

North Yorkshire Council

Selby and Ainsty Area Constituency Committee

19 January 2024

Update on Rail Matters

Report of the Corporate Director - Environment

1.0 PURPOSE OF REPORT

- 1.1 To provide an update on all rail matters within the geographical area covered by the Selby and Ainsty Area Constituency Committee.

2.0 SUMMARY

- 2.1 This rail update includes

- Selby Station Gateway and Access for All scheme
- Stations - Sherburn in Elmet, South Milford, Church Fenton, Ulleskelf, Hensall and Whitley Bridge
- Station Usage
- Punctuality / Performance
- Network North Announcement
- Transpennine Route Upgrade and Transport Works Act Orders
- Leeds - Goole Line

3.0 BACKGROUND

- 3.1 The rail services in the Selby Area (not all stations served are listed) are provided by:
Northern Trains:

Bridlington - Hull - Selby - Church Fenton - York (hourly frequency)

Hull - Selby - South Milford - Leeds - Bradford - Halifax (hourly frequency)

York - Church Fenton - Sherburn in Elmet - Sheffield (3 trains each way on weekdays)

York - Church Fenton - Leeds - Bradford - Halifax and on to Preston and Blackpool (hourly frequency)

Goole – Whitley Bridge – Hensall and Leeds (3 trains a day)

Ulleskelf – served by trains to/from York and Leeds/Selby infrequently

Timetables available <http://tinyurl.com/32a44f2j>

Transpennine Trains:

Hull - Selby - Leeds - Huddersfield - Manchester Piccadilly (hourly frequency)

Timetable available <http://tinyurl.com/3sppw5ef>

Hull Trains:

Hull - Selby - Doncaster - Retford - Grantham - London Kings Cross (up to 8 trains in each direction daily)

Timetable available <http://tinyurl.com/4u8yuupc>

LNER:

Hull - Selby - Doncaster - Retford - Grantham - London Kings Cross (1 train in each direction daily)

Timetable available <http://tinyurl.com/4adeyac2>

- 3.2 In December 2023 Transpennine Trains made significant changes to their timetable including a reduction in the number of trains across the Pennines, the withdrawal of some

coaches and changes to capacity. These changes may lead to issues in terms of capacity and NYC will continue to monitor the situation and report back via Transport for the North and the rail operator directly. However, it is unlikely that there will be any significant timetable changes until December 2024 at the earliest.

- 3.3 South Milford, Sherburn in Elmet, Church Fenton, Ulleskelf, Whitley Bridge and Hensall are all operated by Northern Trains with Selby being operated by Transpennine Trains. The “landlord” of the stations and responsible for longer-term projects is Networks Rail.

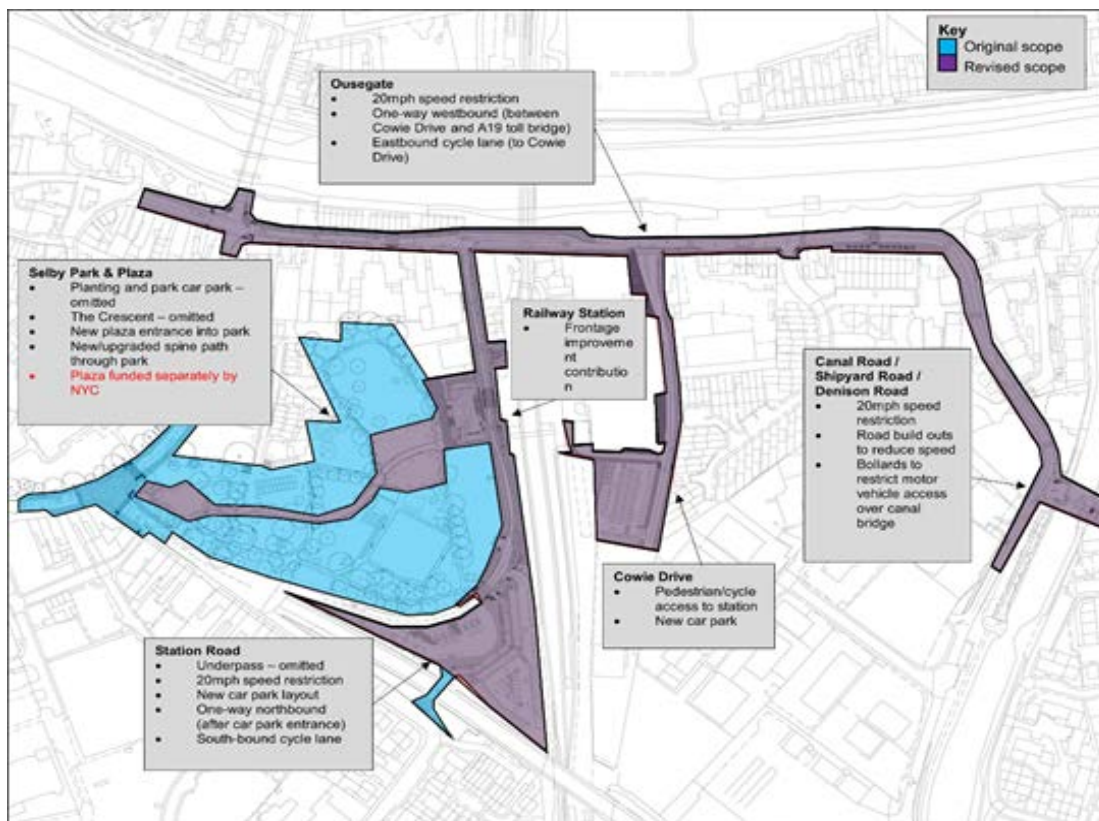
Stations in the future under Government proposals, currently going through Parliament, will become the responsibility of Great British Railways. <https://gbrtt.co.uk/>

All rail infrastructure is currently the responsibility of Network Rail <http://tinyurl.com/5dnvs2e4>

4.0 Rail Update

- 4.1 Selby Station Gateway – Transforming Cities Fund (TCF)
Full Business Case submitted 22 December to West Yorkshire Combined Authority (WYCA) for approval. It requests confirmation of funding for a first phase of works, with a second phase to be delivered as additional funding is identified (potentially from the new Mayoral Combined Authority), as was set out in the Executive report of 28 November 2023.

Phase 1 consists of: Selby Station Gateway (Station Road), Ousegate Active Travel Corridor, Eastern Station Access and Cowie Drive Car Park. Phase 2 being the Bawtry Road underpass, the Crescent/Bawtry Road junction and landscaping enhancements to Selby Park. Phase 1 no longer seeks to replace the station building due to cost increases and uncertainties around the independence or otherwise of the canopy structure. Instead, a contribution will be made to improve the Station Road frontage. NYC continues to work with Network Rail and Transpennine Trains to deliver a replacement building. NYC hope to have the WYCA decision in March.



Network Rail is looking to bring forward its planned renewal of the canopy structures to both platforms and working through design development plus permissions, including Listed Building Consent.

Network Rail is responsible for the Access for All scheme at the station, this includes lifts and improvements to the stairs and bridge. Work is ongoing and clarity on completion of the scheme has been raised with the Rail Minister.

4.2 Sherburn in Elmet Station

Work is on-going with the Business Forum to look at how access to the Business Park can be improved to/from the railway station and a working group is being created comprising of NYC officers, Forum members and the operators.

NYC are asking train operators to review their timetables to try and provide services at key shift pattern times. They have also been asked to see how areas in West Yorkshire can be better connected with Sherburn in Elmet going forward alongside better bus provision. Transpennine Trains in their latest timetable introduced a new Huddersfield – Wakefield – Castleford – York service, it was hoped that these trains would also stop at Sherburn in Elmet but this has not been possible as there is a need to invest in infrastructure including increasing the length and height of the platforms. NYC will continue to press for these trains to stop.

4.3 Church Fenton Station

Recent station improvements have included a deep clean and repaint of the station. The road entrance to the station car park has been re-surfaced by the local housing developer, thanks to work on all sides to understand the responsibilities for the road improvements.

There may be some opportunities under the Transpennine Route Upgrade for further relatively small improvements at this station.

4.4 Ulleskelf Station

Some recent improvements have been made with some parts of the station being re-painted. It is hoped that the local community may wish to adopt the station in the future.

4.5 South Milford, Whitley Bridge and Hensall Stations – no changes have been made recently.

4.6 Station Usage

Below is a Table of Station Usage with the year on year (April-March) change with all stations showing a healthy increase despite industrial action and poor punctuality on the previous years, the increase at Hensall and Whitley Bridge is probably a quirk of how the data is collected at places where there is a limited service.

Station	Operated by	Staffed	Pre Pandemic			% Change between 2021/22 and 2022/23	Post Pandemic	Post Pandemic +1
			2019/2020	2021/2022	2022/23		% Change between 2019/2020 and 2021/2022	% Change between 2019/2020 and 2022/2023
Church Fenton	Northern	No	119,332	105,804	126,423	19%	-11%	6%
Hensall	Northern	No	170	150	376	151%	-12%	121%
Selby	TPE	Yes	674,836	478,736	554,564	16%	-29%	-18%
Sherburn-in-Elmet	Northern	No	74,756	70,994	83,266	17%	-5%	11%
South Milford	Northern	No	177,066	79,192	97,572	23%	-55%	-45%
Ulleskelf	Northern	No	13,636	9,038	10,320	14%	-34%	-24%
Whitley Bridge	Northern	No	562	462	906	96%	-18%	61%
Total			1,060,358	744,376	873,427	17%	-30%	-18%

4.7 Train Performance and Punctuality

Details of the number of trains cancelled and of trains arriving within five minutes of the advertised time for routes in the Selby area are shown as Appendix A.

Many factors have meant that rail punctuality has been poor in 2023 with a high level of cancellations. Weather and particularly flooding and landslips have caused many issues in the latter part of the year. Industrial action and action short of a strike (not working overtime, not working rest days) have also taken their toll especially with Transpennine. Training of on-train staff and especially drivers (it takes about 18 months to fully train a driver) and having to learn new routes as part of Transpennine Route Upgrade have all contributed to the poor performance and was one of the reasons Transpennine was taken back into Government control. Northern have reported relatively high levels of sickness recently as another reason for a rise in cancellations. Infrastructure on the East Coast Main Line especially the Overhead Lines have also been an issue for passengers travelling to/from London especially.

- 4.8 Within the Government's announcement of cancellation of HS2 between Birmingham and Manchester there was the Network North announcement in October 2023 which contained positive news for Selby and Paragraph 43 within the document <http://tinyurl.com/3njyw9rt> is quoted below.

"Bring Hull into Northern Powerhouse Rail, electrifying and improving the line speed between Hull to Leeds and Hull to Sheffield. This will cut the journey between Leeds and Hull from 58 to 48 minutes; from Hull to Manchester from 107 to 84 minutes. This will enable two fast trains an hour to Leeds, double trains between Hull and Sheffield from one to two per hour and enable capacity to double."

- 4.9 Transpennine Route Upgrade and Transport Works Acts Orders (TWAOs)

The Transpennine Route Upgrade, <http://tinyurl.com/29eu4ejd> or TRU, is a transformative, multi-billion pound (a further £3.9billion of funding was recently announced by Government) railway programme that will better connect passengers in the North between Manchester, Huddersfield, Leeds and York.

TRU will transform the Transpennine main line into a high-performing, reliable railway, bringing more frequent, more reliable, faster, greener trains. The size of the project does mean that there will be planned disruption to services so the work can be delivered, however, there is a project commitment to keeping passengers moving on a train as often as possible, in comfort and on time.

Stretching across the North of England between Manchester and York, via Huddersfield and Leeds, the 70-mile Transpennine main line serves 23 stations, crosses over and dips under dozens of bridges and viaducts, passes through six miles of tunnels, and crosses over 29 level crossings.

TRU should also improve the access from Liverpool to Drax.

Considerable infrastructure work has already taken place especially east of Church Fenton and during this Christmas period a new railway bridge was proposed to be put in just south of Barkston Ash on the London Road, this led to the road being closed. Unfortunately, due to the high winds just before Christmas the bridge structures could not be installed. The work is now being planned for either Easter or May Bank Holiday. NYC will continue to work with the Network Rail team throughout the process.

Where there is significant work Network Rail have a planning process they can use to give them greater powers these are known as Transport Works Acts Orders (TWAOs) a "brief" guide is via this link <http://tinyurl.com/34wzyz68>. Network Rail have applied for two TWAOs within North Yorkshire and these are:

Church Fenton level crossing reduction:

After Public Inquiry (all NYC matters were resolved pre-Inquiry) the Secretary of State for Transport gave “Approval to confer powers on Network Rail to replace three private railway crossings in the Church Fenton area – Rose Lane, Adamsons and Poulters – to facilitate network improvements.” This approval will lead to a new link road off Common Lane and a new highways bridge to access the houses on Rose Lane and to the landowners. More information is available via this link <http://tinyurl.com/3mn32ant>. NYC will continue to work with Network Rail and the Transpennine Route Upgrade teams to discharge the “planning” conditions within the TWAO and work through an agreed side agreement for highways in the coming years.

The Network Rail (Leeds to Micklefield Enhancements):

This is at pre-Public Inquiry stage and NYC involvement is small and relates to the diversion of a Public Right of Way at Highroyds Wood <http://tinyurl.com/28ub5ay2> just inside the North Yorkshire border. NYC are working with Network Rail on an agreement for the diversion, once agreed this will again will not require attendance at the Public Inquiry.

- 4.10 Goole – Hensall - Whitley Bridge – Pontefract – Leeds line. Working with East Riding of York Council, Wakefield District Council and West Yorkshire Combined Authority a partnership has developed to build the case for an improvement in frequency on the route. Initial work on a business case has not been favourable on cost grounds but more work is likely.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising directly from this report as it simply provides an update.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no legal implications arising directly from this report as it is simply provides an update.

7.0 EQUALITIES IMPLICATIONS

- 7.1 There are no equalities implications arising directly from this report as it simply provides an update.

8.0 CLIMATE CHANGE IMPLICATIONS

- 8.1 There are no climate change implications arising directly from this report as it is simply provides an update.

9.0 RECOMMENDATION(S)

- 9.1 It is recommended that Members note the contents of this report.

APPENDICES:

Appendix A – Train Performance by route in Selby Area for 2023

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05 January 2024
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Appendix A - Train Performance by route in Selby Area for 2023

Operators		TPE - Northern		Northern		TPE - Northern - Hull Trains and LNER		Hull Trains - LNER	
ROUTE		Selby - Leeds and v.v.		Selby - York v.v.		Selby - Hull v.v.		Selby - London v.v.	
Month	Year	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %
January	2023	11.8%	74%	1.4%	89%	7.3%	81%	1.1%	83%
February	2023	9.7%	79%	4.3%	87%	7.6%	83%	4.4%	83%
March	2023	7.6%	79%	1.9%	87%	6.0%	83%	2.4%	80%
April	2023	9.0%	78%	5.3%	85%	6.9%	82%	1.8%	80%
May	2023	10.6%	77%	5.9%	84%	9.1%	79%	4.5%	77%
June	2023	10.1%	74%	3.8%	80%	7.7%	76%	1.9%	76%
July	2023	6.8%	79%	3.1%	86%	5.7%	81%	1.3%	83%
August	2023	10.8%	78%	6.7%	83%	9.3%	79%	3.5%	80%
September	2023	4.2%	80%	5.6%	76%	3.8%	75%	1.6%	73%
October	2023	6.3%	76%	4.5%	81%	6.3%	81%	8.5%	69%
November	2023	4.9%	61%	4.6%	75%	4.6%	70%	1.4%	71%
December	2023	10.3%	70%	6.5%	74%	9.6%	73%	10.8%	63%

Operators		Northern		Northern		Northern		Northern	
ROUTE		Sherburn In Elmet - York v.v.		Church Fenton - York v.v.		Church Fenton to Leeds v.v.		Hensall - Leeds v.v.	
Month	Year	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %	% Cancelled	Avg. <5 mins late %
January	2023	2.3%	88%	4.2%	80%	5.9%	73%	0.0%	86%
February	2023	4.4%	86%	5.7%	83%	6.7%	79%	4.5%	84%
March	2023	2.7%	88%	4.5%	82%	6.1%	78%	0.0%	93%
April	2023	8.1%	83%	6.2%	82%	4.4%	81%	2.7%	94%
May	2023	6.3%	84%	5.7%	81%	5.3%	77%	3.0%	93%
June	2023	4.4%	82%	7.1%	76%	9.3%	71%	0.0%	92%
July	2023	4.4%	86%	6.6%	79%	8.3%	74%	4.5%	92%
August	2023	6.3%	84%	9.0%	77%	9.9%	76%	5.1%	88%
September	2023	6.5%	80%	8.5%	75%	10.2%	71%	4.5%	86%
October	2023	4.9%	80%	6.7%	75%	8.3%	71%	4.0%	76%
November	2023	6.1%	74%	8.7%	65%	11.1%	52%	3.8%	75%
December	2023	7.3%	73%	9.3%	69%	11.2%	63%	3.0%	82%