

HARROGATE LINE EXTRA TRAINS – faster but non-stop?

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1. **GOOD NEWS: Northern's plans for more frequent and better trains for Harrogate Line**

The new franchise specification shows that the frequency of services between Harrogate and Leeds should be doubled for most of the day from December 2017. The DfT specified four trains an hour, that is every 15 minutes each way, from 07.00 until 19.00 and every 30 minutes from around 06.00 until 07.00 and from 19.00 to 23.00 on weekdays and similarly at weekends.

We understand that the Harrogate Line will be receiving sixteen refurbished Class 170/4 *Turbostar* trains cascaded from ScotRail, when they are replaced by electric trains on the Edinburgh-Glasgow line in 2018. These are three-car diesel trains built by Bombardier Transportation (previously ADtranz) at Derby between 1999 and 2005. The same class of trains has been used on the TransPennine Express services between Manchester and Hull. They are capable of 100mph – but will be restricted to the maximum permissible line speed of 60mph between Leeds and Harrogate. Harrogate Borough Council's Transport Planner Tom Horner said: *We are delighted by the increased frequency, improved rolling stock and other improvements included in your proposals for the franchise and look forward to working with you on realising these benefits wherever we can help.*"

2. **BAD NEWS – most of the extra trains will only stop at Horsforth!**

In their detailed Franchise Specification for Northern Rail service from December 2017 the DfT specified the 'Train Service Requirement' which they said included an enhanced service frequency and also enhanced journey times between Harrogate and Leeds.

On weekdays the frequency of services between Harrogate and Leeds will be increased from 35 to 58 a day with a frequency of four trains an hour between 07.00 and 20.00 reducing to two per hour during the early morning and late evening. Whilst this sounds a tremendous improvement, the proposed timetables recently published by Northern show that the extra 23 trains per day each way will only stop at Horsforth – and not at any of the other intermediate stations on this section of the line – namely Hornbeam Park, Pannal, Weeton, Headingley and Burley Park.

The DfT also laid down a schedule of Journey Time Commitments which required at least 30 trains per day each way with a journey time of no more than 35 minutes, of which 15 trains per day shall have a journey time of no more than 30 minutes. These figures compare with the current 2016/17 schedule of 34 trains per day with a normal journey time of 37 minutes plus or minus 1 or 2 minutes in the peak. Clearly the DfT expected that the "extra" 23 trains a day would only shave 5 minutes off the current journey times, even though improved rolling stock was promised.

The first draft Northern Rail EWD Timetables for December 2017 indicate that the normal journey times from Harrogate to Leeds will be 37minutes whilst the return from Leeds to Harrogate is scheduled to be 35 minutes. The extra trains that only stop at Horsforth are scheduled to take 28 or 29 minutes into Leeds and 28 minutes back to Harrogate. This is a journey time saving of only 7 or 8 minutes. We believe that the modest time saving only in selective services is more than offset by the failure to realise improved "walk-up" frequency at three key intermediate stations (Burley Park, Headingley and Hornbeam Park) This small time saving does not justify denying the increased frequency at five out of the six stations between Leeds and Harrogate?

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3. NORTHERN CONSULTATION FLAWED - Key stakeholders were not consulted

Although Northern began consultations on their proposed December 2017 Timetable in November 2016, they did not include either Harrogate Borough Council or Harrogate District Chamber or the Harrogate Line Supporters Group or Railfuture Yorkshire Branch in their e-mail distribution.

In November 2016 John O'Grady Regional Stakeholder Manager, East Region, issued the following bulletin to his two Regional Stakeholder Managers Alison Bell and Adrian Thear:

Further to the Network Rail press release (which can be accessed here) issued last week, I wanted to let you know what this news means for Northern.

We will of course be delivering all of the transformational changes, including a broad suite of timetable enhancements as part of this franchise, but because of the delay to the Great Western electrification scheme, it means that the scheduled cascade of DMUs required to enhance our full timetable in December 2017 will not be available as originally planned. As a result, our planned timetable enhancements will now be phased, with the majority of improvements introduced from May 2018.

While the principal focus is to deliver this May 2018 timetable in full, certain elements of the original December 2017 timetable may still be deliverable.

The specific detail is still being finalised from an operational perspective. Determining which service enhancements could still potentially happen in December 2017 will be based on the following criteria:

- *Services that are able to be rolled forward without significant further change into the 'full' May 2018 timetable*
- *Services that are relatively self-contained and do not require wholesale changes to a wider group of services*

Based on the above, a further update, together with a full consultation on our plans, will take place in February 2017

BUT - NONE OF THE HARROGATE STAKEHOLDERS RECEIVED THE ABOVE E-MAIL!

On 27th January 2017 John O'Grady issued an email headed "Briefing: December 2017 Timetable Consultation 2" to his two Stakeholder Managers, suggesting that "The attached document will be useful in your deliberations." The text was as follows:

Dear Stakeholder,

Following the update on Northern's December 2017 timetable change issued back in November (copy below this email for reference), I can now offer a full consultation on this piece of work.

The attached document provides specific details on the service enhancements planned for, and interfacing with, Northern's East region in December 2017. While I acknowledge that this information may not be relevant for some of your geographic areas, it is important to share the plans transparently for our entire network with everyone. I hope you recognise this is appropriate.

As part of the consultation, we welcome your feedback and questions. Please send to both Alison and I. These will be passed to our service planning team to respond to, and if a face to face discussion is required, then this can also be arranged.

For simplicity, I would ask you to collate all questions and/or feedback from your organisation or group via one document and aim to return it to me no later than Wednesday, 8th February, so we can swiftly respond.

While this briefing and any attachments can be shared with your colleagues and associates, it should not be copied for use in any newsletters, press releases or publicly available reports without prior consultation

However neither of the above messages was received by the main Harrogate stakeholders until 20th February and only then via a third party in the Railfuture Yorkshire Branch. This was in spite of a specified closing date for questions of 8th February 2017.

Furthermore the official Harrogate Line Rail Officers Group was not consulted and no meeting was convened to consider these proposals before they were published. This is a completely unacceptable state of affairs. The 4 tph timetable is such a fundamentally important issue for this group, which suggests that Northern and NYCC are only playing lip service to the Rail Officer's Group.

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4. NORTHERN RAIL RESPONSE – apologies but no explanation or meeting to date.

On 15th March Northern's Stakeholder Manager East Region, Alison Bell sent an apology as follows:

In terms of Dec 17 consultation I am afraid that we did make mistakes and unfortunately did not consult with everyone that we should have – this was our mistake and error for which I can only apologise. We know this and have learnt from the experience and will do better with the May 18 consultation. Alison Bell.

BLD replied immediately as follows:

It is ironic that you now refer to "preparation for the May 2018 consultation process" when the current frustrating situation has only emerged because of your lack of prior consultation with key Stakeholders on the proposed December 2017 timetables.

It now appears that District Councils and Rail User Groups across Yorkshire were excluded from the promised "consultation" on the proposed December timetables. Why was that? Was this an accidental result of the changes in Stakeholder Managers - or a deliberate attempt to minimise feedback from Stakeholders - whom you are always quick to contact when you want our support.

Who is the most senior person in Northern Rail who can spare any time to see what went wrong last time and ensure that the next consultation is INCLUSIVE and not EXCLUSIVE as it was last time? Should we get our MP involved in the issue? He is very well placed to advise! I repeat that we need ALL trains on the Harrogate Line to call at Hornbeam Park in both directions with effect from December 2017 please. If not, why not?

Paul Barnfield, Northern's Regional Director-East responded on 3rd April as follows:

I haven't personally seen a significant number of letters from Harrogate businesses although I have had personal correspondence with Debra Forsyth-Conroy at the College which I have responded positively to and identified the services that we are able to stop at Hornbeam Park following stakeholder feedback namely 2 trains in the morning peak and 1 during the evening peak. As you're aware, the doubling of the train service from December '17 on the Harrogate line is a huge step forward and comes alongside significant planned investment in both the rolling stock and stations on the line. In order to achieve this the trains have to be pathed appropriately and the planning team having done a full assessment have determined that it is not possible from May 2018 to path these trains with the additional stopping time that would be incurred should all trains stop at Hornbeam. I have just reviewed this again with the team and they are unable to move away from this conclusion.

I am more than happy to come and speak with local business representatives if you still feel that this would add value but I have to be clear in order to ensure that expectations are managed appropriately that we have taken this as far as we can at the present time and feel that we need to be careful not to detract from what I feel is a fantastic news story overall for the line. Of course, if opportunities arise in the future to put more additional stops in then we would be more than happy to look at that

We have since provided Northern with further evidence from local businesses and the Harrogate Council and we repeated our request to Paul Barnfield for a site meeting with the owner of Hornbeam Park and the Principal of the College, but he has have not yet offered us any possible dates.

EXPERT OPINION:

In this situation an apology is not really good enough. What do Northern propose to do to resolve the current impasse and make good their errors? They should be bending over backwards to fix the oversight and the consequences of it (i.e. no additional station stops) How did the Chamber's initiative to achieve four trains per hour get hijacked to become a fast service without any involvement or consultation?

It was a good news story that has been significantly diluted by the ridiculous scenario we now find ourselves in. Do any Airedale services (15" interval) operate non-stop to Keighley or Skipton? I think not! The approach is wholly inconsistent with the approach and strategy on other parallel routes. It completely undermines the value of a 15" interval walk-up service and overlooks the importance of reducing Generalised Journey times through increased frequency for over 1.45m users p.a. (800-900 passengers per day) or more than a third of the total users of the route between Leeds and Harrogate.

Firstly, someone needs to be held to account as to why Harrogate Council and Harrogate Chamber as the absolute key drivers and beneficiaries of this service have not been consulted. This is such a significant faux pas as to render the consultation pretty much invalid in terms of meeting the spirit of the intention of any consultation. As the primary client in consultation terms, I would expect the supplier to be bending over backwards to resolve the situation, not just apologising and closing ranks on their decision making without providing adequate transparency. However, there appears also to be some failing within NYCC as well if they did not spot that the Harrogate Line Rail Officers Group and HBC/HDC/HLSG were not included in the consultation.

Secondly, we need to see the full business analysis and rationale that has resulted in this scenario being selected as a preferred option. It is possible that it makes the most economic sense because of its efficiency with rolling stock deployment but I doubt it and would be surprised if some additional stops cannot be accommodated at all.

We have asked for a detailed explanation about the timetabling. The response above has no substance. Also, is the proposed investment in stations correctly targeted if Harrogate station cannot deal efficiently in fundamental capacity terms with the proposed 4tph timetable?

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5. PASSENGERS STATISTICS – how many passengers actually use each Station on the Line?

We have retrieved and analysed the ORR's annual estimates for the total numbers of people entering and exiting each station on the Harrogate Line between Leeds and York as shown the Appendix A.

The Harrogate Line as a whole shows a growth in annual usage from 3.4m in 2006-2007 to 5.0m in 2015-2016, which is equal to a 48% growth over the 10 years, which clearly justifies the planned investment in upgrading the whole Line.

The Leeds to Harrogate section of the line has a total usage of 4.3m with a growth rate of 50% over 10 years, whilst the Harrogate to York section has a total usage of 0.67m with a growth rate of 35%.

The right hand column shows the relative growth rates in usage of each station over the past 10 years. The highest growth rates are Headingley 80%, Pannal 74%, Burley Park 64% & Hornbeam Park 62% and Horsforth 50%, which indicates where investment in additional services is needed most, assuming that similar or even higher growth rates will continue in the future. (See Section 6 below).

For the six stations in between Leeds and Harrogate the figures reveal the following key points in terms of current passenger usage:

- 3.1 Harrogate has over 1.5 million passengers a year – almost 36% of Leeds-Harrogate usage
- 3.2 Horsforth has nearly 1.1 million passengers a year – equal to 25% of Leeds-Harrogate usage
- 3.3 Burley Park has almost 700,000 passengers a year – equal to 16% of Leeds-Harrogate usage
- 3.4 Headingley has just 400,000 passengers a year – equal to 9% of Leeds-Harrogate usage
- 3.5 Hornbeam Park has over 350,000 passengers a year – equal to 8% of Leeds-Harrogate usage
- 3.6 The five stations at which the new "fast" trains will not stop have 39% of the total usage

EXPERT OPINION:

The original business assessment that underpinned additional services had always expected that the additional trains would stop at most stations - I have no idea where the Horsforth only scenario came from and it effectively destroys a significant proportion of the potential value to the route as a whole. If the "express" running was just from Horsforth to Hornbeam Park it would make far more sense.

Common sense is that you operate fast trains in the peak where a single train is already full before it reaches stations closer to its destination... not, definitely not, as a part of a 15 minute two-way all-day high frequency trip over 17 miles. Any minor time advantage gained by using a fast train is more than offset by the loss of frequency to 39% of users of intermediate stations between Harrogate and Leeds.

Clearly it is Burley Park, Headingley and Hornbeam Park that really need to be served in both directions. Having a 15 minute interval service and not stopping at these three key stations extinguishes the "walk-up" value of the high frequency, which is intended to be a direct and significant reducer of Generalised Journey Time (GJT), which includes average waiting time.

The whole point of high frequency is to reduce GJT. In the case of the Harrogate line, this advantage/benefit is being denied to nearly 39% of the users between Leeds and Harrogate because of the way the new 4 trains per hour timetable is being constructed.

In my view this is a fundamental flaw in the approach - but until we can see the original rational/business case it is difficult to be sure. It all has the flavour of commercial common sense being sacrificed in favour of planning convenience. I expect also that there will be some crewing issues (accommodating crew physical needs breaks) and likely some resistance to reducing the turnarounds in order to provide comfortable performance buffers.

The combined underlying demand at each of the three "missed" stations is 1.45m trips p.a. which makes up over 33% of the total trips between Leeds and Harrogate. It represents a very significant volume and omission of these stops defies all normal commercial logic. It is important to reflect how this is going to look in the eyes of users (and the media) when major events are on at Headingley Stadium or Great Yorkshire Showground. Non-stop trains will be speeding through the stations half empty, but passengers won't be able to board those that do stop because they will already be full.

Additionally, the urgent need of the City of Leeds to deal with air quality as a matter of urgency suggests that the value and importance of using the additional services to best overall advantage is clearly being completely overlooked by Northern management.

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6. WHY ARE THESE STATIONS IMPORTANT – Burley Park, Headingley & Hornbeam Park?

In addition to the clear evidence in Appendix A of a high growth in demand, there are special factors that make these three stations very important to the local economy.

Burley Park:

A frequent Burley Park - Hornbeam Park/Harrogate connection would offer a growth market of young people probably more likely to be car-free. It would be helpful for many employers in the Harrogate hospitality and retail sectors if some of the students from the various Leeds universities and Colleges seeking part-time or full-time employment could make the journey to Harrogate more efficiently.

The Burley Park / Headingley / Harrogate link is particularly important to enable new graduates who live in North Leeds to take up jobs in Harrogate where we have gaps in skills. As Harrogate doesn't have a University some of the skills required by employers in the district can often only be sourced through recent graduates from universities in Leeds who decide to stay in the area.

Headingley:

In addition to being a major residential area for commuters, Headingley Station is a short walk from the world famous cricket and rugby football ground where international matches attract massive crowds.

There are strong flows of students between Hornbeam Park and Headingley/Burley Park areas

Hornbeam Park:

Hornbeam Park is the location of a major business park with around 125 businesses and around 2,000 employees. Also a college of further education and two large secondary schools - St Aidans and St John Fisher. These premises alone merit a 15 minute frequency in each direction. In addition there are large housing estates all around and further housing developments have been planned.

Harrogate College employs circa 240 staff, with 10% of these staff using the rail system and Hornbeam Park station to access work. The College enrolls annually 900 full-time and 1800 part-time students, a high percentage of whom use the rail system on a daily basis to access learning at all times of the day.

On 24 February, Harrogate Council wrote to Northern as follows:

HBC is keen to see Hornbeam Park as the main catchment station for southern Harrogate. It is the second busiest station in our District from ORR data and represents a strong opportunity to further grow patronage on the line and reduce vehicle trips into central Harrogate and Leeds. We will look at options to expand the parking offer at the site to enable it to grow further aligned with improved rail services. The site offers good day-round patronage and growth opportunities with the businesses on site, Harrogate College and the residential areas in walking distance.

Further, significant, development (circa. 2000 homes) is planned to the West of Harrogate and associated with these proposals we will be looking to provide improved transport connections into Hornbeam Park station. Increasing business travel from Hornbeam Park to the growing Cardale Park employment site is also important to us.

Including Hornbeam Park as a stop on the December 2017 services (or when they may be introduced) represents a good business opportunity and getting the services in as soon as possible provides a further lever in encourage future development opportunities to connect into the site – therefore far more likely to increase your revenue in the short to medium term as well as long term.

We felt that Hornbeam should (hopefully) be operationally workable with it being close to Harrogate and potentially impacting less on journey times.

EXPERT OPINION:

To my mind, all trains should stop at all stations off peak. We should ask to see any business case/revenue/ridership analyses that supposedly purport to underpin the current timetable thinking.

Underlying demand suggests that the objective should be for all trains to also stop at least at Burley Park, Headingley and Hornbeam Park. The potential for growth reinforces that conclusion.

We will need an objective plan to identify how best to get there but I would strongly recommend that as a priority, we put Network Rail and NYCC on notice about the requirement for selective track speed increases in CP6 and the need for Network Rail's asset renewal strategy to form a key part of future improvements for the route in a way that has been overlooked in recent years.

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7. TURNAROUND TIME AT HARROGATE – a possible solution to allow more stops?

We have now studied in detail the draft Dec 17 EWD Proposals for the Harrogate Line timetables issued by Service Planning on 27th April 2017. Looking at their arrival in Leeds during most of the day, the extra trains are due in at xx.01 and xx.30 and then they appear to depart back to Harrogate at xx.14 and xx.44 - which indicates a turnaround allowance of 12 to 14 minutes standing in Leeds Station.

In the opposite direction the extra trains are scheduled to arrive at Harrogate at xx.12 and xx.42 and then to depart back to Leeds at xx.32 and xx.02 - which indicates a 20 minutes turnaround time standing in Harrogate Station.

Obviously the early morning and evening timings are different - but the above does indicate that there is plenty of opportunity in the "express" timings to allow for some extra stops - but during the morning and evening peak it is more complicated!

EXPERT OPINION:

Without sight of the detailed Train Diagrams we cannot assume that every "fast" train arriving at Leeds forms the following return "fast" service to Harrogate, whereas it is a far safer assumption at Harrogate. Adjusting the times at the Harrogate end to accommodate additional stops will also be easier than at the Leeds end because there far fewer interactions with other trains to accommodate. Most trains appear to have a turn-round time of 20 minutes at Harrogate to play with. If three additional stops were inserted, I estimate (without doing a detailed analysis) that it would insert 5-6 minutes additional journey time into the trip each way.

The trains would arrive at Harrogate 5-6 minutes later but they would also have to depart from Harrogate 5-6 minutes earlier (so they fitted into the same slots between Wortley Junction and Leeds station. This would reduce the 20 minute turnaround time at Harrogate to 8-10 minutes. However, this is permissible - the minimum turn-round time for a multiple Unit train at Harrogate is quoted at being 8 minutes in Network Rail's Timetable planning rules, provided it arrives and departs from the same platform. If the train is required to re-platform, the minimum turnaround time is 15 minutes – but this may not be necessary as a slightly later arrival time at Harrogate (arising from the additional stops) would remove conflict with the southbound York/Knaresborough to Leeds services using platform 3. i.e. the additional services would fit comfortably between the existing half-hourly services heading towards Leeds We need to see the train set allocations/diagramming to better understand what opportunities may be available. This will inform the extent to which short turn-rounds at Leeds and Harrogate and the layout/capacity at Harrogate station are inhibiting the ability to accommodate additional stops.

8. TRACK IMPROVEMENTS – potential for higher running speeds

When Network Rail resignalled the Leeds-Harrogate section in 2012, it was promised that the section would be open 24-7. However Network Rail's Train Planning Rules for 2017 still provide the same opening times as applied before the resignalling, especially Sunday Morning. This is probably because the route still requires Harrogate signal box to be opened.

There are also speed restrictions on some sections of the line that need to be removed subject to the relevant improvements to the track and signals.

EXPERT OPINION:

Underlying demand suggests that the objective should be for all trains to also stop at least at Burley Park, Headingley and Hornbeam Park. We will need an objective plan to identify how best to get there but I would strongly recommend that as a priority, we put Network Rail and NYCC on notice about the requirement for selective track speed increases in CP6 and the need for Network Rail's asset renewal strategy to form a key part of future improvements for the route in a way that has been overlooked in recent years. Given the urgency of resolving air quality issues in the City of Leeds, a prompt resolution of this issue should be a political imperative.

Furthermore, it may prove advantageous and operationally efficient if Harrogate station were provided with an additional platform to enable the additional services to turn round without interaction with other services. Such facilities used to exist on the south eastern corner of the station until the late 1970's but reinstatement may be more operationally advantageous using the existing Through Line (generally used for overnight berthing of rolling stock). This would have to be connected into the existing footbridge towards the northern end of the station to enable passenger access. Existing

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signalling (H25 signal) and associated switch 61A/B appears suitable already to permit a turnback move from the Through Line towards Leeds if a platform were provided. It is unfortunate that 61A/B switch was renewed like for like (perpetuating the steam-age 15mph speed) approximately 5 years ago as a higher speed would be more appropriate for the rolling stock in use. A modest increase to 20-25mph may however be possible (would be beneficial for trains departing southwards from a T/L platform towards Leeds)

We need to have an open dialogue with Paul Barnfield's team in view of the comment in Para 4 "I have just reviewed this again with the team and they are unable to move away from this conclusion".

9. OPERATING HOURS – need for more earlier and later services

Early morning and mid/late evening services planned in the December 2017 timetable seem not to have been changed significantly. We would welcome a review of these services for the future in terms of changes to timetables and in the capacity on the trains that run at this time.

Evening provision beyond 7pm from Leeds is cause for concern as the timetable out of Leeds does not appear to meet the train service requirements as specified in the franchise. HBC have asked Northern to confirm that six trains will be provided from Leeds to Harrogate between 7pm and 10pm and if there is a departure from this requirement the reason behind it?

Increasing the number of trains to four in the off peak will inevitably lead to more people wanting to return (particularly from Leeds) later in the evening, so there needs to be sufficient resources to cope with the additional demand. HBC has requested that the frequency of 4 trains per hour is extended into the evening as far as is possible. This would ensure sufficient capacity is available to cope with the existing and future demands. The immediate transition from 4 trains per hour to 1 train per hour at 19.30 is unacceptable. A minimum interval of 30" (excluding direct London services) is essential after 19.00.

Despite previous assurances, there is no proposed change in the early morning services which connect at Leeds or York with the VTEC services to Kings Cross. The first train from Harrogate to Leeds is 06.06-06.44 which does connect with the VTEC 07.00-08.59 LDS-KGX. However an earlier connection to Kings Cross was promised during the consultation once the manual signal boxes had been replaced with remote control from York. For example we would like to see something close to 05.10-05.55 HGT-LDS connecting with the 06.05-08.34 LDS-KGX service. This is needed to reach meetings starting at 09.00 - and morning flights from LHR and LGW.

Likewise we were led to expect a better connection on the late evening return service from London via Leeds at 20.35-22.57 which means a 35 minute wait at Leeds for the 23.32-00.12 to Harrogate. Whilst we would like to see a new LDS-HGT service that connects with the 21.35-00.08 KGX-LDS we appreciate that local demand will be fairly low after midnight.

Similarly the current VTEC timetables show a 21.00-23.09 late evening return from London via York that needs say a new 23.20-23.55 YRK-HGT service. This would also cater better for the evening theatre-goers returning from York to Harrogate.

EXPERT OPINION:

Closing down the 15 minute frequency (4tph service) after 19.00 from Leeds and after 20.00 from Harrogate and moving to a 60 minute frequency is absolutely beyond belief. Leeds-Harrogate should be not less than 30 minute freq until 22.00 or close of play. This would at least be consistent with other parallel services operating on the Airedale line and significantly improve evening connectivity with trains arriving from London.



REPORT COMPILED BY BRIAN L DUNSBY

**ORGANISER, HARROGATE LINE SUPPORTERS GROUP and
TRANSPORT SPOKESMAN FOR HARROGATE DISTRICT CHAMBER**

EXPERT OPINION FROM MARK J LEVING, CONSULTANT.

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APPENDIX A

HARROGATE LINE – STATION USAGE STATISTICS 2007-2016

Detailed spreadsheet file attached – ref HT465.

SUMMARY TABLE EXTRACTED AS FOLLOWS:

No.	Stations	Total Entries & Exits by Year - at Intermediate Stations		% per Station	% of HGT- LDS	Non-stop Services	% growth 2006-16
		2006-2007	2015-2016				
1	Leeds						
2	Burley Park	426,469	697,856	13.9%	16.1%	16.1%	64%
3	Headingley	222,649	400,202	8.0%	9.2%	9.2%	80%
4	Horsforth	729,780	1,091,042	21.8%	25.1%		50%
5	Weeton	55,434	74,096	1.5%	1.7%	1.7%	34%
6	Pannal	94,396	164,590	3.3%	3.8%	3.8%	74%
7	Hornbeam Park	217,508	352,614	7.0%	8.1%	8.1%	62%
8	Harrogate	1,141,712	1,558,124	31.1%	35.9%		36%
	TOTALS L to H	2,887,948	4,338,524	86.6%	100.0%	38.9%	50%
9	Starbeck	128,590	172,940	3.5%			34%
10	Knaresborough	248,655	349,516	7.0%			41%
11	Cattal	46,285	60,234	1.2%			30%
12	Hammerton	23,655	25,918	0.5%			10%
13	Poppleton	51,998	64,550	1.3%			24%
14	York						
	TOTALS H to Y	499,183	673,158	13.4%			35%
	H-LINE TOTALS	3,387,131	5,011,682	100.0%			48%

Source of data: Estimates of Station Usage collated by Steer Davies Greave on behalf of ORR. 2015-16 Time Series. Tabulation & Analysis by Brian L Dunsby.

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APPENDIX B

RAIL NORTH – policy statements regarding the Harrogate Line

On 14th April we wrote to David Hoggarth, Chief Executive, Rail North making the following key points:

The draft December 2017 timetable does show the promised additional trains between Leeds and Harrogate creating the expected 15 minute frequency service most of the day. However these extra trains are only scheduled to stop at Horsforth in each direction - not at any of the other intermediate stations.

Whilst this policy is understandable at the little-used rural stations we feel very strongly that all trains should stop at Hornbeam Park which is the second busiest intermediate station between Leeds and Harrogate - beaten only by Horsforth.

As I expect you know, Hornbeam Park is the location of a major business park, a college of further education and two large secondary schools - St Aidans and St John Fisher. These premises alone merit a 15 minute frequency in each direction. In addition there are large housing estates all around and further housing developments have been planned.

Northern Rail management appear very reluctant to talk about this situation so we appeal to you for support plus advice and guidance on how to persuade those responsible for timetabling to allow every train to stop at Hornbeam Park Station.

In technical terms I am advised that there should be no timetabling problems stopping trains at Hornbeam Park as the trains are already running at a slow speed between Harrogate main station and the Crimple Curve. With the recent re-signalling of the line, there should also be scope for some selective line speed increases which should enable the promised more modern rolling stock to recover the minute or so needed to stop at Hornbeam Park. .

I do hope you can point us in the right direction to achieve this extra stop for the new "express" trains

David Hoggarth replied as follows on

As Rail North we have worked hard on behalf our Local Authority Members to secure enhancements to services as part of the new Northern (and TransPennine franchises). It is therefore really good to see the enhanced service between Harrogate and Leeds planned for introduction from December 2017. In some areas, enhancements originally planned for December 2017 have had to be delayed due to delays in electrification schemes (and the consequential cascade of rolling stock to Northern) in other parts of the country. We have helped ensure that Northern deliver as much as practically possible from December and have managed to increase the offering from that originally proposed.

Northern's obligation is to meet the terms of the 'Train Service Requirement' which includes the enhanced service frequency and also enhanced journey times between Harrogate and Leeds (which will be important for the local economy). (Web links to these documents were inserted)

Whilst Northern is free to add additional station calls, they will also have to ensure that the journey time requirements are met. Northern are also obliged to consult with the relevant local authorities on the detail of the timetable planned. I am aware that they have done this with North Yorkshire County Council who have fed in comments about Hornbeam Park and are positively engaging with Northern on what might be possible.

I am therefore happy that the issue has been flagged and is being properly considered by Northern - who need to have the flexibility to determine the optimal service pattern given the various constraints and ambitions. From Rail North's perspective, our Long Term Rail Strategy makes it very clear that improving journey times is a key driver of demand and economic growth, so we would not want to see these compromised.. As you imply, further line-speed improvements may be the way forward in the future if not all the stakeholder requirements can be accommodated at this point in time. Rail North is about to undertake a refresh of our Long Term Rail Strategy and the balance between service frequency at journey times is something we will probably need to review in more detail.

EXPERT OPINION:

This statement fails to understand or recognise the value and significance of Generalised Journey Time reductions achieved through service frequency increases and in particular the value of a 15" walk-up frequency particularly at the most heavily used stations. It also overlooks the demand profiles generated at Headingley and Hornbeam Park stations when events take place at Headingley Stadium or the Great Yorkshire Showground. It also completely overlooks the contribution that the additional stops could make to helping to reduce air pollution in the city of Leeds.

HARROGATE LINE EXTRA TRAINS – faster but non-stop?

APPENDIX C

LETTER FROM THE PRINCIPAL OF HARROGATE COLLEGE TO THE INTERIM MD OF NORTHERN.

28 February 2017

To: Mr Alan Chaplin
Interim Managing Director
Northern Rail
Northern House
5th Floor
9 Rougier Street
York
YO1 6HZ

Dear Alan

I am writing on behalf of Harrogate College, as an employer and provider of Further and Higher education based on Hornbeam Park. I would ask that you consider the following in relation to the proposed revised timetable scheduling for the Harrogate Line.

Harrogate College employs circa 240 staff, with 10% of these staff using the rail system and Hornbeam Park station to access work. The College enrolls annually 900 full-time and 1800 part-time students, a high percentage of whom use the rail system on a daily basis to access learning and as part of a recent campus development the College has slightly reduced the number of parking spaces. A key part of BREEAM and our own Travel Plan have encouraged further use of the local rail system and we have pro-actively marketed the Hornbeam Park Station as an alternative to driving and a *travel to learn* option.

Staff and Students currently access the service from Leeds, Harrogate, Knaresborough and York at all times of the day.

As a College we believe that the new express service should continue to stop at Hornbeam Park station for both College users and we are aware that many users from the north of the town also use the station to commute to either Leeds or York and on to London.

Therefore, I would request that Hornbeam Park station be a stop on the express service in both directions.

I would be grateful if you would keep me informed of any future developments in relation to changed timetabling which may affect Hornbeam Park station

Yours sincerely

Debra Forsythe-Conroy
Principal, HARROGATE COLLEGE

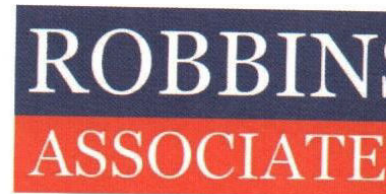
c.c. Richard Allan, Acting Deputy Managing Director
Graham North, Support Officer (Rail), NYCC
Tom Homer, Transport Planner, Harrogate Borough Council
Brian Dunsby, Harrogate Line Supporters Group

APPENDIX D

LETTER FROM THE OWNERS OF HORNBEAM PARK TO THE INTERIM MD OF NORTHERN.

See the following two pages

HARROGATE LINE EXTRA TRAINS – faster but non-stop?



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CONSULTANTS AND SURVEYORS

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22nd February 2017

A. Chaplin Esq,
Interim Managing Director
Northern Rail
Northern House, 5th Floor,
9 Rougier Street,
York YO1 6HZ

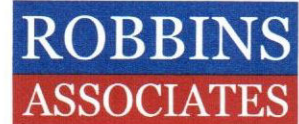
Dear Mr Chaplin,

Leeds Harrogate York Rail Line Timetable

I am writing on behalf of my client Hornbeam Park Developments Ltd (HPD), the developer and owner of Hornbeam Park, which was a major contributor towards the cost of building the Hornbeam Park rail halt in the first place. I have been asked to forward the views of HPD to your company in consideration of the revised timetable scheduling.

1. Express Services. Whilst HPD also welcome the additional services to achieve the promised four trains per hour frequency all day, we strongly consider that Hornbeam Park should continue to be served by all the express services in both directions. Hornbeam Halt provides the largest free car park, adjacent to the rail halt closest to the town centre and as agent for this site for the last 25 years, I am aware that it is not just local residents and Park users that use Hornbeam Park, many commuters from the north of the town drive to Hornbeam Park and use this, in preference to Harrogate Station, to commute to either Leeds or York and on to London.
2. In addition, Hornbeam Park is the largest and most vibrant business park in Harrogate with over 700,000 sq.f.t of employment uses, many of whom have frequent cause to go to Leeds/York and on to London and use the rail halt for his purpose. We have companies on site with offices in both Harrogate and Leeds and staff regularly commute by train, as it is easier and quicker than driving between offices. The more frequent services would only enhance the use. Whereas Pannal has lost much of its existing employment uses. We find that new companies, looking to relocate both into and within Harrogate, do consider the availability of the on-site rail halt to be a major benefit. Enhanced services will surely encourage greater use of the facility, particularly those through to London in early morning and evening would be most beneficial to corporate users.
3. Hornbeam Park also houses Harrogate College and a large number of students already travel into the site by rail. We anticipate that this will increase, due to the fact that the College, as part of its recent development to concentrate onto one site rather than the previous two, has substantially reduced the amount of on-site parking that it had previously offered to staff and students, whose numbers remain the same. This will result in students and staff requiring alternative means to access College at all times of day.
4. New developments are planned on site (on the former second College Site) and employment numbers will only continue to increase. The site is already at full capacity for car parking and so there is an increasing demand for public transport, both rail and buses to access the site.

HARROGATE LINE EXTRA TRAINS – faster but non-stop?



5. Within the Harrogate Local Plan, there are further new developments planned on the adjoining land, a further addition to the employment use and a large residential scheme. It is highly likely that many occupiers, both commercial and residential, will commute to both Leeds and York on a daily basis and the additional services will be in demand at Hornbeam Park.

I hope that these comments are helpful in your considerations and that you would be able to ensure that all services stop at Hornbeam Halt. I would also be grateful if you could add us to the list of future consultees and keep us fully informed during the subsequent phases of Timetable development.

Yours sincerely,

A handwritten signature in blue ink that reads "Chris Robbins".

C.P.Robbins B.Sc. MRICS

Robbins Associates on behalf of Hornbeam Park Developments Ltd
