

HARROGATE LINE

OBJECTIVES – Issue 7b

SHORT-TERM OBJECTIVES FOR THE HARROGATE LINE – prior to electrification

- Earlier starting times and later finishing times for local services on weekdays and also at weekends
- Extend the half hourly frequency period between Knaresborough and Leeds throughout the evening
- Replace 140 series Pacers with more recent diesel units such as 150 series – minimum 3 coach sets
- Increase car parking capacity and encourage “Park & Rail” at most existing Stations on the line
- Upgrade Harrogate main station with escalators and full length platform and footbridge canopies
- Upgrade or eliminate some existing level crossings to reduce traffic delays & improve rail journey time
- Upgrade traditional signalling between Harrogate and York to a modern remote electronic system

SPECIFICATION FOR HARROGATE LINE & TRAINS – based on 25kV electrification

- Electric to achieve improved point-to-point times, reduced operating costs and meet VfM objectives
- Electrification is a prerequisite for additional stations and any possible future route extensions
- Restore the double-track section between Knaresborough and Cattal to improve reliability (target of at least 91%) and enable the proposed new station at Flaxby Moor.
- Use standard 25kV overhead line system – ideally as an add-on to the Trans-Pennine electrification
- Use suitable modern rolling stock with disabled toilet & 1st Class compartment, subject to availability For example - units such as Class 317, 319, 332 or 360 – cascaded from other routes and refurbished.
- Significant increase in seating capacity per train plus substantial standing capacity for big events
- Selective door controls for use on “short” platforms such as Knaresborough
- Maintain the capability to operate and enhance direct London services via both Leeds and York
- Electrification, suitable rolling stock and double-tracking should all be deliverable by 2020.
- Reduction in carbon emissions (Government targets); reduction in train noise (Resident desires).

LONGER-TERM OBJECTIVES FOR THE HARROGATE LINE – after electrification

- High frequency for Harrogate-Leeds services (at least every 15 minutes incl. weekends)
- Double current frequency over the Harrogate-York section (at least every 30 minutes every day)
- Improve journey times by 20% between Harrogate & Leeds and 15% between Harrogate & York
- Provide a large new Park & Rail Station where the line passes near to Leeds Bradford Intl. Airport
- Provide a large new Park & Rail Station at Flaxby Moor, near Junction 47 on the A1(M) Motorway
- Resolve crowding, reliability and inability to carry peak commuter and special event loadings
- Increase passenger numbers 100%-200% by modal shift, improved station accessibility, more parking, adequate train capacity, more comfortable seating, increased frequency and greater reliability.
- Maximise connectivity to East Coast, TransPennine and Cross-Country services on a 7-day basis
- Potential for more direct services between Harrogate, London, Newcastle & Manchester Airport

NEXT STEPS

- Secure endorsement by DfT Task Force of the business case for electrification of the Harrogate Line
- Exploit potential synergy with the TransPennine 25kV overhead electrification programme
- Secure funding for feasibility studies, detailed design & costing for Route Development
- Secure funding for enabling works in Network Rail’s Industry Plan and CP5 and ensure all other enhancements including electrification are in CP6 capital programme or earlier if possible.
- Secure suitable 25kV electric rolling stock in the cascade programme from upgraded lines.

Drafted by Mark Leving, Director, Harrogate Line Development Co Ltd., Rail Adviser to Harrogate Chamber of T&C

Updated by Brian L Dunsby after detailed discussions with Harrogate Borough Council; North Yorkshire County Council; York City Council; WYPTE;/Metro; Leeds City Council; Leeds Bradford Airport, and potential major Property Developers plus comments from Harrogate Chamber Members and Harrogate Line Supporters Group (over200 business members)