

ELECTRIFICATION BUSINESS CASE

Harrogate Line Electrification Business Case going to Government Ministers

We are pleased to announce that the detailed Business Case for electrification of the Leeds-Harrogate-York rail line has just been published and is now going to be submitted to Government Ministers by Andrew Jones, MP For Harrogate & Knaresborough.

The analysis and preparation of the Business Case has been funded by NYCC, Metro, City of York and Harrogate Borough Council. Network Rail and Northern Rail have supported the work with technical and commercial data, whilst Harrogate Chamber provided extensive demographic and market research data plus feedback on customer needs and technical issues from the present 160 members in the Harrogate Line Supporters Group.

The detailed engineering design work by TATA shows an estimated capital cost of £93 million, whilst the cost-benefit analysis by WSP is excellent at 3.61 - meaning a return to the local economy of £3.60 for every £1 invested in the scheme. The Business Case is now been submitted to the Ministers in the Treasury and the Dept for Transport to seek funding for the scheme.

A public leaflet on the project has just been released as attached. A technical summary of the Business Case is also attached. The full Business Case (88 pages) can be sent to Harrogate Line Supporters Group members on request. It should shortly be available from the METRO web site.

Chamber President Sandra Doherty commented that this Business Case substantiates all that the Chamber has been campaigning for since 2008 when we first highlighted the need for both direct trains to and from London and a higher quality, higher frequency local train service between Harrogate, Leeds and York. Sandra added *many thanks are due to Chamber Chief Executive Brian Dunsby and our Rail Adviser Mark Leving for all their extensive research and consultation that led to the preparation of this Business Case, which now confirms that electrification will be good value for money - ready for when the Treasury releases funding for more electrification.*

KEY FACTS:

The core Benefit-to-Cost Ratio for improvements to the line, at a forecast capital cost of £93.34m is 3.61. This represents high value for money, and rises to 4.27 with the addition of Wider Impacts.

The best case scenario achieves:

- Service frequency doubled across the whole route, together with early morning and later evening journeys are possible
- End to end journey time reductions of 15 minutes and, as a result of the additional demand, generates a positive financial return over the life of the scheme.
- Long-term cost-reduction of operating the line, and with lower cost electric multiple units a positive Revenue:Cost ratio of 1.25.
- Over 3 million annual vehicle kilometres are removed from the highway network, with associated social and environmental benefits, along with time benefits for existing road users.
- The scheme significantly enhances connectivity and economic productivity between employment, labour and international visitor markets in Leeds, Harrogate and York; driving both local and international competitiveness.
- Fast connectivity to both the East Coast Main Line and Trans Pennine Express at Leeds and York is secured, supporting the existing travel to national economic centres and international gateways together with future HS2 networks.

PRESS LAUNCH – P.T.O

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At the Press Launch on Friday 11 October 2013 at Harrogate rail station there were three formal speakers:

- Andrew Jones MP spoke about the effort by all parties to get this case to where it is and the customer benefits it could deliver.
- Alex Hynes, Managing Director of Northern Rail, spoke about growth, potential, passenger numbers and electrification and the benefits it brings including to the environment.
- Barry Dodd, Chair of the Local Enterprise Partnership, spoke about the benefits these improvements will bring to businesses in the region.

The speakers were followed by Q&A and individual interviews from the press, to the attendees listed below.

Harrogate – Andrew Jones MP for Harrogate & Knaresborough
Harrogate – Cllr Michael Harrison (Chair, NYCC Harrogate Area Committee)
Harrogate – Cllr Alan Skidmore (Harrogate Borough Council Cabinet Member, Transport)
Leeds – Cllr James Lewis (Chair, West Yorkshire Integrated Transport Authority)
North Yorks – Cllr Chris Metcalfe (NYCC cabinet member)
York – Cllr Tracey Simpson-Laing (York City Council cabinet member)
Northern Rail – Alex Hynes (Managing Director)
Network Rail – Mark Tarry (Area Director, North)
Business – Barry Dodd (Chair, York, North Yorkshire and East Riding LEP)
Business – Brian Dunsby (Chief Executive, Harrogate Chamber of Trade and Commerce)
Business – Sandra Doherty (President, Harrogate Chamber & Director, Visit Harrogate)
RailFuture – Christopher R Hyomes (Chairman, Yorkshire Branch, Railway Development Society)

For further information and to join the Chamber's Harrogate Line Supporters Group for news when available please send an e-mail to info@harrogateline.org, explaining your particular interest in the line.

Brian L Dunsby, Chief Executive
(Holder of The Queen's Award for Enterprise Promotion)
HARROGATE CHAMBER OF TRADE & COMMERCE
P O Box 8, Dept T2, HARROGATE HG2 8XB, UK
Tel: 01423 879208 Fax: 01423 870025
Mobile: 07836 537512 (only when out of office)
E-mail: chiefexec@harrogatechamber.org
LinkedIn: <http://uk.linkedin.com/in/brianldunsby>
Websites:
www.harrogatechamber.org
www.yorkshirebusinessmarket.org
www.harrogatechristmasmarket.org
www.harrogateatchristmas.org
www.harrogateline.org