North Yorkshire County Council

Business and Environmental Services

Transport, Economy and Environment Overview and Scrutiny Committee

31 October 2017

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 current Northern and TransPennine rail franchises. The report also provides Members with an overview of the rail industry to aid an understanding of the railway structure.

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 the 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 the North Yorkshire population can access an HS2 hub (York, Leeds, Darlington) within 40 minutes;
- 75% of the population to access a conventional railway station within 20 minutes

2.5 In August 2016 the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members allocated funding for rail station studies at key locations across North Yorkshire. These include the feasibility of a new station at

Cross Hills which will be the subject of a report to the next Craven Area Committee and then BES Executive Members after that and also feasibility studies for Northallerton, Thirsk, Seamer, Malton, Selby, Harrogate and Skipton railway stations this is on-going work and will be reported back on next year.

2.6   Access to stations work is also on-going in relation to the LTP target for conventional railway station.

2.7   An Esk Valley Railway Stakeholder Working Group has been created and is currently reviewing the options and potential timetable that could operate in light of the York Potash Ltd. Section 106.

2.8   The policy relating to line re-openings remains the same as last year. After the Committee meeting last year we met with Network Rail in respect to the Ripon Line reopening and as far as the County Council is aware, nothing further has been developed.

3.0   Timetable Changes in North Yorkshire in the next year

Timetable December 2017:
- Enhancing Bradford – Ilkley & Skipton Sunday services to hourly
- Enhancing Harrogate Line Sunday services

Timetable May 18:

Leeds – Harrogate & York – Northern
- Introduction of 4 trains per hour weekdays between Leeds and Harrogate enabling provision of new limited stop as well as retaining an all station service.

Scarborough – Seamer Malton – York – Transpennine
- Earlier train from Scarborough – York and on to Leeds and Manchester, giving an arrival in York before 0700 and London before 0900.
- Later train back in the evening
- Improvements to the Sunday service

Hull - Selby – Leeds – Manchester – Transpennine
- General improvement in services
- Improved Sunday service

Northallerton and Thirsk – Transpennine
- Improved spacing of the trains to/from York
- Improved Sunday service
- Improvements in commuting to / from Northallerton

Leeds – Lancaster – Northern
- Additional weekday trains and, after representation through our Consultation process, retention of through services to/from Morecambe

Leeds - Carlisle - Northern
- Additional weekday and Sunday trains, with revision of service to better meet customer requirements

Leeds – Selby & York - Northern
- The hourly weekday service between Leeds and Selby remains as now and a Sunday service introduced
- The hourly weekday service between Leeds and York, the through service to/from Calder Valley and East Lancashire runs fast between Leeds and York, with Church Fenton call only

York – Selby & Hull - Northern

- Increasing frequency of Hull – York to an hourly through service all day, for most communities along the line

Hull – Bridlington - Scarborough - Northern
- Introduction of an hourly service between Bridlington and Scarborough for most communities along the line
- Earlier morning arrival in Scarborough from Filey and connections to York
- After representation through our Consultation process, retention of through services Bridlington to/from Doncaster and Sheffield

Later services across North Yorkshire
In an on-going initiative Northern and Transpennine are working with Network Rail to provide later evening services, especially out of the major centres.

Virgin Trains East Coast, Arriva Cross Country, Grand Central and Hull Trains
Major changes to these timetables will not take place until 2019.

3.1 **Trains**
All of the operators in North Yorkshire are refurbishing / modernising their trains with totally new interiors, wifi, power points and a lot more, and some are already appearing on the network. Over the next two years there will be the gradual introduction of new trains across the North ready for full introduction in December 2019.

3.2 **Stations**
Northern and Transpennine have improvement plans for many stations in North Yorkshire aimed at improving the customer experience including better information and improving cycle provision.

3.3 Details of Northern's plans for stations in North Yorkshire are attached as Appendix A. The next year is very much the start of a transformation of rail services, across North Yorkshire.

4.0 Structure of the Rail Industry

4.1 North Yorkshire County Council works with, are members of, or support at various levels all of the organisations below.

Government Department for Transport (DfT)
Provide strategic direction and funding to the railways
- To ensure delivery of improved operational and financial performance and safety by the railway
- To secure appropriate rail passenger services at an acceptable price through effective specification and procurement
- To develop and deliver a robust, affordable and sustainable strategy for the development of the railway that supports wider transport objectives
- To ensure the cost effective and timely delivery of major rail projects

Office of Rail and Road (ORR)
This is the independent regulator for the rail industry and works closely with the DfT to help ensure a safe (the Rail Safety Standards Board (RSSB) is part of this), efficient and value for money rail network. The ORR also seeks to ensure that the rail industry is competitive and fair.

High Speed 2 (HS2)
Delivering High Speed Rail Services to London - Birmingham - Nottingham - Sheffield - Leeds - York and the North East by 2033.

Network Rail (a subsidiary of the Department for Transport)
Is the owner and infrastructure manager of the national rail network
- 20,000 miles of track
- 40,000 bridges, tunnels and viaducts
- 2,500+ stations
- 1'000s of level crossings
- Devise the national Railway Timetable - but do not run passenger trains
- Deliver a safe and reliable railway
- Deliver multi billion pound upgrades

Transport for the North
Creating the first ever comprehensive transport strategy for the North, covering roads, rail, freight, airports and smart ticketing.
For rail this is looking at a new High Speed Rail Service across the North between Liverpool - Manchester - Sheffield - Leeds - Newcastle - Hull.
The development of a Long Term Rail Strategy for the North including capacity, connectivity and cohesion of the network.

Rail North
Represents the 25 Local Transport Authorities across the North and in partnership with the Department for Transport has successfully specified and currently manages the Northern and Transpennine (Train Operating Companies - TOCs) franchises.

Train Operating Companies (TOCs)
- Run passenger services, including developing timetables on the basis of the infrastructure provided by Network Rail
- Leasing and managing stations from Network Rail
- Are the winners of a bidding process for passenger franchises that normally last between 7and 10 years
- Lease trains / rolling stock to operate their services
- Virgin Trains East Coast, First Transpennine Express, Arriva Rail North(Northern) Arriva Cross Country are the major franchised train operators in North Yorkshire

Open Access Operators / Freight Operating Companies (FOCs)
Use "network spare capacity" and pay Network Rail access charges and permission from the ORR to operate trains. Grand Central and First Hull Trains operate in North Yorkshire.

Community Rail Partnerships (CRPs)
Mainly targeted at less well used lines and encourage community engagement, especially station adoption. CRP's have powers through Department for Transport through designation and working with the rail operators can develop timetables, create fares as well as promoting the line. North Yorkshire has four very active CRPs:-
➢ Esk Valley Railway Development Company
➢ Yorkshire Coast Community Rail Partnership
➢ Leeds – Lancaster Morecambe CRP
➢ Settle & Carlisle

National Groups / User Groups
Transport Focus is an independent transport user watchdog and campaign for improvements to the passenger experience. They provide the National Rail Passenger Survey and the results are used widely by many of the organisations above.

There are many of these in North Yorkshire at a national level there is Railfuture and Campaign for Better Transport to name two. Locally there is the Harrogate Line Supporters Group, Selby & District Rail User Group, Northallerton & Thirsk Rail User Group and Aire Valley Rail User Group to name a few.

5.0   Legal Implications

5.1   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

6.0   Financial Implications

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

7.0   Equalities Implications

7.1   Consideration has been given to the potential for any equalities implications arising from the recommendation. This report is an update for information report and it is the view of officers that the recommendation will not have any equalities implications, therefore an Equalities Impact Assessment is not required.

8.0   Recommendation

8.1   To note the contents of the update.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Graham North

Background Documents: None

Northerns Station Improvement Plans for North Yorkshire by December 2019

Station	Footfall	Phase	Start on Site	Finish on Site	Replacement New Waiting Shelters	Replacement New Waiting Shelters	Existing Shelter Refurbishment	Existing Shelter Refurbishment	Waiting Room Refurb	Waiting Room Refurb	Toilet Refurb	Seating	Modular Building SIF	Modular Building - Unstaffed Stations	Accessibility - Humps	Accessibility - Hub	Customer Information Screens	PA (TTS Upgrade)	CIS and TTS	Help Point	Wi-Fi - Connect	CCTV	Safe by Design	Ticket Vending Machine	Signage
Battersby	Low	Phase 5	TBC	Dec-19															X			X			
Bentham	Low	Phase 4	TBC	Dec-19	X		X					X								X		X	X	1	X
Castleton Moor	Low	Phase 5	TBC	Dec-19	X																	X		1	X
Cattal	Low	Phase 1	Late July	Early Nov	X	X		X				X							2	X		X	X	1	X
Church Fenton	Low	Phase 1	Late Sept	Mid Nov																		X	X	1	
Clapham	Low	Phase 4	TBC	Dec-19			X	X				X							2	X		X	X	1	X
Commondale	Low	Phase 5	TBC	Dec-19			X												X			X		1	X
Cononley	Medium	Phase 2	TBC	Sep-18	X	X								X									X	1	X
Danby	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Egton	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Filey	Medium	Phase 2	TBC	Sep-18			X				X	X										X	X	1	X
Gargrave	Low	Phase 4	TBC	Dec-19			X	X				X							2	X		X	X	1	X
Giggleswick	Low	Phase 4	TBC	Dec-19			X					X							2	X		X	X	1	X
Glaisdale	Low	Phase 4	TBC	Dec-19	X	X												X		X		X		1	X
Grosmont	Low	Phase 4	TBC	Dec-19	X		X					X		X				X		X		X		1	X

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Hammerton	Low	Phase 1	Mid Aug	Early Oct	X		X		X											X		X	X	2	X
Harrogate	High	Phase 1	Early Oct	Late Nov												X								X	1	
Hellifield	Low	Phase 4	TBC	Dec-19															2	X		X	X	1	
Hornbeam Park	High	Phase 2	TBC	Sep-18	X	X						X		X										X	1	X
Horsforth	High	Phase 2	TBC	Sep-18					X	X		X												X	1	X
Horton-in-Ribblesdale	Low	Phase 4	TBC	Dec-19															2			X	X	1	
Hunmanby	Low	Phase 3	TBC	Dec-18	X	X													2			X	X	1	X
Kildale	Low	Phase 4	TBC	Dec-19																					X
Knaresborough	High	Phase 2	TBC	Sep-18									X											X	1	
Lealholm	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
Long Preston	Low	Phase 4	TBC	Dec-19								X			X				2			X	X	1	
Pannal	Medium	Phase 2	TBC	Sep-18	X	X						X	X										X	2	X
Ribblehead	Low	Phase 4	TBC	Dec-19					X										2			X	X	1	X
Ruswarp	Low	Phase 4	TBC	Dec-19	X							X							X	X				1	X
Settle	Medium	Phase 2	TBC	Sep-18					X								2	2				X	X	2	X
Sherburn-in-Elmet	Low	Phase 4	TBC	Dec-19																		X	X	1	
Skipton	High	Phase 2	TBC	Sep-18																			X	1	

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Sleights	Low	Phase 4	TBC	Dec-19	X							X						X		X		X		1	X
South Milford	Medium	Phase 4	TBC	Dec-19	X	X						X										X	X	1	X
Starbeck	Medium	Phase 2	TBC	Sep-18	X	X						X		X						X		X	X	2	X
Ulleskelf	Low	Phase 5	TBC	Dec-19			X																X	1	X
Weeton	Low	Phase 1	Early Oct	Early Nov																		X	X	3	
Whitby	Medium	Phase 4	TBC	Dec-19														X				X		1	X