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## Meeting of Executive Members for City Strategy and Advisory Panel

11<sup>th</sup> September 2006

Report of the Director of City Strategy

### Haxby Rail Station Update III

#### Summary

- 1 This report updates Members with progress on developing a new rail station at Haxby. The report is for information and details a summary of progress on the scheme to date.

#### Background

2. City of York Council wishes to develop a new rail station at Haxby. These aspirations were included within its first Local Transport Plan (2001/02 – 2005/06) and its second Local Transport Plan (2006/2007 – 2010/2011).
3. The report has been produced to update Members following continued delays in developing a new rail station at Haxby. This report is the third update report detailing progress on the scheme. Subsequent reports will be provided either at the request of Members or when sufficient further progress has been made.
4. It was agreed by the Executive Member for Planning and Transport on 3<sup>rd</sup> September 2003 that a bid to build new railway stations at Haxby and Strensall would be submitted in two phases as follows:-

#### **Phase I**

*Bid for the construction of Haxby station. This would utilise the existing TransPennine Express service.*

#### **Phase II**

*Bid for the construction of Strensall station and provision of revenue support to operate a new shuttle service. There would also be the potential to include York District Hospital Station within this bid, should a suitable transport, economic and social case be made.*

5. It was recognised by Members that this phased approach would provide the following benefits:-

- Immediate progression of scheme following decision by DfT(Rail).
- Improved business case (transport, economic and social benefits). This would increase the chance of our bid being successful;
- Direct trains from Haxby to Scarborough, York, Leeds, Huddersfield, Manchester, Manchester Airport, Warrington & Liverpool;
- No immediate need to upgrade Scarborough Bridge or Bootham Crossing as part of scheme;
- Potential for public / private funding with outside agency.

## Update

6. In response to the decision to progress a Haxby only option, the Council undertook work in partnership with Laing Rail Projects – a third party private company involved in the delivery of rail stations. At that stage Network Rail had made it clear that it was unable to facilitate development of the scheme as resources were focused on improvements to existing infrastructure. Extensive work, between City of York Council and Laing Rail Projects has subsequently been undertaken, which has involved the development of a robust scheme business case, draft station design and a timetable compliant with Network Rail ‘rules of the route’.
7. City of York Council submitted an Exceptional Scheme Bid to the Department for Transport (DfT) in July 2005 as part of the Council’s submission of the Provisional Local Transport Plan. A decision from the DfT was anticipated in December 2005, however this was delayed following an assessment of schemes by the Regional Transport Board. Funding for a number of Major Schemes has recently been announced by DfT. However on the Haxby Rail Scheme DfT have advised that a final decision will be taken on Haxby Station following full ‘scheme sign-off’ by Network Rail.
8. Punctuality and performance of services on the rail network is paramount. In order for Network Rail to provide ‘scheme sign-off’ for a new station at Haxby, it is critical that the Council and First TransPennine can demonstrate that services making an additional stop at Haxby will not detract from the reliability of the existing services and other rail services that interact at various points across the network. Detailed modeling work has been carried out to assess the impact of additional stops at Haxby on the wider network. Additionally, TransPennine are currently undertaking a review of maximum line speeds between Scarborough and York following the renewal of track over recent years. Once this work is complete, Network Rail will be in a position to review the outstanding performance issues and provide necessary ‘scheme sign-off’ required by the DfT should this be appropriate.
9. Detailed negotiations continue to take place between First TransPennine and the council. Subject to the resolution of the performance issues detailed

above, First TransPennine are keen to work in partnership with the Council to develop the scheme subject to board approval.

10. Following an industry wide re-organisation, Network Rail have now advised City of York Council that it is, once again, keen to examine the potential to become involved in the funding and delivery of Haxby Rail Station. Network Rail is currently examining the scheme business case and their future role in the scheme. City of York Council continue to work with both Network Rail and in partnership with Laing Rail projects to examine the best way to develop the scheme.
11. The table below summarises completed and outstanding work critical to developing the scheme. The organisation responsible for the completion of works is detailed below. Outstanding work is shown in *italics*.

<b>Work Undertaken</b>	<b>Haxby Station</b>	<b>Organisation Responsible for Completion of Works</b>
Public consultation	✓	CYC
Identification of site	✓	CYC
Transport Impact Assessment	✓	CYC
Environment Impact Assessment	✓	CYC
Outline design and updated costs	✓	CYC
First TransPennine to agree robust business case for stopping additionally at Haxby	N/A	First
Network Rail to approve scheme 'scheme sign off'	N/A	Network Rail
<i>DfT to approve Exceptional Scheme funding.</i>	<i>X</i>	<i>DfT</i>
<i>*City of York Council to nominate contractor to develop stations.</i>	<i>X</i>	<i>CYC</i>
<i>*City of York Council to purchase part of allotment land to allow station to be built.</i>	<i>X</i>	<i>CYC</i>
<i>*City of York Council to submit planning application for scheme.</i>	<i>X</i>	<i>CYC</i>

\* Task cannot be undertaken until Exceptional Scheme Funding is approved by DfT.

### **Timescales**

- 12 City of York Council continue to work with partners within the rail industry to develop the scheme. The anticipated timescale for scheme approval is dependent on the completion of a line speed assessment between York and Scarborough by TransPennine and associated 'scheme sign off' by Network Rail. The council are unclear on the timescale for this work.

## Consultation

13. This report has been produced to update Members on scheme progress. No consultation has been required, or undertaken as part of this report.

## Options

14. This report has been produced to update Members on scheme progress. No options are available to consider at this stage.

## Analysis

15. This report has been produced to update Members on scheme progress. No analysis is required at this stage.

## Corporate Priorities

16. If the scheme, if successful, would contribute to the following Corporate Aims:

**Corporate Aim 1** : Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

The scheme would encourage users to travel using a more sustainable form of transport rather than driving into and around the city.

**Corporate Aim 4** : Create a safe city through transparent partnership working with other agencies and the local communities.

The scheme, implemented through effective partnership working, will contribute to making York's' roads safer by reducing traffic.

**Corporate Aim 5** : Work with others to improve the health, well-being and independence of York residents.

The scheme will improve air quality through a reduction in congestion.

**Local Transport Plan (LTP)** : The scheme would contribute to several of the aims and objectives outlined in the Council's Local Transport Plan relating to a reduction in congestion and improvement to air quality and accessibility.

## Implications

### Financial

17. It is anticipated that the Haxby Station scheme will be funded by the DfT through the Local Transport Plan Exceptional Scheme Bid process. It is also anticipated that the council will need to provide a full time resource to manage implementation of the scheme along with partners in the rail industry. The anticipated cost for this resource is estimated at £56k and would be

funded through the Exceptional Scheme. There would be no revenue budget implications to the Council.

### **Human Resources (HR)**

18. Should funding be made available it is anticipated that the council will need to provide a full time resource to manage implementation of the scheme along with partners in the rail industry. The job role will a fixed term contract, reporting to the Head of Transport Planning, graded in the region of P06 for the duration of the project (18 months). The job will involve project management of the scheme and liaison with the rail industry at a senior level.

### **Equalities**

19. There are no implications relating to Equalities for this scheme at the present time. Equalities issues will be dealt with during detailed scheme design.

### **Legal**

20. There are no legal issues relating to this scheme at the present time.

### **Crime and Disorder**

21. There are no Crime and Order issues relating to this scheme at the present time.

### **Information Technology (IT)**

22. There are no Information Technology issues relating to this scheme at the present time.

### **Property**

23. There are no property issues relating to this scheme at the present time.

### **Other**

24. There are no other issues relating to this scheme at the present time.

### **Risk Management**

25. There are no risk management issues relating to this scheme at the present time.

### **Recommendations**

26. It is recommended that Members note current progress in developing Haxby Rail Station.

**Contact Details**

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**Report Approved**

**Date** 29 August 2006

**Specialist Implications Officer(s)** List information for all

Implication ie Financial

Name

Title

Tel No.

Implication ie Legal

Name

Title

Tel No.

**Wards Affected:** Haxby

**All**

**For further information please contact the author of the report**

**Background Papers:**

Report to Transport Scrutiny Board on 28<sup>th</sup> October 2002 - Delays in the provision of additional rail halts in the York area.

Report to Executive Member for Planning and Transport and Advisory Panel on 3<sup>rd</sup> September 2003 – Rail Update I

Report to Executive Member for Planning and Transport and Advisory Panel on 3<sup>rd</sup> December 2003 – Rail Update II