



North Yorkshire County Council

Scarborough and Whitby Area Constituency Committee – 12 December 2018

Transport Update

1.0 Purpose of the Report

- 1.1 To provide members with an overview of current issues relating to the rail and highway routes most relevant to the Scarborough and Whitby Constituency Area.

2.0 Introduction

- 2.1 This report provides an update on the key strategic transport corridors relevant to the Constituency Area covered by this committee, namely the A64 / A1237 / A59 road corridor, and Scarborough to York and Scarborough to Hull rail links. The report also provides a brief overview of Transport for the North.

3.0 Transport for the North

- 3.1 In April 2018 Transport for the North (TfN) became England's first sub-national transport body, overseen by the 19 different transport authorities across the North.
- 3.2 The TfN Strategic Transport Plan sets out pan-Northern transport requirements up to 2050 and is due to become a statutory document in late 2018/early 2019. It will be used to help TfN and partners make the case for investment in the North.
- 3.3 TfN identified seven Strategic Development Corridors¹ to be the focus of potential future improvements to transport infrastructure, if funding can be sourced. The 'East Coast to Scotland' and 'Central Pennines' Corridors are the most relevant to this Constituency Committee, and in particular sub-corridors 7 York – North East Coast and 11 Hull – Scarborough.
- 3.4 TfN are currently undertaking a comprehensive multi-modal analysis of road and rail networks, including transport modelling and appraisal for these corridors looking at future requirements for movement of people and freight. NYCC officers are fully involved in stakeholder meetings and the priorities for the corridors are likely to become clearer towards the end of the year.

¹ TfN (2018) Strategic Transport Plan Draft for Public Consultation Key Messages
<https://transportforthenorth.com/wp-content/uploads/STP-Key-Messages.pdf>

4.0 Economic Growth – East West Connectivity Study

4.1 In 2017 NYCC commissioned a study to assess the economic impacts of a range of proposed transport infrastructure improvements primarily aimed at improving east to west connectivity including between the North Yorkshire Coast and York by road and rail. The transport schemes review initially looked at the proposed interventions contained within the North Yorkshire Strategic Transport Prospectus and at their potential impact on the network.

4.2 The study carefully examined the impact of transport interventions in economic terms and sought to identify benefits in terms of journey time savings and new development potential. This was achieved through a number of activities which included modelling journey time savings, consulting businesses about their investment plans and consulting local planning authorities about future growth aspirations. The estimated impacts across the entire study area (North Yorkshire, East Riding of Yorkshire and Hull) were as follows:

- Approximately 5,150 additional new homes.
- A higher level estimate of up to 3,200 additional jobs as a direct result of transport improvements by 2030.
- A higher level estimate of up to £134m of additional GVA as a direct result of transport improvements by 2030.
- A contribution to the Northern Powerhouse (NPH) Transformational Growth Scenario outcomes of 4,600 additional jobs and £803m additional GVA in the wider study area by 2030.
- A longer term outcome of 4,000 additional jobs and £320m of GVA delivered by 2050.

Other key indications from the study also included the following:

- Improvements to the A1237 York Outer Ring Road and the A64 have significant benefits for the tourism sector in Scarborough, York and Harrogate.
- Improvements on the A64 can mitigate some transport related production and skills issues in the manufacturing sector in Ryedale and Scarborough Districts.

4.3 The review generated forecast traffic flows up to 2030 using existing traffic count data and applying DfT road traffic forecasts for Yorkshire and Humber which identified an increase in vehicle numbers of 17.5% over this period. The results are identified as 'Road Stress' and are classified as below 85% road stress, 85 – 99% road stress and above 100% road stress. Analysis of the current levels of traffic use indicates above 85% road stress exists on the A64 east of Hopgrove Roundabout and West of Malton on sections currently single lane and also on York outer ring road A1237. Over 100% road stress is identified on the northern section of York outer ring road.

4.5 Applying the interventions identified within the North Yorkshire Transport Prospectus, alleviates link stress levels at York Outer Ring Road (A1237 Dualling), A64 to the North of York (Hopgrove Dualling) and West of Malton. However 85% plus road stress remains on the York Ringroad A1237 between the A64 and the A1079. These forecasts do not take account of any improvements to Junction 47 on the A1(M) at Flaxby. Estimated journey time savings as a result of transport improvements on these routes are shown in the table below:

Route	Existing Average Peak Travel Time	Average peak time saving (minutes)
Scarborough to York	60	-8.72
Skipton to York	61	-11.12
Hull to York	42.5	-2.5
York A1237	31.5	-4.45

- 4.6 These aggregated figures do not necessarily reflect the wider more general perception of traffic issues in these locations nor do they reflect individual experiences or local anecdotal evidence regarding traffic congestion. To better understand these locations were chosen (including on the A64 near Sand Hutton) on the basis that they were considered to be particularly congested at certain times. Traffic analysis showed hourly variation that reflects times of day when average traffic speeds are considerably reduced to the low 20 mphs however these instances cover relatively short periods in the day, and are often seasonal.

5.0 Rail

- 5.1 This section of the report provides Members with a rail update on the Scarborough – Seamer - York Rail Line; Scarborough – Seamer – Filey – Hunmanby - Hull Rail Line; and Whitby – Middlesbrough Line.
- 5.2 Rail services and stations on the Scarborough – Seamer – York railway line are operated by First TransPennine Express <https://www.tpexpress.co.uk/>, their franchise runs until 31 March 2023 with potentially two years added, they will pay a premium to Government to operate the service. The franchise is managed by the Rail North Partnership (Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members)). The current service on the line is one train in each direction per hour which after York continues on to Leeds – Huddersfield – Manchester and Liverpool. See Figure 1 for the current TransPennine Route.
- 5.3 Rail services and stations on the Scarborough – Seamer – Filey – Hunmanby to Hull route are operated by Northern <https://www.northernrailway.co.uk/> (with the exception of Scarborough, Seamer and Hull stations), their franchise runs until 31 March 2025 the subsidy to the franchise will be significantly reduced over this period. The franchise is managed by the Rail North Partnership (Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members)). The current service on the line is one train in each direction roughly every one and a half hours and takes around one and a half hours from Scarborough to Hull.
- 5.4 The Whitby – Middlesbrough (Esk Valley) line is also within the constituency boundary and its rail services and stations are operated by Northern on the same basis as the Hull – Scarborough line albeit with a current service of four trains per day in each direction (including a recently introduced all year round Sunday service) in each direction and a journey time of around one and a half hours. The infrastructure, railways tracks, signals, stations etc. are owned and maintained by Network Rail.
- 5.5 There are current timetable issues on all lines, including delays between Leeds and Manchester and trains terminating short of destination especially but not exclusive to, the York – Scarborough line, these have been worked through and changes made by the industry and gradual improvements to services have been made with further improvements planned in the timetable change from 9 December 2018.
- 5.6 In the long term Parliament is working on the development of proposals for High Speed Rail (HS2) in England to connect London, with the Midlands, the North West and North East of England. At the present time, parliamentary progress is being made on phase 1 London to Midlands due for completion by 2026, with the Phase 2 hybrid bill being laid before parliament shortly, paving the way for the delivery of HS2 to Manchester, Leeds and via connections on the existing network to Sheffield, York and Newcastle with full completion by 2033.

Figure 2 - Future TransPennine Express train from Scarborough / Seamer



Scarborough - Seamer – Malton - York line

- There will be increased frequency from December 2019. In addition to the current TPE service Northern are introducing an hourly service throughout most of the day. This will mean that there will be a half hourly service frequency between Scarborough, Seamer, Malton and York.
- This will lead to the current seating capacity on the line increasing from 169 to around 400 seats an hour in each direction and should significantly reduce overcrowding at peak times.
- TransPennine have introduced an earlier morning train from Scarborough – Seamer – York (departing Scarborough at 06:00 and Seamer 06:05) to give an arrival in York before 07:00 and with connection to London by 09:00.
- Earlier morning and later evening trains all week, last train from Scarborough has recently changed to after 2230 allowing people to visit Scarborough for an evening out.

Whitby – Middlesbrough: Esk Valley Line

- From December 2019 there will be an additional early morning train from Whitby – Middlesbrough arriving 0830, a long time aspiration for the community.
- As part of the York Potash Ltd Section 106 planning agreement , North Yorkshire County Council are seeking to develop improvements to the Esk Valley services
- The first phase is looking to deliver additional train service(s) in December 2019 that are possible without mitigating infrastructure change.
- The next phase of work will identify options for infrastructure enhancements to enable up to eight trains per day in each direction to be operated.

Scarborough – Hull: Yorkshire Coast Line

- Northern plan to introduce an hourly service between Scarborough - Seamer (Filey and Hunmanby) - Bridlington – Beverley – Hull from December 2019 at the latest but this is being planned for earlier introduction in 2019 if possible,
- Earlier and later services are also planned.
- From December 2019 increased frequencies should improve connections to/from the Yorkshire Coast Line at Seamer.
- All trains on the route will be modernised.

Stations

Scarborough Station

- 979,098 users annually, a 27% increase in the last ten years
- Free station Wi-Fi since 2017
- New customer information screens installed in 2017, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
- New ticket vending machines installed by 2017
- Better Cycle facilities installed in early 2018
- Provision of a community hub

Seamer Station

- 137,594 users annually, a 70% increase in the last ten years
- Free station Wi-Fi since 2017
- New customer information screens installed in 2018, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
- New ticket vending machines installed by 2017
- Better Cycle facilities are planned

Seamer station is not access compliant and a bid to Government is imminent for Access for All funding for the station, NYCC have been working with TransPennine Express and support the bid.

Work continues to develop proposals to improve car parking in the area as well as feasibility work on other potential improvements at the station.

Esk Valley Stations

There have been some improvements to stations along the line and Ticket Vending Machines have been installed in most stations along the line, new Customer Information Screens will be installed during 2019. The Esk Valley Railway Development Company (Community Rail Partnership) have been very active along the line improving the look and feel of the stations through local station adopter volunteers and in the last year re-opened the toilets at Glaisdale this project was subsequently put forward for a Community Rail Award.

Whitby Station - 131,810 users annually, a 3% increase in the last ten years

Ruswarp - 2,568 users annually, a 5% decrease in the last ten years

Sleights - 4,188 users annually, a 5% increase in the last ten years

Grosmont - 13,514 users annually, a 44% decrease in the last ten years

Egton - 12,088 users annually, a 12% increase in the last ten years

Glaisdale – 18,298 users annually, an 18% decrease in the last ten years

Lealholm - 17,358 users annually, a 33% increase in the last ten years

Danby – 6,334 users annually, a 50% decrease in the last ten years

Castleton Moor – 5,444 users annually, a 3% decrease in the last ten years

Comondale – 3,754 users annually, a 26% decrease in the last ten years

The figures on the Esk Valley line fluctuate considerably as a result of where the school children who use the train, board each year. Weather is a further important consideration.

Yorkshire Coast Stations

Filey Station - 122,776 users annually, 21% increase in the last 10 years

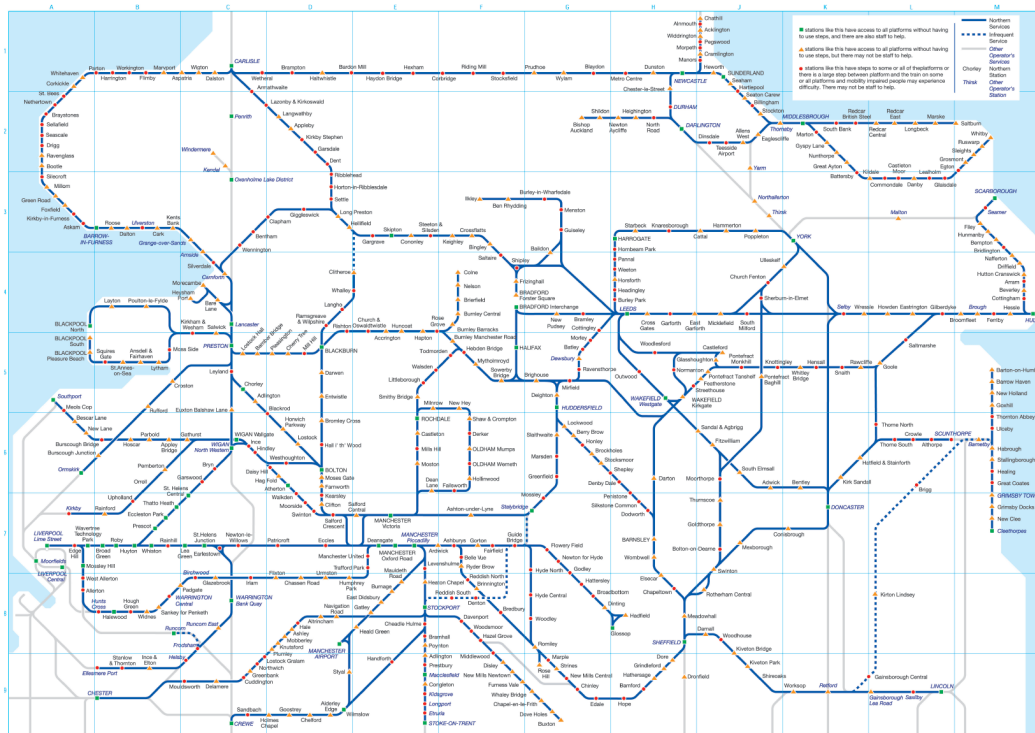
Hunmanby Station - 23,792 users annually, 9% increase in the last 10 years

Community Rail Partnerships

There are two Community Rail Partnerships one is the Esk Valley Railway Development Company <http://www.eskvalleyrailway.co.uk/> and the other is the Yorkshire Coast Community Rail Partnership <http://www.yccrp.co.uk/>.

Both organisations are community based with funding from Northern and North Yorkshire County Council and other sources to help develop and promote their lines.

Figure 3 – Current Northern Route Map



6.0 Highways

- 6.1 Highway maintenance continues to be the top transport priority for the County Council and the recent Government Budget announcement of an additional £420m to be made available to councils in 2018/19 for road maintenance including tackling potholes is welcomed. This section provides Members with a brief update on the current situation with regards to key roads impacting on the Constituency Area.
- 6.2 Representatives from Highways England have been invited to update this Constituency Committee on matters relating to the Strategic Road Network, including on the A64. Members may have noted the plans outlined recently in the press for A64 improvements including potential for dualling sections of the road. Highways England have confirmed that they are developing a scheme for consideration for construction in 2020-2025. Different options are being considered including junction improvements and dualling of various sections of the A64.
- 6.3 This is welcome news given that North Yorkshire County Council has been an active member of the A64 Growth Partnership which includes employers, councils, business organisations and the York, North Yorkshire and East Riding Local Enterprise Partnership. The partnership has been calling for investment and upgrades to the road including through the '#A64justdualit' campaign.

- 6.4 NYCC officers are working with Scarborough Borough Council to develop the business case for a £3.875m project to implement improvements to four key junctions within Scarborough town centre, namely: A170 Falsgrave Road / A171 Scalby Road – New Traffic Signals; Manor Road / A171 Scalby Road – Alterations to roundabout (widening of entrances and exits); A170 Stepney Road / Stepney Drive – Alterations to roundabout (widening of entrances and exits); A171 Scalby Road / Stepney Drive – New Traffic Signals, road and junction widening.
- 6.5 The four Scarborough junction improvements are proposed to address the impact of forecast traffic growth to the end of the proposed Scarborough Borough Council Local Plan period of 2032 and beyond. The outcomes would lead to increased capacity at the junctions to improve connectivity and journey times with the ultimate aim to support the delivery of housing and economic growth in the town. The business case has been submitted to the York, North Yorkshire and East Riding Local Enterprise Partnership for consideration in terms of funding from the Local Growth Fund.
- 6.6 City of York Council are continuing to progress their A1237 York Outer Ring Road improvements programme with works underway at the B1224 / A1237 Wetherby Road roundabout and plans to bring the Monks Cross roundabout improvement scheme forward approved. The schemes will increase capacity at the roundabouts and ease congestion on the York Outer Ring Road to improve journey time reliability. This will contribute to improved East-West connectivity to and from North Yorkshire's coastal areas. NYCC will continue engage with City of York Council and other partners on improving journey times in the area, including on the A64, A59 and York Outer Ring Road.
- 6.7 Further afield, in relation to East-West Connectivity officers are continuing to develop a scheme to improve the resilience of the A59 route through the realignment of the road at Kex Gill. NYCC also has plans to start the implementation of an A1 (M) Junction 47 improvement scheme in October 2019 which will include signalisation of the A1(M) / A59 junction (and nearby A168 / A159 junction); widening on all approaches to accommodate left turn flares on both diverge slips, and to increase the length of both right turn flares on the A59 approaches; and widening to accommodate a three lane circulatory carriageway at the north east and south west corners of the junction. This scheme will deliver a much needed improvement in capacity at the A59 / A1(M) junction which will lead to improved safety at the junction as well as improving east-west journey times and unlocking the potential for new jobs and homes.

7.0 Going forward

- 7.1 NYCC will continue to work with partners including Highways England, district councils, network rail, train operators, and the Local Enterprise Partnership to bring forward transport improvements to benefit North Yorkshire's economy and residents.

8.0 Recommendation

- 8.1 It is recommended that Members note the content of the report and further updates will be provided at appropriate intervals.

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