



# A New Beginning

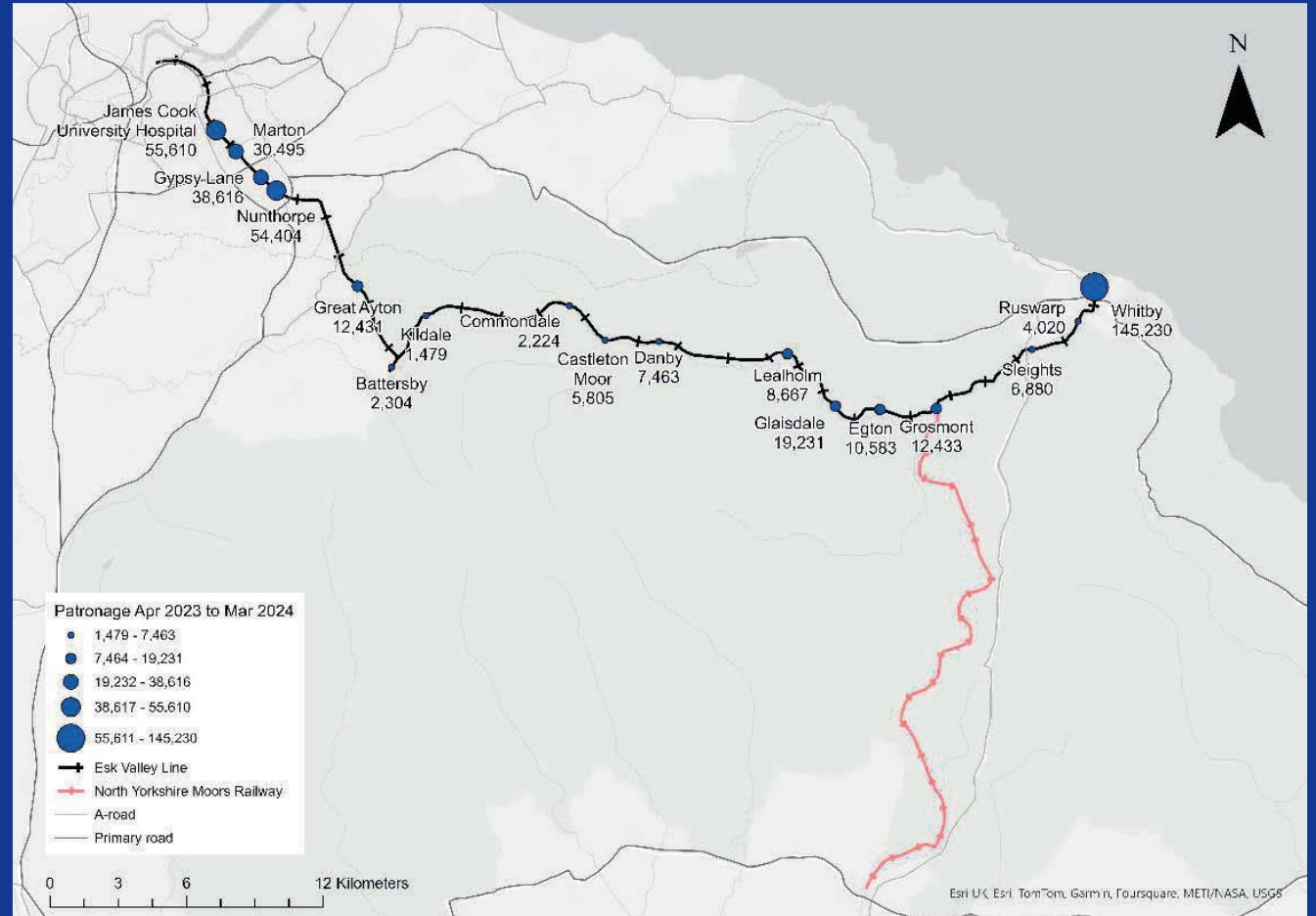


The case for investment in the Middlesbrough - Whitby  
Esk Valley Community Railway



# AGENDA

- The Essential Esk Valley Line
- Is there a demand for better services on the Esk Valley Line?
- How do we compare with the rest of the country?
- The journey so far
- What do we need?
- How can it be delivered?
- How YOU can help
- Questions & Answers



# The Essential Esk Valley Line

- The 34 mile line encompasses 17 stations, 10 of which are in the North York Moors National Park
- The Service reduced by half before privatisation removing morning commuter and evening services  
- **Now widely seen as a major mistake**
- Partnership set up by the Government to promote the line and improve train service
- Growth of Whitby in last 20 years means the service does not meet the needs of the communities it serves
- Uniquely, available track must now be shared with NYMR tourist services in Summer, restricting possible year-round services
- The services provide year-round essential connections to education, hospitals, shopping and boosting the local economy
- Ongoing delay in deploying existing available funds





# Is there a demand for better services on the Esk Valley Line?

- 49% increase in ridership despite cuts in service - **Much higher than national average**
- More people now use the 5 Whitby trains a day service than those 18 trains that turn back at Nunthorpe
- Whitby is by far the busiest station on the line
- In contrast, the 96 bus service supported by NYC is 'little used'
- Fastest growing station (23% per annum) is Great Ayton, reflecting expansion of Teesside into North Yorkshire
- The **New Beginning** report points to the commercial, tourism and social benefits of an increased service



# How do we compare with the rest of the country?

- Current service is the worst in the country
- Now the only line to have a worse service than before privatisation
- Victorian era signalling inhibits development
- Both Commons Transport and Lords Coastal Deprivation committees have specifically identified poor Whitby rail service as 'Impeding the growth of Tourism and Social and Industrial regeneration'
- Year-round average of 63 people per train on Esk Valley services is twice that to Saltburn which has many more services (ORR figures) – **Real overcrowding issues at peak times**
- There are simple solutions to these issues which are detailed in the report



# The journey so far

- Community Rail Partnership formed in 2005 – One of the first 6 in the country
- New Station at James Cook Hospital - but needs a better train service, too
- Restored second platform at Whitby - but it remains underused
- Restored Sunday services - but now need more
- Restored evening services and even added a New Year's Day train service
- Agreed new morning commuter service to start next year
- Won £7 million Section 106 funding for service and infrastructure improvements enabling an eight train, two hourly service
- This funding from York Potash is held by NYC but after **eight years** still no NYC/Network Rail agreement on implementation



# What do we need?

The Section 106 monies spent to enable a better service which:

- Enables a full working or education day in Whitby or Middlesbrough and beyond
- Provides convenient, regular connections to health, leisure, and employment services and opportunities
- Encourages greater access for tourism into the National Park and for Whitby
- Boosts the night-time economies of Whitby
- Offers improved access to regional centres and major UK cities and airports
- **We don't need more money, we now need your support to make this happen**



# How can it be delivered?

- Full replacement of the present restrictive Victorian Token signalling would more than double the current services - **But Network Rail say nothing is planned until 2030s**
- Nevertheless, the Section 106 monies could be used for 'quick wins' as detailed in the report, which will deliver the following benefits:
  - Two additional middle of the day services each way employing existing signalling
  - Faster services possible, if the lesser used stations become 'request stops'
  - More Sunday services
  - Automation will boost safety by restricting the number of times train crew need to walk on the railway line





# How YOU can help

- Publicly support the Report
- Support our funding bid to York and North Yorks and Teesside Mayors for the Strategic Business Study proposed in the report
- And meanwhile **most importantly** press for early implementation of the 'quick win' proposals to enable the year-round eight train service that the communities along the Esk Valley say they want and have been waiting for



# Questions?



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