

North Yorkshire County Council**Transport, Economy & Environment Overview and Scrutiny Committee****26 October 2016****Passenger Rail Update****Report of the Corporate Director – Business and Environmental Services****1.0 Purpose of Report**

- 1.1 To update members on short term rail priorities for North Yorkshire and provide an overview of the recently awarded Northern and TransPennine rail franchises.

2.0 Background and Policy Context

- 2.1 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.
- 2.2 This statement introduces the foreword to the councils Strategic Transport Prospectus (STP) and in clear terms articulates our view that North Yorkshire has a valid place in shaping and contributing to economy of the North of England.
- 2.3 When considering strategic transport at north of England level NYCC has identified an objective to 'ensure that that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse', and in furthering this objective, the STP identifies the following three strategic transport priorities:
- Improving east – west connectivity
 - Improving access to High Speed and conventional rail
 - Improving long distance connectivity to the north and south
- 2.4 Adopted in spring 2016, the Local Transport Plan (LTP4) sets out the objectives and priorities for transport for North Yorkshire. This supports the strategic transport priorities and to address these, has identified a series of road and rail improvements. This includes the following desired rail improvements:
- Transformational change of the Leeds-Harrogate-York Railway Line delivering improved journey times, increased frequency, modern high quality rolling stock and customer service and ultimately electrification;
 - Access to High Speed rail where 85% of North Yorkshires population can get to an HS2 hub (York, Leeds, Darlington) within 40 minutes;
 - 75% of the population to access a conventional railway station within 20 minutes

3.0 Harrogate Line

- 3.1 The York - Harrogate – Leeds line remains the highest priority for rail investment in North Yorkshire. It includes our busiest station (Harrogate 1.58m passengers) and has demonstrated significant growth over the past 10 years, 45% overall to 2.77m passengers, with the highest rate of growth being 67% at Pannal and 62% at Hornbeam Park; it connects to two of the most important regional centres, York and Leeds, and contributes to improving East – West connectivity.
- 3.2 The line has benefited from recent investment by Network Rail, Northern and North Yorkshire County Council. This includes c£300k platform extensions, £16m on signal renewal, line speed improvements and a turnback facility on the Harrogate – Leeds section and £1.2m on passenger facility improvements at Harrogate Station. It is also set to benefit from further infrastructure and operating investments. (Appendix 1 sets out the recent and known planned investments; *items in italics are not committed*)
- 3.3 Evidence suggests that investment in stations brings growth in local economies (Steer Davies Gleave: The Value of Station Investment 2013), and getting the connections right improves the footfall and turnover leading to improved town centre retail performance.
- 3.4 With this in mind and building on recent investment a joint Harrogate Borough Council, North Yorkshire County Council and YNYER LEP working group has developed an outline proposition for an ambitious Harrogate Town Centre and Stations Area Growth Agenda. Whilst an application for initial feasibility work to One Public Estate was unsuccessful, there is a confirmed desire amongst partners to identify funding and progress the development of this proposition.
- 3.5 An outline proposal has been included in the YNYER growth deal submission (July 2016) with a £1m funding bid.

4.0 Access to Rail Studies

- 4.1 LTP4 recognises railway stations are gateways to the communities they serve and can act as a catalyst for housing and economic growth. It articulates an ambition for access to an HS2 hub station of 40 minutes and a conventional station of 20 minutes and further sets out a commitment to review facilities at each station and work with the rail industry to help to deliver agreed standards.
- 4.2 These conditional outputs support the York, North Yorkshire and East Riding LEP's Strategic Economic Plan, contributing to the priorities of East – West connectivity, access to HS2 and conventional rail and Growth Town Development.
- 4.3 NYCC have committed to carry out an Access to HS2 and Conventional Rail Study and the following stations have been identified as priorities for early work:
 - Harrogate: as the busiest station in North Yorkshire is highest on the list of priorities; to be progressed through the Harrogate Stations Area scheme (see above)
 - Northallerton: has been identified by the rail industry as offering potential significant benefits to the East Coast Main Line and also has

potential for improved access and benefits to highway performance in the town

- Thirsk: has been identified by the rail industry as offering potential significant benefits to the East Coast Main Line as well addressing current access and accessibility issues;
- Crosshills: has been identified in recent work as having a potentially strong case for a new station
- Seamer: has grown significantly in the last ten years and with large housing growth and a business park close by has potential for further growth.
- Selby: will require investment to accommodate Transpennine Route Upgrade and Electrification, and presents the opportunity for better integration with Selby bus station.
- Skipton is the second busiest station in the county and provides a gateway for tourism in the Dales and access to the Leeds City Region. It also offers opportunities for growth with housing and business development nearby

4.4 The purpose of these reports is primarily to allow the County Council to influence rail funding decisions and it is unlikely that the County Council will commit significant capital funding to the delivery of station improvements.

4.5 In addition to the above detailed station specific work the Council will also shortly be commissioning work to identify on a countywide basis other potential improvements (e.g. highway and car parking) to contribute towards meeting the conditional outputs as well on identifying the need for and scope for changes and improvements at other stations in the County.

5.0 Northern and TransPennine Rail Franchise

5.1 In the report to this committee in July 2015 we advised on progress in developing the franchise tender specifications for the Northern and TransPennine railway franchises. These have now been let, and it is encouraging to report that the committed obligations in the franchise agreements represent transformational improvement over what has been provided previously.

5.2 The Northern Franchise was awarded to Arriva Rail North to operate rail services on “local routes” e.g. Harrogate Line, Hull – York, Dales – Skipton – Leeds, Esk Valley from 01 April 2016 – 31 March 2025. The cost to government is much reduced from the previous franchise and offers a significant improvement in quality, frequency and capacity.

5.3 The Transpennine Express franchise was awarded to First Group to operate the “fast” inter urban services across the Pennines, including Tyne/Teesside – Leeds/Manchester via Northallerton and Thirsk, East Coast to Leeds/Manchester via Scarborough and Malton from 01 April 2016 - 31 March 2023 + potentially 2 years. This franchise also represents a significant improvement in quality, frequency and capacity, and now pays a levy to government rather than receiving a subsidy from government.

5.4 The following section highlights the main elements of the franchises

5.5 **Headline franchise wide improvements:**

Northern

- 2016 the start of a £1bn investment to transform rail services in the North and modernisation of all existing trains to a high modern standard
- 2017 by December will see the introduction of 2000 extra services across the North
- 2018 new state of the art trains introduced and free on board Wi-Fi introduced as well as improvements to stations
- 2019 new “Northern connect” service introduced linking major towns / cities together
- 2019 extra services added and a 37% increase in peak time capacity into the cities
- 2020 Withdrawal of all “pacer trains” (bus type trains)

Transpennine

- 2016 Improved on board catering and availability and the start of modernisation of all existing trains to an Inter-City standard. New latest technology ticket vending machines installed
- 2017 By December a new timetable introduced with a standardised 7 day a week timetable and six trains an hour between Leeds and Manchester including an additional service between Newcastle and Manchester Airport.
Free Wi-Fi at all TransPennine stations and development of smart ticketing and mobile ticketing
- 2018 The introduction of brand new state of the art InterCity trains (220 carriages) for the North (completed 2020)
New on board entertainment system (similar to on long-haul aircraft)
- 2019 New timetable introduced including trains to Newcastle extended to Edinburgh. 13m extra seats per year, including an 80% capacity boost at peak times

Stations

In the first four years of both franchises there are on-going station investments including improved cycling facilities, waiting areas, bringing station buildings back into use and Northern are introducing staffing and CCTV at some stations

Investment

Beyond 2019 both franchisees have investment funding for projects identified between 2016 and 2019.

- 5.3 The new franchises will transform many of the rail services in North Yorkshire Including notably, doubling of frequency on the Harrogate Line, with 4 trains per hour (tph) Harrogate - Leeds from December 2017 and two tph Harrogate – York from 2019; the introduction of modern fast rolling stock; an additional service Scarborough – York increasing the frequency to 2 tph on this corridor from Dec 2019; increased frequency to hourly on Hull – Selby – Sherburn in Elmet – York.
- 5.4 The improvement specific to North Yorkshire are detailed by route in the table in Appendix 2.

6.0 Financial Implications

6.1 It is the view of officers that the recommendation will not have any financial implications.

7.0 Legal Implications

7.1 Consideration has been given to the potential for any legal implications arising from the recommendation. It is the view of officers that the recommendation will not have any legal implications.

8.0 Equalities Impact Assessment

8.1 The Council has a statutory duty to discharge obligations in relation to the Equality Act 2010. In so doing it has considered the equalities implications for people with protected characteristics arising from this report.

8.2 Consideration has been given to the potential for any equalities implications arising from the recommendation. It is the view of officers that, as a report providing information to the committee, the recommendation cannot have any equalities implications, and therefore an Equalities Impact Assessment is not required.

9.0 Recommendation

9.1 That members note the contents of the update

DAVID BOWE

Corporate Director – Business and Environmental Services

Author of Report: John Laking

Background Documents:

Appendix 1

Recent and planned Harrogate Line investments

| Scheme | Deliverables | Date | Cost | Source of funding |
|---|---|-------------|------------------------------|---|
| HG Station | Ticketing and marketing improvements; improved central concourse; new and improved waiting shelters and entrance on Leeds platform; refurbished toilets | 2015/16 | £1.2m, | DfT SCIP; Northern |
| Harrogate Stations Area | <i>Improved access, public realm, pedestrian improvements, highways and parking</i> | 2017/18 | £4m-£10m | LEP / Developer / Rail Industry |
| Service Enhancement | 15 minute frequency Harrogate – Leeds; earlier morning start; additional Sunday frequency | 2017 & 2019 | £1m+ | DfT / Arriva Rail North |
| Rolling Stock improvements | Replacement of pacer units; additional capacity | 2019 | £franchise commitment | DfT / Arriva Rail North |
| Double Tracking | Double tracking east of Knaresborough – performance improvements and enabling frequency enhancement (2 TPH Harrogate – York) | 2018/19 | £12.6m plus £0.5m prep costs | Devolved major schemes funding (LEP) £9.6; NYCC £3.5m |
| Harrogate – London direct services | Introduction of 2 hourly Harrogate – Leeds – London services; Brand New IEP rolling stock; additional seating; quality improvements | 2019/20 | £commercial | Virgin / Stagecoach |
| Signals Renewals | Modernise signals Harrogate – York, improved reliability reduced cost of railway operation | 2020/21 | £10m+ | Network Rail |
| Level Crossing Renewals | Safety improvements / modernisation | 2020/21+ | £50m+ | Network Rail |
| *Overhead Electrification | <i>Improvements to frequency, reduced journey times, increase in quality</i> | 2024/25? | £93m | DfT/Network Rail |

Franchise improvements by line relating to North Yorkshire

| Route | Improvement | When |
|--------------------------|--|---|
| York – Harrogate - Leeds | <p>Harrogate – Leeds increased frequency to 4 trains an hour (Mon-Sat) not all stations.</p> <p>More frequent at least hourly service Harrogate – Leeds on Sundays</p> <p>Harrogate – York increased frequency to 2 trains an hour after modernisation of the line</p> <p>New more modern trains introduced and all other trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest</p> <p>Weeton CCTV and Ticket Vending Machine planned Pannal To be staffed in the mornings Improved station facilities Hornbeam Park To be staffed 0700-1900 Improved station facilities Harrogate Ticket Gates to be installed Accessibility Hub Starbeck To be staffed in the mornings Improved station facilities Knaresborough To be staffed 0700-1900 Improved station facilities Cattal Improved station facilities Hammerton Improved station facilities</p> | <p>December 2017</p> <p>December 2019</p> <p>December 2019</p> <p>Most stations work will take place over 2017 - 2018</p> |
| Scarborough – York | <p>Route Strategy Study – led by TPE</p> <p>Early morning train from Scarborough - York to allow arrival in London by 0900</p> <p>Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services.</p> <p>Frequency will increase from one train an hour to trains an hour between Scarborough and York.</p> | <p>September 2017</p> <p>December 2017</p> <p>December 2017</p> <p>December 2019</p> <p>December 2019</p> |

| | | |
|-------------------------------|---|---|
| | <p>New trains fully introduced with modern facilities and greater capacity.</p> <p>Scarborough Station</p> <ul style="list-style-type: none"> • Real Time Bus Information Screens • New secure cycle parking facilities • New train servicing facilities • Improved waiting facilities and new station furniture • Review redundant space <p>Seamer Station</p> <ul style="list-style-type: none"> • New power gates • New Ticket Machine <p>Malton Station</p> <ul style="list-style-type: none"> • Real Time Bus Information Screens • New secure cycle parking facilities | <p>March 2018 April 2018 November 17</p> <p>March 2017 March 2017</p> <p>March 2017 October 2016</p> <p>March 2018 April 2018</p> |
| Northallerton / Thirsk | <p>Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services</p> <p>New trains fully introduced with modern facilities and greater capacity.</p> <p>Northallerton Station</p> <ul style="list-style-type: none"> • Real Time Bus Information Screens • Click & Collect Areas for on-line purchases • New secure cycle parking facilities <p>Thirsk Station</p> <ul style="list-style-type: none"> • Real Time Bus Information Screens • New secure cycle parking facilities | <p>April 2018</p> <p>December 2019</p> <p>March 2018 March 2017 March 2018</p> <p>March 2018 March 2018</p> |
| Skipton - Leeds (Aire Valley) | <p>Introduction of new six coach electric trains on the route to create more capacity</p> <p>Skipton – Bradford increased frequency to hourly on Sundays</p> <p>Diesel trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest</p> <p>Skipton Station</p> <ul style="list-style-type: none"> • Potential to increase car parking • Improved station facilities <p>Cononley</p> <ul style="list-style-type: none"> • Improved station facilities | <p>July 2019</p> <p>December 2017</p> <p>December 2019</p> <p>March 2020 2017-2018</p> <p>2017-2018</p> |
| Dales – Skipton - Leeds | <p>New late afternoon peak service Leeds - Carlisle</p> | <p>December 2019</p> |

| | | |
|----------------------|--|---|
| | <p>At least 2 extra services in each direction between Leeds and Lancaster a day (understand there will be more) and improve commuting to Leeds and Lancaster.</p> <p>Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)</p> <p>Northern – Funding the Community Rail Partnerships (Leeds Lancaster Morecambe and Settle – Carlisle)</p> <p>Stations along the line have been allocated funding to improve facilities</p> | <p>December 2019</p> <p>December 2019</p> <p>April 2016</p> <p>2017 - 2018</p> |
| Hull – Selby – Leeds | <p>Route Strategy Study – led by TPE</p> <p>Standardised 7 day timetable introduced with improved early / late and Sunday Transpennine services.</p> <p>New TPE trains and modernised Northern trains fully introduced with modern facilities and greater capacity.</p> <p>Northern will enhance the Hull – Leeds local service, starting back at Bridlington and finishing in Bradford</p> <p>Selby (TPE)</p> <ul style="list-style-type: none"> • Real Time Bus Information Screens • Click & Collect Areas for on-line purchases • New secure cycle parking facilities <p>South Milford (Northern)</p> <ul style="list-style-type: none"> • Improved station facilities | <p>September 2017</p> <p>December 2017</p> <p>December 2019</p> <p>December 2019</p> <p>April 2018</p> <p>March 2017</p> <p>March 2018</p> <p>Work will take place over 2017 - 2018</p> |
| Hull – Selby – York | <p>More regular “hourly service” between Hull – Selby – Sherburn in Elmet and York including Sundays</p> <p>Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)</p> <p>Sherburn in Elmet station is likely to receive Customer Information Screens, CCTV and Ticket Vending Machine</p> | <p>December 2017</p> <p>December 2019</p> <p>2017 - 2018</p> |
| Esk Valley | <p>All year round Sunday service</p> <p>Extra morning peak train Whitby – Middlesbrough</p> <p>Northern are working with us and other stakeholders on the Potash Section 106 funding for up to eight trains in each direction between Whitby and Middlesbrough</p> | <p>December 2017</p> <p>December 2019</p> <p>2019 – 2020 (Potash dependent)</p> <p>December 2019</p> |

| | | |
|---------------------------|--|--|
| | <p>Trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest</p> <p>Northern – Funding the Community Rail Partnership on the line.</p> <p>Stations along the line have been allocated funding to improve facilities</p> | <p>April 2016</p> <p>2017-2018</p> |
| Scarborough - Hull | <p>Broadly hourly train service (Mon- Sat)</p> <p>Double the number of trains on Sundays</p> <p>Trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)</p> <p>Northern – Funding the Community Rail Partnership on the line.</p> <p>Stations along the line have been allocated funding to improve facilities</p> | <p>December 2017</p> <p>December 2017</p> <p>December 2019</p> <p>April 2016</p> <p>2017 - 2018</p> |
| Church Fenton / Ulleskelf | <p>New more modern trains introduced and all other trains modernised to a high standard. Pacers (bus type trains withdrawn by 2020 at latest)</p> <p>Church Fenton</p> <ul style="list-style-type: none"> • CCTV • Ticket Vending Machine <p>Ulleskelf</p> <ul style="list-style-type: none"> • Improvements to waiting facilities • Customer Information Screen • Ticket Vending Machine | <p>December 2019</p> <p>Work will take place over 2017 – 2018</p> <p>Work will take place over 2017 - 2018</p> |
| Hensall and Whitley Br. | <p>Trains modernised to a high standard. Pacers (bus type trains) withdrawn by 2020 at latest</p> | <p>December 2019</p> |