshire and the Humber and the North East to form a single larger economy. With a population of 15m people and a GVA of £285bn (in 2013)⁴ this could transform The North into an economic powerhouse to balance the weight of London and compete effectively in a global economy.

North Yorkshire is a part of this economy. Its population (2013) of just over 600k people is 4% of the total population of the North and 11% of the population of the Yorkshire and Humber Region. Its local economy, valued at £11.8bn (2013), represents approximately 12% of the wider Yorkshire and Humber economy. To put that into perspective that is almost three times the GVA of Hull (c£4bn), bigger than Liverpool (c£10bn) and about the same size as Sheffield and the Tees Valley City Region (c£11bn)

North Yorkshire is not just about its local economic performance. It is England's largest County. Catterick Garrison is Europe's largest military garrison. With two National Parks, two Areas of Outstanding Natural Beauty and numerous historic towns and cities it is widely known as one of the best places to live in the UK. Many of the 'movers and shakers' of the northern economy choose to live in North Yorkshire. Over 47,000 (10.8%)⁵ of the working age population of North Yorkshire are identified as being in Socio-Economic Classification 1 (Higher managerial, administrative and professional

occupations) compared to 8.9% in the neighbouring areas of West Yorkshire and only 6.7% in the Tees Valley. Census figures also suggest that many of these North Yorkshire resident professionals choose to live in North Yorkshire but to work elsewhere in the North. It is widely accepted that a significant consideration in business location decisions is where the business leaders want to live with their families and the high quality landscapes and quality of life in North Yorkshire fulfil this desire.

GVA (£bn)



⁴ The Northern Powerhouse – GVA and Population Estimates by Region.

⁵ Source – 2011 Census.

North Yorkshire has a very varied economic base. The economy has a large SME sector consisting of over 28,000 businesses. Approximately half of these are clustered in the central A1 / A19 transport corridor. Growth in the scale and number of SME's is a key priority of the Strategic Economic Plan and better connections to the more peripheral areas of the County will assist the performance of the more remote SME's especially in the districts of Craven, Ryedale and Scarborough.

Tourism and the visitor economy is an important and growing sector of the Yorkshire economy worth approximately £7bn per annum accounting for approximately 8.5% of the regions output.⁶ A significant element of this is based in North Yorkshire where the two national parks (North York Moors and Yorkshire Dales) and the east coast holiday resorts (including Whitby, Scarborough and Filey) contribute more than £1.4bn. North Yorkshire has also been developing events to bring visitors from a wider UK and International base for example hosting the 2014 Tour de France Grand Depart, the Tour de Yorkshire, the Mountain Bike World Cup in Dalby Forest as well as major conferences / exhibitions and new events such as power boat racing and Open Air Theatre on the coast.

There is also still a significant heavy industry economy in North Yorkshire. There is a notable agglomeration of steel stockholders, processors, designers and fabricators. This ranges from smaller companies such as Tomrods in Thirsk through to Severfield⁷ the largest structural steel business in the UK which was heavily involved in key national projects such as the Olympic Stadium, The Shard and Heathrow Terminal 5 as well as many run of the mill everyday warehouses. Severfield has two sites in North Yorkshire including their main site at Dalton Industrial Estate near Thirsk and at Sherburn near Scarborough. There are other major players in the industry based in Dalton including Cleveland Steel and Steel Beams and Columns Ltd which are some of the biggest steel stockholders and distributors in the country.

North Yorkshire also has a strong agriculture and food sector. As well as over 5,800 agriculture, forestry and fisheries businesses there is a large food processing and production industry. This includes well known companies such as McCains based in Scarborough and The Wensleydale Creamery in Hawes (producing the only 'real' Wensleydale cheese) and also lesser known companies such as Malton Bacon Factory in Malton and R&R ice cream and Dalepak foods at Leeming Bar adjacent to the A1(M) all of which produce food products for major names (such as Nestle and Cadburys) as well as supermarket own brands.

North Yorkshire is well served by the east coast ports being located close to Teesport (the third largest single port in the UK catering for over 50 million tonnes of freight p.a.) and the Humber ports of Hull and Goole all of which have good road and rail links from North Yorkshire.

⁶ Source - Welcome to Yorkshire.

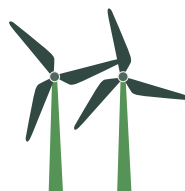
⁷ www.severfield.com

Looking at an even larger scale, over the next ten years there are plans for massive, global scale, private sector investment in the North Yorkshire economy including:

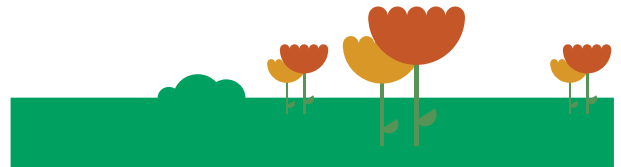
- York Potash⁸ – Plans to build the first new potash mine in the UK in 40 years. Located south of Whitby on the east coast the potential investment could be of the order of £2bn, directly creating 2,500 jobs in the construction phase and 1,000 longer term jobs with the potential for additional supply chain and service industry jobs. It is anticipated to generate exports of around £1bn per year for the UK economy once in full production. Planning applications for the project have recently (June 2015) been approved.



- Dogger Bank Offshore Wind⁹ – Dogger Bank in the North Sea around 125 miles east of the North Yorkshire coast is the largest of the allocated Round 3 zones for offshore power generation. Forewind, a consortium of 4 leading energy companies, plan to build the world's largest wind farm at Dogger Bank with around 1,000 turbines generating up to 7.2GW of power sufficient to power some 6 million British homes. Consent for the construction of part of the wind farm was granted in January 2015 with further consents expected in August 2015. Whitby on the east coast of North Yorkshire is the nearest port to Dogger Bank and whilst possibly not suitable for major construction shipping is ideally located for the long term support, servicing and maintenance needs of the wind farm.



- Investment in the new National AgriFood Innovation Campus York (NAFICY) at the University of York and associated development at the FERA campus on the A64 near Sand Hutton in Ryedale will create 800 new jobs adding £100m to the regional economy.



- Biomass and carbon capture projects at Drax near Selby. Drax¹⁰ power station is the largest (previously) coal-fired power station in the UK. Drax typically supplies 7% to 8% of the total UK electricity demand and the Drax Group has an annual revenue of approximately £2.8bn with profits of around £450m per year. Drax has recently made a £700 million investment to transform three of its six generators into a largely biomass fuelled facility. Alongside this investment it is shortlisted for a £1bn carbon capture and storage investment. Approximately 1,000 new construction jobs are anticipated during the construction period at the Drax site with at least 60 operational jobs at the new plant as well as additional indirect supply and maintenance posts.



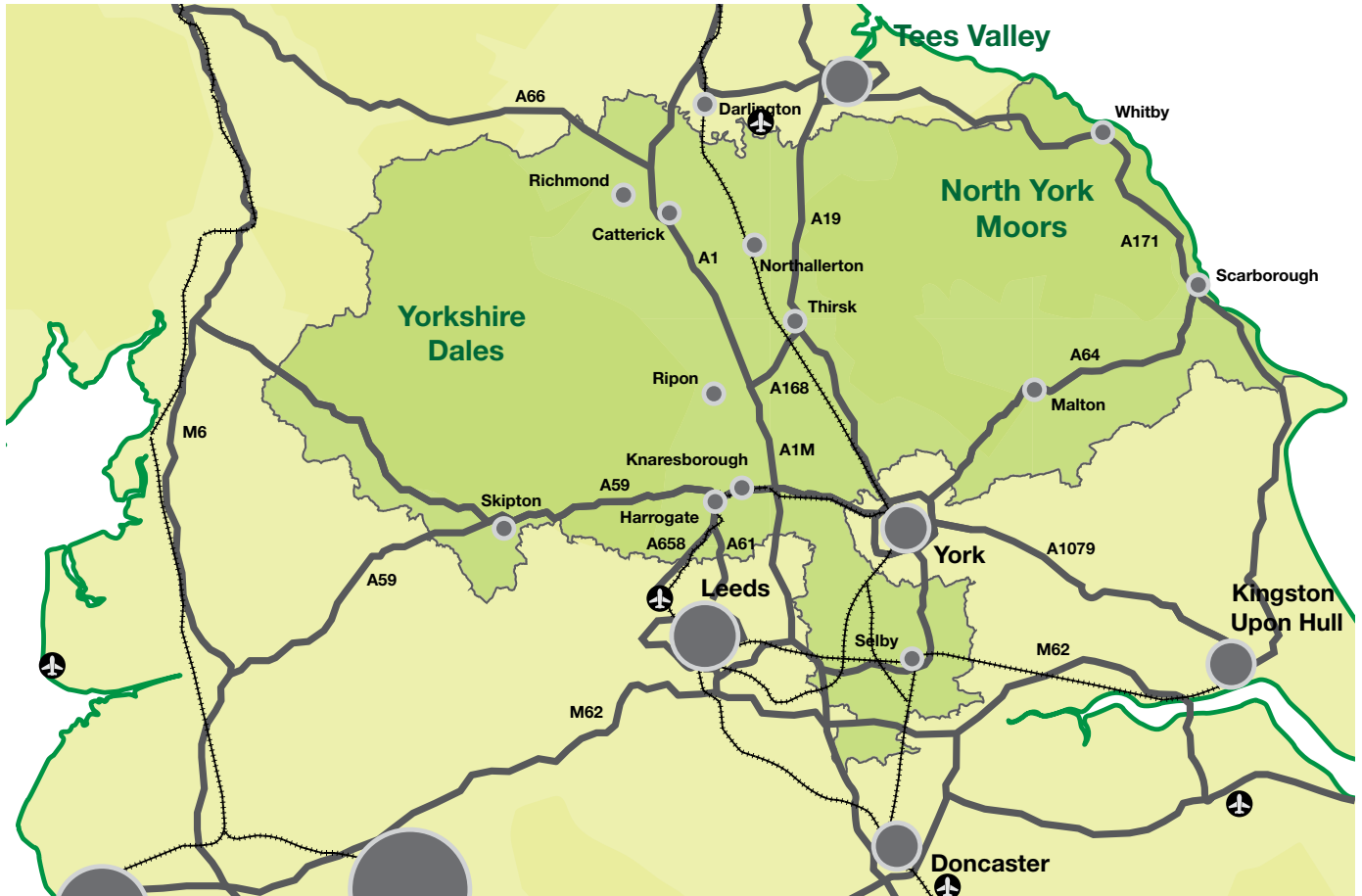
⁸ www.yorkpotash.co.uk

⁹ www.forewind.co.uk

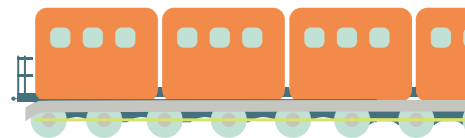
¹⁰ www.drax.com

Our economic ambitions, as set out in the YNY&ER Strategic Economic Plan, are that by 2021 for the whole of the LEP areas we will have increased the GVA by £3bn and created 20,000 jobs.

Strategic transport infrastructure in a Northern context



Transport is essential to the growth of the North of England and many of the main northern transport links go into and through North Yorkshire. In North Yorkshire there is around 100km of the A1(M) between South Yorkshire and Durham and the A168 / A19 corridor links the Tees Valley City Region and Teesport to the motorway network (A1(M)).



The East Coast Mainline (ECML) is North Yorkshire's North – South rail artery connecting North Yorkshire to London, the East Midlands, Yorkshire the North East and Scotland. Selby, Thirsk, Northallerton, Skipton and Harrogate all have direct services to London. At Northallerton the ECML splits to serve Teesside and Teesport. HS2 will join the East Coast Main Line in North Yorkshire south of York and continue onward to the North East. North Yorkshire's East - West rail connectivity is provided through the Transpennine rail routes that link the North East, North Yorkshire, York, Hull, West Yorkshire, Manchester, Liverpool and Lancashire. Rail services also link North Yorkshire with Sheffield and the East and West Midlands.

There are significant issues regarding rail capacity and resilience east of Leeds and north of York and Northallerton.

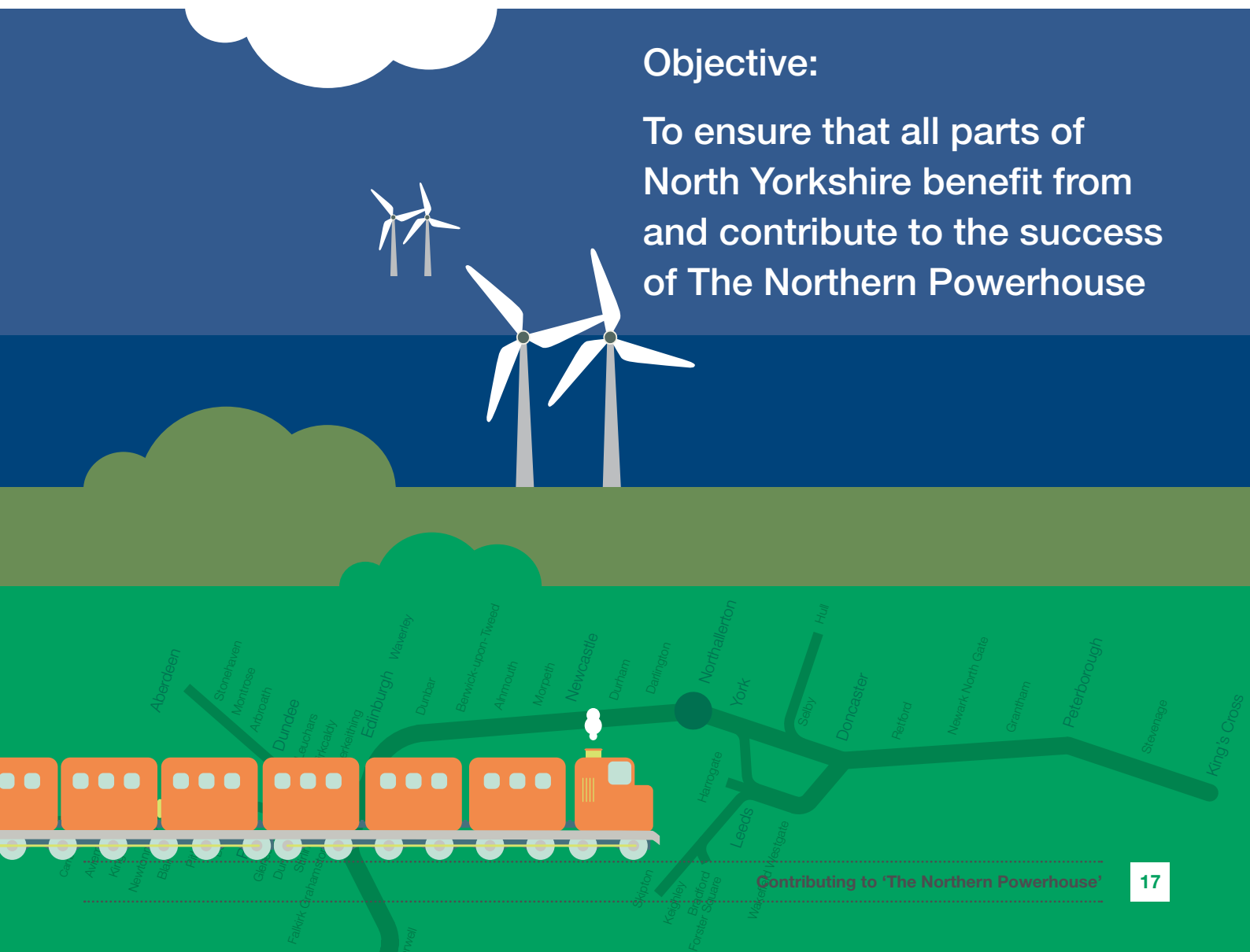
North Yorkshire isn't just 'a place in between' the City Regions it is an important and influential part of the North. Provision of the transport infrastructure necessary to support both the large scale and small scale businesses is essential to their success and to spreading this success to the wider Northern Powerhouse. Investment in North Yorkshire will also help facilitate the sustainable housing growth that is necessary to support the anticipated economic growth.

The Objective of our Strategic Transport Prospectus is therefore:

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

Objective:

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





3. Strategic Transport Priorities to 2045 – What’s Important

The current (2014/5) strategic transport priorities for North Yorkshire are set out in the North Yorkshire Local Transport Plan 2011-16 (LTP3)¹¹ and the York, North Yorkshire and East Riding Strategic Economic Plan (YNY&ER SEP)¹². In the main these priorities are compatible with the aims of Transport for the North but are somewhat more localised rather than being specifically considered in the context of The Northern Powerhouse.

In preparing this Prospectus these priorities have been reviewed by the County Council and the Local Planning Authorities to set them in the context of achieving the vision of The Northern Powerhouse.

Based on this review the Transport Prospectus identifies the 3 Strategic Transport Priorities below.

- 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

Brief details and a justification of each of these priorities are set out below with our plans for improvements set out in sections 4 and 5.

Improving east – west connectivity (including Trans Pennine links)

In common with the rest of the North of England north – south transport links in North Yorkshire are generally good but the east – west transport links are relatively poor. This, together with their geographical remoteness from other large urban areas and the strategic highway and rail network, leads to underperforming economies in both the east (Scarborough Borough and Ryedale District) and west (Craven and Richmondshire Districts) of North Yorkshire. Poor Trans Pennine links especially between Craven District and East Lancashire also act as a constraint on the economies of both of these areas.

Improving these transport links and the east - west connectivity will both boost the local economies of these regions and contribute towards the vision of a single Northern economy. Additionally improved sub-regional east – west routes situated between the M62 to the south and the A66 to the north would help to relieve some of the pressures on these routes by catering for more of the sub-regional traffic movements.

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

¹¹ www.northyorks.gov.uk/ltp

¹² <http://www.businessinspiredgrowth.com/about-the-lep/documents/>

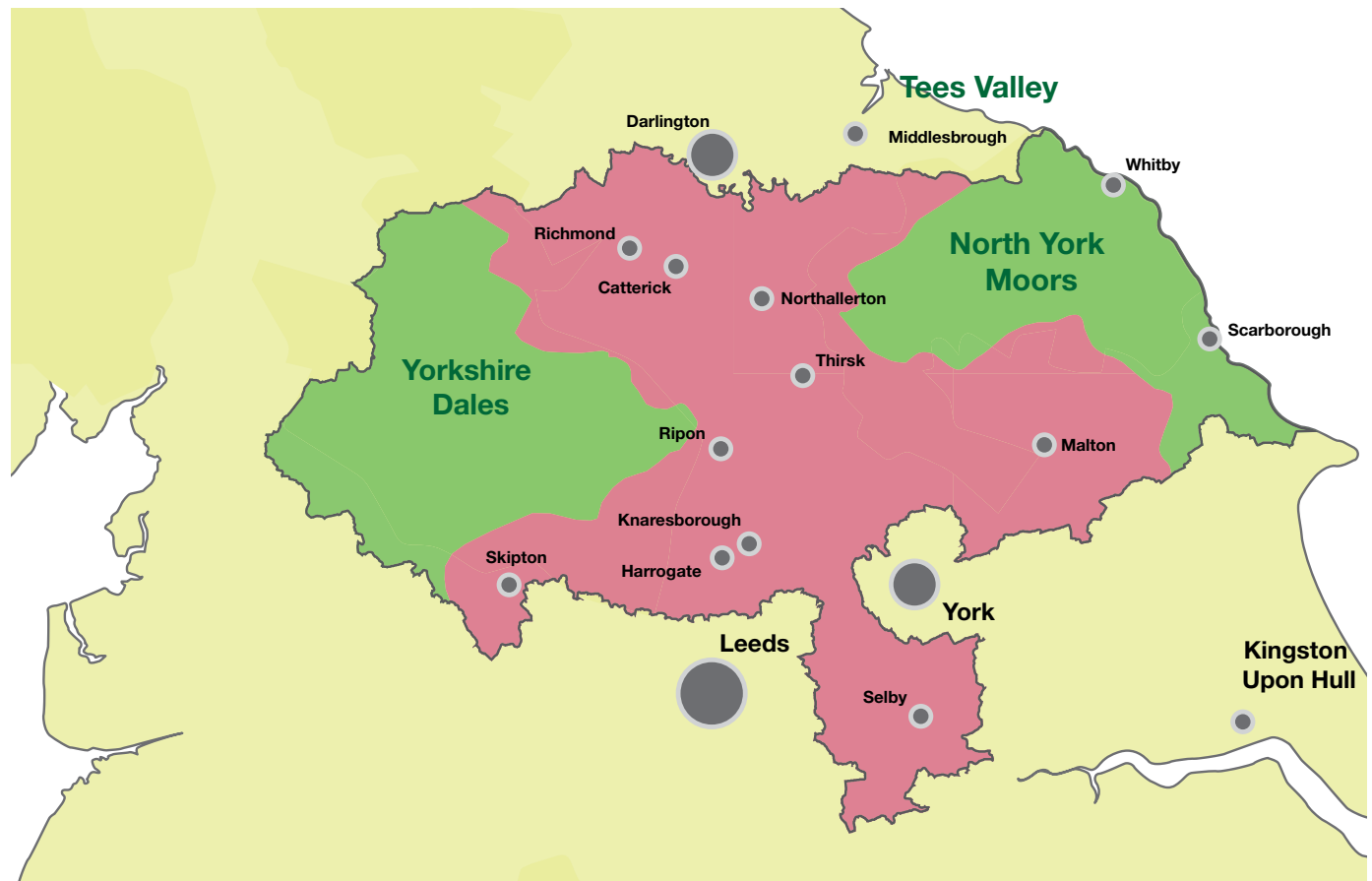
For North Yorkshire the YNY&ER SEP identified the A64 - A1237 – A59 linking Scarborough, York, the A1(M), Harrogate, Skipton and East Lancashire as the priority east – west highway corridor in North Yorkshire.

From a rail perspective, the Scarborough – York, York – Harrogate - Leeds and Hull - Selby – Leeds lines are the priority east – west rail corridors for North Yorkshire.

Ryedale and the east coast of North Yorkshire have the potential to become major contributors to the northern economic powerhouse with major developments in potash, offshore power generation and the growth of the agri-tech campus at Sand Hutton but without urgent improvements to this crucial east –west link both the scale and the spread of these economic benefits are likely to be constrained.

Looking further afield improvements to the A66(T) would also be beneficial to the economy of the northern areas of North Yorkshire as well as Cumbria, Teesside and the rest of the North East.

40 minutes travel time from a HS2 Gateway



Improving access to High Speed and conventional rail

We have identified our aspirations for rail through a number of conditional outputs, not least among these is the ability for 85% of the population of North Yorkshire to be within 40 minutes of an HS2 rail hub. Although this priority will contribute towards all of the other priorities listed above given the importance of HS2, and ultimately HS3, it is appropriate to identify it as a separate priority. High Speed rail will undoubtedly bring significant economic benefits to The North. However, in North Yorkshire the benefits of the improved journey times provided by HS2, and indeed improvements on the conventional rail network, are to some extent negated by difficulties in access to the HS2 gateways and to other railway stations.

In many cases the majority of North Yorkshires long distance rail users utilising key stations such as Northallerton and on the East Coast Mainline (ECML) are not from the town itself but from the surrounding rural hinterland. Access to the town stations for both the towns' people and the rural population is constrained by the rural and urban road network and poor parking facilities at the stations. Improving access to our 'conventional' railway stations especially for our rural population is therefore a priority for the County Council in the short to medium term. This may be either through the provision of improved road infrastructure, improved public transport interchange opportunities and / or through the provision of new 'parkway' railway stations. These would be located to better serve the rural population, provide more parking and hence allow much better road (car and bus) / rail transport interchange. Similarly, and linked to the above, improving road and rail access to the High Speed Rail Gateways in Darlington, York and Leeds is a high priority.

Improving long distance connectivity to the north and south

The north – south transport links through and in North Yorkshire are generally good and especially so in the central A1(M) / ECML corridor. This has helped with the continued strength of the logistics and food industry in the A1(M) corridor through North Yorkshire. However improved connections through North Yorkshire between the Yorkshire cities and those of the North East, and indeed the wider connectivity between the two economic powerhouses (the emerging Northern Powerhouse and the existing London powerhouse) are crucial to the long term prosperity of the UK.

The County Council supports the principle of continued upgrades to the A1 to the north, south and through the County. Equally upgrades to the A168 / A19 links from the Motorway network corridor would be beneficial to the local economy of the County but will also be crucial to link the Leeds and Tees Valley city regions and Teesport and the Port of Tyne.

From a rail perspective HS2 is the biggest project in a generation and will bring undoubted economic benefits to The North including North Yorkshire. A growing priority for the County Council is to ensure that North Yorkshire shares in these benefits and that the dispersed rural population of the County have good rail or road access to the HS2 gateways in Darlington, York and Leeds. Notwithstanding HS2 the existing ECML will remain an important rail route and the County Council supports infrastructure, rolling stock and service improvements on the ECML especially more direct connections to some of our main towns such as Harrogate, Selby and Scarborough. Also of growing importance will be the capacity constraints of the ECML between Leeds and Newcastle especially for freight on the ECML to Northallerton and onwards into Middlesbrough and Teesport.



4. Strategic Transport Interventions to 2030 – What we want to do

North Yorkshire County Council is committed to sharing in The Northern Powerhouse. It is however recognised that in order to be able to do so there are a number of major transport related barriers to be overcome. Whilst the County Council and partners can and will deliver many of the smaller scale initiatives others will require large scale and costly interventions. Therefore to successfully contribute to The Northern Powerhouse the County Council will need access to long term, secure funding streams for major transport schemes be this from the Local Growth Fund, Highways England RIS funding, Network Rail funding or other sources including the potential of devolved central Government funding to Transport for the North.

Experience has shown that in order to be able to access this funding transport authorities need to take the ‘risk’ of advanced preparation and design of schemes and initiatives. The current financial climate for Local Government means taking on this level of financial risk is difficult for the County Council. However, North Yorkshire County Council is committed to sharing the benefits of The Northern Powerhouse and as such has identified funding approaching £1m across the two years 2014/15 and 2015/16 to allow for the preparation of transport schemes and initiatives and a similar scale of funding is likely to be committed in future years.

The sections below outline our approach to developing the main schemes and initiatives that have the potential to make a substantial contribution to The Northern Powerhouse and brief details of some of the schemes that are in development. Further details of the schemes and the level to which each initiative contributes to the priorities are set out in Annex 1.

Our Rail Plan

Much of the railway infrastructure in the North of England is largely untouched from the Victorian era and no longer meets the demands of a Northern Powerhouse. We support the aspirations for high speed connected cities set out in The Northern Powerhouse. In line with industry practice, we have set out a High Level Conditional Output Statement and this points to the following interventions to achieve those outputs

Improving east – west connectivity

- Transformational change on York
- Harrogate – Leeds Line.

There is a strong business case for electrification of the line and in early 2015 the Government's Electrification Task Force concluded that the York – Harrogate - Leeds Line was a tier one priority for electrification. Harrogate is the largest town in North Yorkshire and supports the Leeds City Region and with high quality attractive housing, exceptional schools and safe and strong communities, all making it attractive for professionals to live.

Our long term plan for the line is for a £170m investment to bring about the electrification of the line, transformation and modernisation of Harrogate Station, and double tracking all of the remaining single track sections to improve performance and resilience. These works are being phased over the next 10 years, with the first sections of double track that are being funded by the County Council to be completed by 2018. The County Council are also mindful of the capacity constraints at Leeds station. Care must be taken to ensure that important local services are not overly compromised by the need to accommodate HS2 and other strategic rail services.

At the same time plans that City of York have for York Central Area will provide for an alternative north of the City approach to a new Platform 12. This will avoid crossing the East Coast Mainline thus providing greater resilience, increasing capacity and further reducing journey times.

Improving access to High Speed and conventional rail - Maintaining and improving access to HS2 Hubs and mainline stations.

With HS2 hubs at York, Leeds and Darlington approximately 74% of the county's population is within 40 minutes of a HS2 station. However there remain significant areas of the County, especially the coastal communities, not within 40 minutes of an HS2 hub.

In Our Highways Plan we will be bringing forward proposals to improve journey times on the main A64, and similarly our aspiration is for improved frequency and reduced journey time on Scarborough – York railway line.

Additionally, there are a number of key locations where parkway stations could provide a strategic access to the National Rail network. We will continue to examine the development of these sites.

Improving long distance connectivity to the north and south - Strategic North Leeds new railway infrastructure.

North of York there are several places where a failure on the ECML would result in complete shutdown with no services being able to travel to the North East or Scotland. This situation will be exacerbated when HS2 trains are also running on the classic network infrastructure.

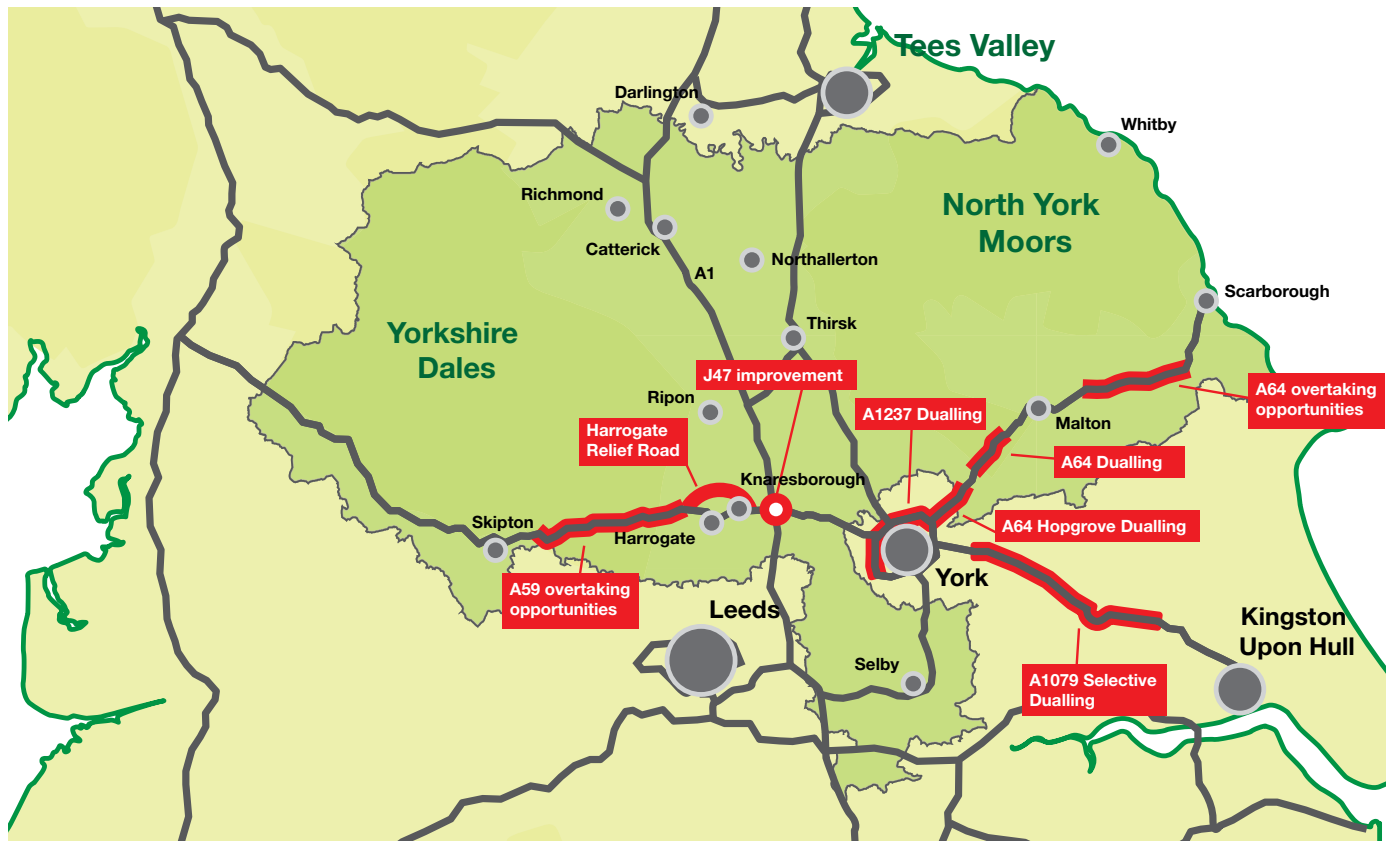
Providing resilience for the ECML to Tyneside and improving access for freight from Teesport and the Port of Tyne will ensure North Yorkshire and the North East are able to continue to grow and take advantage of the inward investment in the area.

A new railway from Leeds to Harrogate, Ripon and then joining the ECML north of Northallerton will bring much needed resilience to the ECML and

enable the East coast ports to expand. In the longer term (post 2030) it could also potentially help with plans and aspirations for housing and business growth in the central A1(M) / ECML corridor and it will help to enable the North East, Tees Valley and Yorkshire & Humber economies to act as a single market. Additionally it will remove three level crossings on busy A roads in Northallerton removing a major source of congestion and a constraint on the growth of North Yorkshire's County Town.

The £210m scheme will also provide for two new stations and better connect the Leeds City Region with the North East and Scotland. Whilst delivery of this proposal in the Leeds area could potentially start in the period to 2030 later phases in North Yorkshire are likely to be delivered after 2030.

East West Priorities Plan



Our Highways Plan

Improving east – west connectivity - Whilst any improvements in absolute journey times would be welcomed the long distances together with the vast investment needed to achieve major journey time improvements mean that in the medium term (to 2030) this is unlikely to be deliverable. Therefore the main issue that can be addressed on the priority east – west highway links is that of journey time reliability.

The east coast communities and Craven district have been dis-advantaged for many years by poor transport links and action is needed urgently. On both the A64 and A59 routes journey times can be very varied. Summer time holiday traffic (including caravans) can cause major delays as can agricultural vehicles and to a lesser extent, heavy commercial vehicles.

The County Council has therefore adopted an approach of identifying and developing proposals to increase overtaking opportunities on these roads through selective provision of dual carriageway and 2+1 single carriageway climbing lanes and overtaking lanes.

This includes proposals for dual carriageway on the A64 between Malton and York and overtaking lanes on the A64 between Scarborough and Malton. This is supplemented by the Highways England proposals to develop a scheme costing up to £250m for Hopgrove Roundabout and associated dualling on the A64 for inclusion in the second Roads Investment Strategy.

On the A59 we have identified 3 additional climbing lanes between Harrogate and Skipton including a major re-alignment at Kex Gill which also addresses a major landslip risk. These supplement the existing climbing lane and will provide two three lane overtaking opportunities in each direction. In addition we have identified a scheme to improve capacity at the A1(M) / A59 Junction 47 (provisional LGF funding agreed) and will be reviewing our Harrogate Northern Relief Road proposals later in 2015/16 to bring forward a scheme which contributes towards both east – west connectivity and addressing urban traffic congestion.

Also crucial to improved east-west linkages is the A1237 York Outer Ring Road. Whilst not within North Yorkshire provision of dual carriageway for this road would make a significant contribution to improving sub regional East – West connectivity and as such the County Council fully supports these proposals. Proposals by the East Riding of Yorkshire for selective dualling of the A1079 between York and Hull would bring significant benefits to North Yorkshire by improving connectivity to the Humber ports and the County Council also fully supports these proposals.

An additional investment of between approximately £125m to £250m (excluding the A64 Hopgrove scheme which is provisionally committed as part of RIS2) over the next 15 years would make a major contribution to improving the A64 and A59 east – west corridor and maximise the impact of the c£2bn private sector investment in potash, contribute towards the long term servicing and supply chain industries supporting offshore wind power as well as improving links to the FERA Sand Hutton campus and to SME's in Craven, Ryedale and Scarborough.

Improving access to High Speed and conventional rail

- Specific highway based initiatives to address this priority have yet to be developed. However in the near future and working with partners (especially Network Rail) the County Council will commence a wide ranging 'Access to HS2 and Rail' study which will look comprehensively at how we link our rural areas into rail. This will be a multi modal study and will include consideration of parkway stations, improved car parking and better highway links and the potential for the rationalisation of stations to provide one good station rather than two or three poor ones.

Improving long distance connectivity to the north and south

- For North Yorkshire long distance highway connectivity to the north and south is primarily provided by the strategic (trunk road) network including the M1/A1(M) and A19/A168 corridor. North Yorkshire County Council will work with and support Highways England on any proposals to upgrade these routes including the proposals to improve the A19/A168 to expressway standard by 2040 as included in the Roads Investment Strategy.¹³

¹³ Road Investment Strategy: for the 2015/16 – 2019/20 Road Period - page 49

Our Freight and Logistics Plan

North Yorkshire has a strong freight, logistics and distribution industry especially along the A1(M) and ECML central corridor. North Yorkshire companies such as Reed Bordall at Boroughbridge, Alfred Hymas near Knaresborough, the Potter Group in Selby and Prestons of Potto near Northallerton are national players in the haulage and distribution industry operating over 500 vehicles between them. There are also major industrial estates specialising in warehousing and distribution most notably at Sherburn in Elmet near Selby which includes a major distribution depot for Eddie Stobart. North Yorkshire is also a major source of raw materials, an industry which is heavily dependent on freight transport. There are large limestone quarries in the Yorkshire Dales National Park, gravel extraction in the A1(M) corridor, major areas of commercial timber extraction and the potential York Potash mine.

The County Council endorses and supports the aspirations for a single plan for the needs of the freight and logistic industry and welcomes the opportunity afforded by The Northern Powerhouse proposals to engage with the industry and other public sector organisations to help to develop such a plan. The County Council has a number of transport planning staff who have previously worked in the logistics industry and as such would be willing and eager to take a lead role in the development of the logistics plan.

Recognising that freight and logistics is not just about the strategic transport network we will continue and where appropriate expand our approach to addressing the issues of freight at its local origins and destination including the highly acclaimed North Yorkshire Timber Freight Quality Partnership.

Rail Freight represents an effective way of moving large volumes of heavy goods and with a high percentage of the national rail freight travelling through North Yorkshire, the county's strategic railways are important to the industry. Recognising northern ports investment we are examining opportunities for additional freight to be transferred to rail, for improvements to the network that improve speed of freight and new opportunities for new freight routes.





5. Strategic Transport Aspirations 2030 to 2045 – Looking into the future

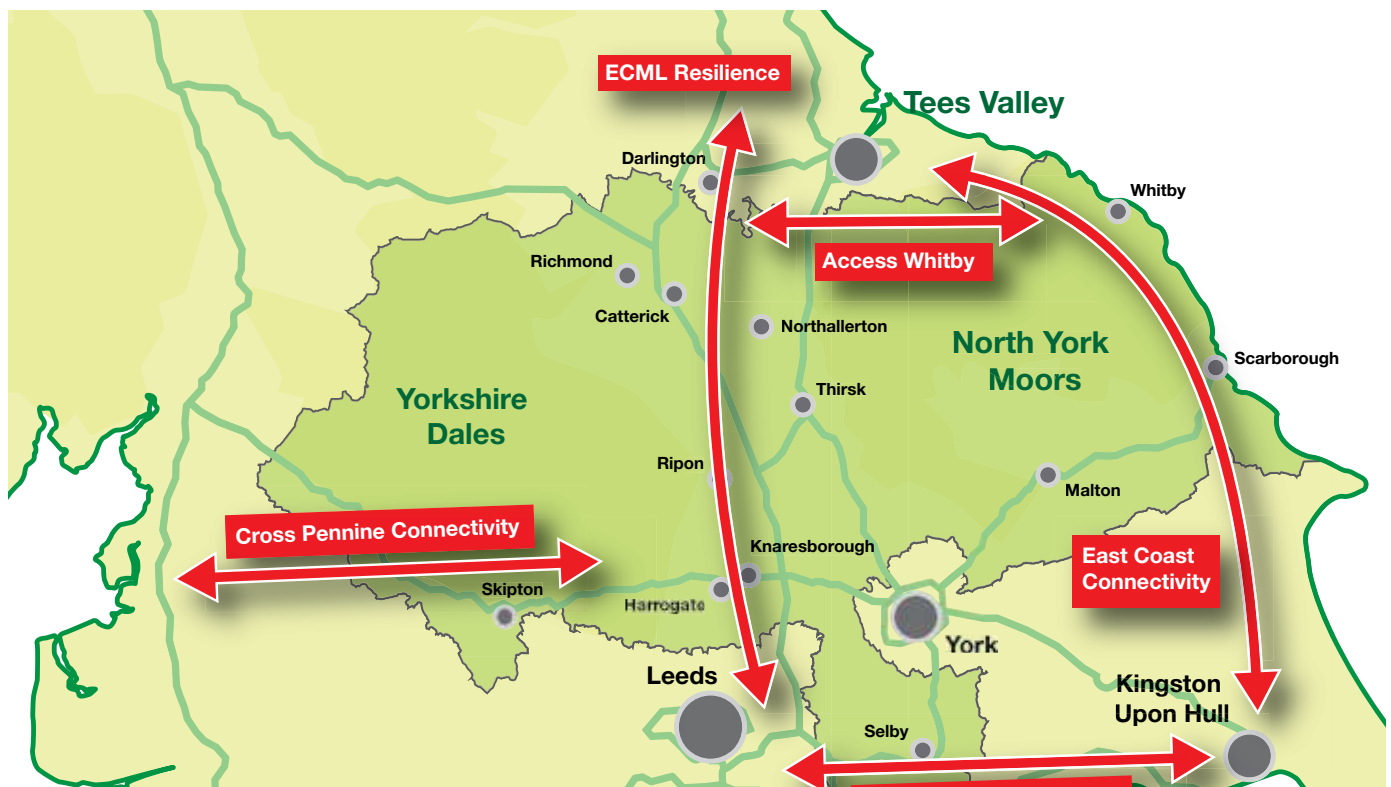
In section 4 we identified the main transport improvements we are aiming to achieve by 2030. Looking to the longer term our headline Strategic Transport Priorities are likely to remain the same, however our geographical areas of focus are likely to have moved on. At this early stage of development the County Council has not yet identified any specific schemes or interventions but our next set of priorities are likely to include the following:

- Improved east – west road and rail links to Whitby to further enhance access to the rural economy, York Potash and off shore wind industry
- Improved east - west road and rail linkages between the A1(M), Selby and Hull to

contribute to further agglomeration benefits by better linking West Yorkshire and the Humber.

- Improved north – south road and rail access between Teesside – Whitby - Scarborough – Bridlington and Hull better linking the east coast economies.
- Cross Pennine links between Craven District and East Lancashire including the potential re-opening of the Skipton – Colne railway
- Potential re-opening of the Harrogate – Ripon – Northallerton railway to provide additional strategic capacity on the ECML corridor (continuation from pre 2030).
- Roll out of ‘parkway’ stations across North Yorkshire to improve access to rail.

Aspirations Plan





6. Working Together – Our ‘offer’ and ‘ask’ of Transport for the North

We will:

- Continue to take a lead role on Strategic Transport for North Yorkshire in partnership with the Local Planning Authorities covering the County.
- Continue to work with Local Planning Authorities to help with the preparation of local development plans and ensure land use and transport planning are integrated.
- Provide support and assistance on transport matters to the York, North Yorkshire and East Riding Local Economic Partnership.
- Proactively and positively engage with Transport for the North to help achieve the ambitions of The Northern Powerhouse.
- Commit County Council funding towards the identification, development and advanced design of strategic transport improvements that will contribute towards achieving the ambitions of The Northern Powerhouse as well as local objectives.
- Utilise our transport planners with logistics experience to take a lead role on engaging with the industry to develop a northern freight and logistics plan.
- Continue to support Rail North and promote our collective ambition for further devolution.
- Continue to work with and support the East Coast Main Line Authorities (ECMA) (which represents Local Authorities and Scottish Regional Transport Partnerships throughout the area served by the East Coast Main Line).

We would like:

- Recognition of the importance to The Northern Powerhouse of ‘the places in between’ the City Regions.
- Access to long term (15 to 30 years) secure capital funding streams to help improve the planning and preparation of major transport infrastructure schemes and reduce the risk of investment in advanced planning and design.
- Appropriate full representation for rural LEP’s on Transport for the North governance bodies.

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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