

# North Yorkshire Council

## Selby and Ainsty Area Committee

19<sup>th</sup> September 2024

### Update on Rail Matters

#### York and North Yorkshire Combined Authority

#### 1.0 PURPOSE OF REPORT

1.1 To provide an update on all rail matters within the Selby and Ainsty Area

#### 2.0 SUMMARY

2.1 This rail update includes

- 2.1.1 Selby Station Access for All scheme
- 2.1.2 Stations - Sherburn in Elmet, South Milford, Church Fenton, Ulleskelf, Hensall, Whitley Bridge, Cattal and Hammerton
- 2.1.3 Punctuality / Performance
- 2.1.4 Recent changes
- 2.1.5 Transpennine Route Upgrade and Transport Works Act Orders
- 2.1.6 Leeds - Goole Line
- 2.1.7 Freight – Gascoigne Wood / Kellingley

#### 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 – see below)
- Timetable available <https://tinyurl.com/bdhtewb5>

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 <https://tinyurl.com/4th6xjar>

- 3.2 In recent timetables 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. From December 24 overall the service will revert back to pre-disruption levels. There will be improvements for Selby with Transpennine Trains making the service a Hull – Liverpool service rather than to Manchester Piccadilly and introduction of newer trains on the route. There is a Transpennine Trains issue at South Milford with the December 24 timetable and this has been raised with Transpennine Trains, Transport for the North and Rail North Partnership.

There are no changes planned to Northern timetables from December.

- 3.3 South Milford, Sherburn in Elmet, Church Fenton, Ulleskelf, Whitley Bridge, Hensall, Cattal and Hammerton 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 Network 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 – Access for All scheme

Network Rail are responsible for the Access for All scheme at the station. The new stairs and bridge were opened on Friday 6<sup>th</sup> September and the lifts one week later (awaiting a part from Scandinavia). This is great news for Selby and a more formal opening event is being planned.

- 4.2 Sherburn in Elmet Station

Work is still on-going to look at how access to the Business Park can be improved to/from the railway station. The recent Gascoigne Wood Planning approval potentially opens up better links in future.

Transpennine Trains have introduced a successful new train that links Huddersfield, Wakefield, Castleford and York and will be increased to hourly from December 24. We lobbied for this train to 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. YNYCA are looking to meet with Network Rail having already met with Northern and Transpennine Trains to see how a scheme to raise and extend the platforms can be progressed as a matter of urgency.

- 4.3 Church Fenton Station

The road entrance to the station car park was re-surfaced by the local housing developer although there are on-going discussions on this matter.

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

- 4.4 Ulleskelf Station

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 Cattal and Hammerton - the Maltkiln development and how this will work with the railway station and line in the future is being regularly discussed with the rail industry.

#### 4.7 Train Performance and Punctuality

Details of the number of trains cancelled and of trains arriving within 5 minutes of the advertised time for routes in the Selby and Ainsty area are shown as Appendix A.

The Harrogate Line operated by Northern is performing at the same or slightly higher levels based on the previous year and though cancellations are high they are not as high as many routes across the North more on this later.

In the Selby area the performance has again remained at similar levels to last year, whilst there is room for improvement. Hull Trains performance is very much impacted by many issues experienced on the East Coast Main Line.

Across the network, many factors have meant that rail punctuality continues to be poor with a high level of cancellations. Weather and particularly flooding and landslips have caused many issues in the latter part of the year and sadly especially on the East Coast Main Line trespass and infrastructure issues have been far too common. Industrial action and action short of a strike (not working overtime, not working rest days) have also taken their toll especially with Transpennine though this has been improving month on month. The issues of Sunday not be part of the working week, has not impacted greatly in the East, however there has been an impact at Church Fenton where trains especially on Sundays start in the North West. Northern have reported relatively high levels of sickness (especially long-term) recently as another reason for a rise in cancellations and this is being addressed.

4.8 In May 2024 – a new Mayor (David Skaif) was elected and the new York and North Yorkshire Combined Authority was formally established. This takes over many of the responsibilities for transport and rail is now the responsibility of the Mayor however, work on rail for North Yorkshire Council and City of York continues.

In July 2025 – a new Government was elected and there has been announcement regarding delays or cancellation of some projects. We are now waiting for guidance on future rail investment in a future statement.

#### 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 £3.9 billion of funding was recently announced by Government) railway programme that will better connect passengers in the North between Manchester, Huddersfield, Leeds and York.

The new bridge at Barkston Ash on the London Road was installed successfully over the May Spring Bank Holiday.

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 order <http://tinyurl.com/3mn32ant> is in place and work is starting on site in September 2024.

4.10 Goole – Hensall - Whitley Bridge – Pontefract – Leeds line. Working with East Riding of Yorkshire Council, Wakefield District Council and West Yorkshire Combine 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 and it has been agreed that further work will be done to strengthen the case.

#### 4.11 Freight

- Drax is a major freight operator and work continues with them to understand their future requirements.
- Gascoigne Wood – the recent successful planning application includes plans for rail freight reception sidings
- Former Kellingley Colliery site – includes freight facilities as part of their planning application and discussions are on-going.
- The previous Government set an ambitious target to grow rail freight by at least 75% by 2050.

### **5.0 FINANCIAL IMPLICATIONS**

5.1 None this is an update

### **6.0 LEGAL IMPLICATIONS**

6.1 None this is an update

### **7.0 EQUALITIES IMPLICATIONS**

7.1 None this is an update

### **8.0 CLIMATE CHANGE IMPLICATIONS**

8.1 None this is 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 July 2023 – August 2024

Graham North - Rail Strategy and Performance Officer – York and North Yorkshire Combined Authority

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Appendix A

Operator		Northern					Northern - LNER				
ROUTE		Harrogate - York and v.v.					Harrogate - Leeds and v.v.				
Month	Year	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %
July	2023	1548	90	1638	5.5%	72%	2209	114	2323	4.9%	79%
August	2023	1663	137	1800	7.6%	73%	2357	207	2564	8.1%	81%
September	2023	1547	67	1614	4.2%	71%	2149	103	2252	4.6%	78%
October	2023	1632	138	1770	7.8%	63%	2156	272	2428	11.2%	67%
November	2023	1652	135	1787	7.6%	45%	2330	176	2506	7.0%	53%
December	2023	1467	177	1644	10.8%	53%	2022	296	2318	12.8%	61%
January	2024	1746	49	1795	2.7%	76%	2402	123	2525	4.9%	80%
February	2024	1691	45	1736	2.6%	80%	2324	75	2399	3.1%	85%
March	2024	1751	34	1785	1.9%	83%	2426	63	2489	2.5%	87%
April	2024	1718	19	1737	1.1%	82%	2400	64	2464	2.6%	86%
May	2024	1712	83	1795	4.6%	75%	2438	135	2573	5.2%	82%
June	2024	1687	99	1786	5.5%	73%	2403	151	2554	5.9%	79%
July	2024	1756	106	1862	5.7%	71%	2467	198	2665	7.4%	76%
August	2024	1779	84	1863	4.5%	75%	2518	128	2646	4.8%	80%

Operator		TPE - Northern					Northern					TPE - Northern - Hull Trains - LNER					Hull Trains - LNER				
ROUTE		Selby - Leeds and v.v.					Selby - York and v.v.					Selby - Hull and v.v.					Selby - London and v.v.				
Month	Year	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %
July	2023	1825	133	1958	6.8%	79%	984	31	1015	3.1%	86%	2850	172	3022	5.7%	81%	442	6	448	1.3%	83%
August	2023	1943	235	2178	10.8%	78%	1045	75	1120	6.7%	83%	3191	327	3518	9.3%	79%	442	16	458	3.5%	80%
September	2023	1939	84	2023	4.2%	80%	929	55	984	5.6%	76%	3102	121	3223	3.8%	75%	444	7	451	1.6%	73%
October	2023	2072	140	2212	6.3%	76%	1047	49	1096	4.5%	81%	3287	221	3508	6.3%	81%	429	40	469	8.5%	69%
November	2023	2108	108	2216	4.9%	61%	1026	49	1075	4.6%	75%	3348	162	3510	4.6%	70%	416	6	422	1.4%	71%
December	2023	1854	214	2068	10.3%	70%	940	65	1005	6.5%	74%	2926	311	3237	9.6%	73%	363	44	407	10.8%	63%
January	2024	2077	75	2152	3.5%	83%	1071	24	1095	2.2%	90%	3403	110	3513	3.1%	85%	403	12	415	2.9%	72%
February	2024	2030	39	2069	1.9%	86%	1044	17	1061	1.6%	92%	3261	85	3346	2.5%	88%	333	21	354	5.9%	71%
March	2024	2226	41	2267	1.8%	88%	1072	20	1092	1.8%	91%	3489	75	3564	2.1%	89%	459	8	467	1.7%	74%
April	2024	2091	59	2150	2.7%	84%	1051	11	1062	1.0%	91%	3167	76	3243	2.3%	87%	434	10	444	2.3%	77%
May	2024	2112	130	2242	5.8%	81%	1053	40	1093	3.7%	87%	3214	171	3385	5.1%	83%	430	11	441	2.5%	73%
June	2024	2034	97	2131	4.6%	82%	1022	69	1091	6.3%	84%	3290	185	3475	5.3%	85%	443	12	455	2.6%	79%
July	2024	2037	84	2121	4.0%	82%	1088	54	1142	4.7%	82%	3451	180	3631	5.0%	83%	446	29	475	6.1%	72%
August	2024	2217	98	2315	4.2%	80%	1100	43	1143	3.8%	83%	3526	152	3678	4.1%	84%	441	16	457	3.5%	72%

Operator		Northern					Northern					Northern					Northern				
ROUTE		Sherburn in Elmet to York and v.v.					Church Fenton-York and v.v.					Church Fenton - Leeds and v.v.					Hensall - Leeds and v.v.				
Month	Year	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %	Total Ran	Total Canc	Total Plan	% Canc	Avg. <5 mins late %
July	2023	833	38	871	4.4%	86%	1737	123	1860	6.6%	79%	83	999	8.3%	74%	63	3	66	4.5%	92%	
August	2023	873	59	932	6.3%	84%	1822	181	2003	9.0%	77%	106	1075	9.9%	76%	74	4	78	5.1%	88%	
September	2023	806	56	862	6.5%	80%	1688	156	1844	8.5%	75%	101	991	10.2%	71%	63	3	66	4.5%	86%	
October	2023	895	46	941	4.9%	80%	1828	132	1960	6.7%	75%	85	1028	8.3%	71%	72	3	75	4.0%	76%	
November	2023	880	57	937	6.1%	74%	1764	169	1933	8.7%	65%	111	1004	11.1%	52%	75	3	78	3.8%	75%	
December	2023	813	64	877	7.3%	73%	1631	168	1799	9.3%	69%	104	931	11.2%	63%	64	2	66	3.0%	82%	
January	2024	931	24	955	2.5%	89%	1879	55	1934	2.8%	85%	32	986	3.2%	78%	76	2	78	2.6%	81%	
February	2024	913	17	930	1.8%	92%	1825	55	1880	2.9%	86%	37	956	3.9%	78%	71	4	75	5.3%	84%	
March	2024	883	22	905	2.4%	91%	1880	72	1952	3.7%	85%	51	1057	4.8%	81%	18	24	42	57.1%	41%	
April	2024	916	13	929	1.4%	91%	1866	77	1943	4.0%	84%	64	1023	6.3%	77%						
May	2024	940	35	975	3.6%	87%	1750	136	1886	7.2%	80%	101	918	11.0%	69%	60	3	63	4.8%	88%	
June	2024	910	56	966	5.8%	84%	1770	183	1953	9.4%	79%	130	997	13.0%	72%	70	5	75	6.7%	89%	
July	2024	969	57	1026	5.6%	84%	1780	209	1989	10.5%	77%	153	971	15.8%	69%	74	7	81	8.6%	78%	
August	2024	983	45	1028	4.4%	84%	1981	148	2129	7.0%	78%	103	1109	9.3%	72%	81	0	81	0.0%	94%	