

Report of the Strategic Director (Place) to the meeting of Environment and Waste Management Overview & Scrutiny Committee to be held on 28 March 2017.

AE

Subject:

Bradford District Rail Update.

Summary statement:

This report provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives that will improve the provision of rail services within the district.

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report provides the Committee with an update on patronage, timetable changes, Northern Powerhouse Rail and other initiatives that will improve the provision of rail services within the district.

2. BACKGROUND

- 2.1 The provision of a good quality rail service is a key component in improving connectivity and supporting increased economic activity across the district. The Council continues to lobby for better rail services with an emphasis on securing a Bradford city centre stop on the proposed Northern Powerhouse rail network and delivering improvements to local stations.

Rail Patronage -

- 2.2 The number of people travelling by train continues to increase with 15.3 million journeys made to/from stations within the district in 2015/2016, an increase of 0.9% over the previous year. Across West Yorkshire 71.3 million journeys were made which is a 2.3% increase. The majority of stations in the district recorded passenger growth over the past year with the largest increases detailed below (appendix 1 provides station patronage):

- Baildon 10.3%
- Ben Rhydding 5%
- Burley in Wharfedale 4.9%

Passenger numbers fell at six stations in the district (top three below):

- Frizinghall -8.9%
- Steeton & Silsden -2.7%
- Shipley -2.1%

The new station at Apperley Bridge was used by 96,418 passengers in its first year of opening and may have abstracted some passengers away from Shipley. Over the past ten years passenger numbers are up 70.6% and have more than doubled at Saltaire and Crossflatts. Bradford Interchange is the busiest station in the district with 3 million passengers, followed by Bradford Forster Square 2.06 million and Shipley 1.7 million.

- 2.3 Rail accounted for 7.4% of all trips made into Bradford city centre in 2015 in the morning peak, which is a 0.1% improvement on 2014. The majority of journeys in this peak period are made by car (70.7%) and bus (17.2%).

Rail Franchise Update -

- 2.4 Rail services across the district are provided by three different train operating companies. These are Virgin Trains East Coast, Northern (Arriva Rail North) and Grand Central. Both Virgin Trains East Coast and Northern are operated as rail franchises. This means that they have been awarded a contract by the Department for Transport to provide specific rail services and in Northern's case receive subsidy for doing so. Both franchise operators are investing in new trains and adding extra services over the next few years which will fundamentally improve the rail offer across Bradford. Grand Central are an open access operator which means they have a licence to operate rail services but do so at their own financial risk.



- 2.5 Virgin Trains East Coast will launch additional services from both Bradford Forster Square and Shipley to London using state-of-the-art 'Azuma' trains. These will run every 2 hours, providing additional direct services to/from the capital by 2019.
- 2.6 Grand Central are refurbishing their rolling stock and leasing additional vehicles. They continue to be one of the top rail operators in terms of customer satisfaction.
- 2.7 The Northern franchise includes commitments to provide services to new destinations, increase capacity on trains, introduce new rolling stock and improve station facilities. In addition all existing trains will be refurbished as new, all pacer units will be withdrawn by October 2019 and there will be improved ticketing including automatic compensation in the case of delays for season and advanced purchase ticket holders:

Airedale & Wharfedale Lines:

- New 100mph electric trains formed of 6 carriages at peak times (2018-19)
- Extra evening peak and Sunday services (Sundays from December 2017)
- Saltaire, Steeton & Silsden, Crossflatts, Frizinghall, Burley in Wharfedale, Baildon and Ben Rhydding will be staffed for part of the day (2019)

Calder Valley Line:

- Off-peak (all day Sunday) Manchester Victoria services extended to Manchester Oxford Road (1 train per hour from December 2017)
- New 100mph diesel trains (2018-19)
- New destinations including Manchester Airport (2019), Sheffield (2019), Nottingham (2019), Liverpool (2019) and Chester / Warrington (from May 2018)
- An increased train service frequency to Leeds, Halifax, Rochdale and Manchester Victoria (all by 2019).
- The faster/limited-stop services will be branded as 'Northern Connect' offering an enhanced service such as seat reservations, air conditioning, tables and free Wi-Fi.

A new morning peak service to Leeds from Bradford Interchange began in July 2016 using Grand Central rolling stock. This five carriage train provides additional capacity and compensates for the reduction in seating on other services in the morning peak.

Over the next two years Northern are investing £38m in station improvements across their whole network. All will get new LED lighting and many others improved seating, shelters, help points and ticket machines (see appendix 2). Automatic ticket gates have recently been installed at Bradford Forster Square.

New Rail stations -

- 2.8 The new station at Apperley Bridge which opened in December 2015 has been a big success with passenger numbers exceeding all expectations and as result the 297 space car park is full in the morning rush hour. The Council would like to see extra parking provided and train services to/from Keighley and Skipton also



stopping at the station. Leeds Bradford Airport is only 2.5 miles away and the station could be developed as a parkway station for the airport linked by a shuttle bus. This would provide sustainable access for both travellers and workers and provide access from the airport to/from the Yorkshire Dales and beyond. This would complement Leeds City Council plans for a similar station on the Harrogate line.

- 2.9 Construction of the new station in Low Moor is reaching completion with only relatively minor items of works remaining. The next few weeks will see the final testing and commissioning works to ensure that the new buildings and equipment are ready to operate. During this time, the essential statutory paperwork and safety sign off process will be completed and the final highway works (including new traffic regulation orders to New Works Road and Cleckheaton Road) will be implemented. The station is expected to open ahead of target and trains could begin to stop in early April. The new station will be served by hourly trains to Bradford Interchange, Leeds, Halifax and Huddersfield by Northern. Grand Central which operates services to Wakefield, Doncaster and London has applied to the rail regulator to also stop at the station.

West Yorkshire plus Transport Fund Schemes -

- 2.10 The Transport Fund is being used to underpin economic growth by improving the region's roads and railways by connecting people to jobs and goods to markets. The fund is targeted at reducing congestion, improving the flow of freight and making it easier for people to commute. A number of the transport fund schemes are targeted at improving the experience for those who travel by rail. This includes improving the station environment, providing additional parking for rail commuters and reducing journey times on certain routes.
- 2.11 The Council commissioned the development of master plans for both Bradford Interchange and Forster Square stations to provide a long term vision for future development. The aim is to create high quality station gateways to support the regeneration of the city centre, create schemes that are ambitious but deliverable and improve the visibility and connectivity of the stations to the city centre.
- 2.12 Plans for the Bradford Forster Square station are more advanced than those for the Interchange and consultants Arup and AHR have been appointed to produce an outline station design. This will be used to seek funding from the West Yorkshire Transport fund. The proposed design includes a fully enclosed station, the provision of new lifts, a café, toilets and pods that sit within the existing station arches offering facilities such as cycle storage and retail provision.. The scheme will cost in the region of £15m and should be completed by 2021 at the latest. The Council is currently working with its partners WYCA, Network Rail, Northern and Virgin East Coast to develop the proposals.
- 2.13 Further master planning work on Bradford Interchange is being undertaken by consultants SYSTRA and BDP. It is recognised that the redevelopment of both the bus and rail station will complement other key public sector regeneration projects in the city including Jacobs Well and No1 City Park. The consultants are considering these and looking at how a station serving the Northern Powerhouse Rail network could be incorporated into the site.



- 2.14 As part of the West Yorkshire Plus Transport fund, it is proposed to increase car park capacity at a number of rail stations. The package includes the provision of a raised parking deck at Shipley and Steeton & Silsden train stations. Detailed design is underway and providing the schemes prove to be affordable and approved by Network Rail then they will be delivered later this year. WYCA are undertaking further work to identify additional locations for new station parking across the district.

3. OTHER CONSIDERATIONS

Calder Valley Line

- 3.1 Network Rail will be making considerable improvements to signalling (reducing the headway or gap between trains from seven to four minutes) and a renewal and strengthening of other infrastructure along the Calder Valley line in the near future. This will deliver small improvements in journey times, improved reliability, allow a greater frequency of train services and provide improved resilience in bad weather.
- 3.2 The Council and WYCA continue to lobby for further investment in the Calder Valley line services with the emphasis on quicker journey times to Leeds and Manchester. At present the average speed to Leeds is 33 mph and 42 mph to Manchester and therefore Calder Valley services do not provide an attractive alternative to the congested M62. The Council is keen to work with rail industry partners to improve journey times and frequencies and has met with a number of partners to press the case for improved outcomes on this line. Previous work has suggested a strong case for electrification of the Calder Valley Line and we continue to make the case in the longer term. However, we are also focussed on improvements that are deliverable in the short-to-medium term, building on the enhancements Northern / Network Rail are delivering over the next two years and we continue to work with partners on what form these measures could take.

Northern Powerhouse Rail

- 3.3 Northern Powerhouse Rail (NPR) will be a network of new and / or upgraded railway lines linking the 'core' cities (Liverpool, Manchester, Leeds, Sheffield, Hull, Newcastle) and Manchester Airport. The network will provide fast and frequent direct connectivity between the cities. Transport for the North (TfN) has commissioned Network Rail and HS2 Ltd to develop the proposals, working to a set of conditional outputs to improve capacity, frequency and journey time between the core cities. In addition to this TfN are also assessing the relative cost and benefits of including Other Strategic Economic Centres (OSECs) such as Bradford on the NPR network. Initial modelling by Network Rail indicates that Bradford could be served by either a city centre or a parkway station (to the South of the city) and still achieve the conditional output of a 30 minute journey time between Leeds and Manchester.
- 3.4 WYCA commissioned a piece of work which considered the impacts of additional NPR stations on economic output, land use and regeneration, and the local labour



market. The study concluded that there is a strong case for a NPR station located in the centre of Bradford based on regeneration opportunities and benefits to the economy and the labour market. This information has been passed to TfN as an input to the analytical work that they are undertaking on NPR benefits. TfN is considering the technical and cost implications of serving Bradford and other OSECs. Extensive tunnelling across the Pennines, including underneath Bradford itself, will be required to enable a city centre stop. This could be at a considerable cost. A parkway station serving Bradford, sited close to the M62, would require less costly infrastructure but would not deliver the same economic benefits.

- 3.5 A report looking at high level costs and benefits of serving the OSECs (including a Bradford city centre and parkway option) will be considered by TfN over the next month. Promising options will be developed further over the next 18 months and a final decision made on the actual NPR route and OSECs served in early 2019
- 3.6 The Council with the support of the local Chamber of Commerce has been making the case for a Bradford NPR stop with key decision makers. This has included the Secretary of State for Transport Chris Grayling MP, Minister for the Northern Powerhouse Andrew Percy MP and John Cridland CBE chair of TfN. Local MP's have been briefed and questions asked in the House of Commons to ensure that the Government is aware of Bradford's aspirations regarding an NPR stop. A brochure entitled 'Next Stop Bradford' has been produced and sent to key stakeholders (see Appendix 3) to raise awareness regarding NPR.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Actions relating to the delivery of the Rail strategy are the responsibility of Rail North and / or the West Yorkshire Combined Authority.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Both the Council and WYCA have well developed performance management processes to manage risk in a timely and effective manner.

6. LEGAL APPRAISAL

- 6.1 Not applicable.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.1.1 There are no equality and diversity implications.

7.2 SUSTAINABILITY IMPLICATIONS

- 7.2.1 Improving rail services and enhanced connectivity will provide a more attractive alternative to using the car which will therefore reduce carbon emissions.



7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 Providing an attractive alternative to the car for commuting and other longer journeys will contribute to reducing greenhouse gas emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 Providing improved station environments will improve passenger's perception of safety.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no human right implications.

7.6 TRADE UNION

7.6.1 There are no trade union implications.

7.7 WARD IMPLICATIONS

7.7.1 None specific.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 This report is provided for information with views of the Committee being taken to inform ongoing Council planning in respect to rail strategy.

10. RECOMMENDATIONS

10.1 That the committee notes the content of this report.

10.2 That the committee fully endorses the need for a Bradford City Centre station to be included as part of the proposed Northern Powerhouse Rail network, for the wider benefit of the North as well as the Bradford district.

10.3 That a further report in relation to rail strategy is provided in spring 2018.

11. APPENDICES

11.1 Appendix 1 – Rail Station Patronage

11.2 Appendix 2 – Proposed Station Improvements

11.3 Appendix 3 – 'Next Stop Bradford' brochure.



12. BACKGROUND DOCUMENTS

- 12.1 Rail North Spring Report -
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/505705/northern-transport-strategy-spring-2016.pdf
- 12.2 Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 5th April 2016
- 12.3 Bradford District Rail Update - report presented to Environment and Waste Management Scrutiny Committee 25th November 2014
- 12.4 Rail North – Long Term Rail Strategy for the North of England - report presented to Environment and Waste Management Scrutiny Committee 5th November 2013
- 12.5 Rail Plan 7 – report presented to Environment and Waste Management Scrutiny Committee 28th June 2012



Appendix 1: Rail Station Patronage (2015/2016)

Station	Patronage	% change on previous year
Bradford Interchange	2,993,340	2.4%
Bradford Forster Square	2,065,658	-0.7%
Apperley Bridge	96,418	n/a
Frizinghall	376,850	-8.9%
Shipley	1,739,258	-2.1%
Saltaire	880,348	2.4%
Bingley	1,219,714	-0.4%
Crossflatts	524,846	2.5%
Keighley	1,702,720	-1.1%
Steeton & Silsden	838,874	-2.7%
Baildon	276,716	10.3%
Menston	636,016	-1.3%
Burley in Wharfedale	487,484	4.9%
Ben Rhydding	220,770	5.0%
Ilkley	1,303,810	0.3%
Total	15,362,822	0.9%

Appendix 2: Station Improvements (proposed)

Station	Waiting Shelter	Waiting Room	Seats	Ticket Office	CCTV	Ticket Machine
Bradford Interchange						
Bradford Forster Square						
Apperley Bridge						
Frizinghall			X	X		
Shipley			X			1
Saltaire				X		1
Bingley		X	X			1
Crossflatts	X			X		1
Keighley		X				1
Steeton & Silsden	X		X			1
Baildon	X		X	X	X	1
Menston			X	X		1
Burley in Wharfedale				X		1
Ben Rhydding	X		X	X	X	2
Ilkley			X			1

Waiting shelters / waiting rooms either renovated or replaced.

