

# HARROGATE LINE OBJECTIVES

## OBJECTIVES FOR THE HARROGATE LINE – Leeds-Harrogate-York

- High frequency for Knaresborough-Harrogate-Leeds (at least every 15 minutes incl. weekends)
- Double frequency over the Knaresborough-York section (at least every 30 minutes all day)
- Resolve crowding, reliability and inability to carry peak commuter and special event loadings
- Increase overall ridership by 100%-400% via modal shift, improved station accessibility, adequate train capacity, more comfortable seating and increased frequency.
- Meet route stakeholder aspirations for several additional stations (HBC/LCC/YCC/LBIA)
- 12% improved journey times or up to 7 additional stations with no increase in end-to-end journey times to Leeds and York stations for optimum connectivity with other services
- Reduce dependency on revenue subsidy with target break-even + profit for reinvestment.
- Maximise connectivity to East Coast services on a 7-day basis
- Reduction in carbon emissions (Government targets); reduction in train noise (Resident desires)
- Park & ride facilities inc. Flaxby Moor A1M, Nether Poppleton & Leeds Bradford Airport Parkway, etc

## SPECIFICATION FOR HARROGATE LINE & TRAINS

- Electric to achieve improved point-to-point times, reduced unit costs and increased efficiency
- Electrification is a prerequisite for iterative development of the route – including additional stations or possible new routes e.g. Harrogate to Ripon.
- Use EITHER standard 25kV overhead line system OR standard 750vDC metro with modern form under-running contact system (as on DLR) – subject to availability of rolling stock.
- Integrated protection and control equipment to allow renewable source feeds. (IEC 61850)
- Significant increase in seating capacity per train plus substantial standing capacity for big events
- Single person operation with selective door controls for use on “short” platforms
- Automatable in the future, bringing further on-cost and capacity benefits
- Maintain capability to operate and enhance direct London services
- Deliverable within the next five years
- Lease-free rolling stock if possible – refurbished and cascaded from other routes
- Locally managed and operated to maximise responsiveness to customers and stakeholders
- Ensure good value for money and be an affordable solution

## NEXT STEPS

- Secure unanimous local authority/stakeholder consensus (*Achieved 15 Nov 2011*)
- Explore/exploit potential synergy with Trans-Pennine electrification proposals
- Secure funding of feasibility studies, detailed design & costing + Route Development Project Leader
- Secure funding in Network Rail CP5 capital investment plan

**Notes:** 25kV overhead line electrification is the assumed start point. However, the 2009 Network RUS (Electrification) provides a low priority for the route on account of the absence of any wider network benefits (diversionary capability or freight traffic). Furthermore DfT sources suggest no suitable rolling stock will be available before the end of the decade, by which time it will be 40-45 years old. Additionally no certainty of such availability can seemingly be provided. Electrification should be conditional upon a confirmed and committed availability of an adequate supply of suitable rolling stock in a timely period.

*If wider network benefits from using 25kV systems form a part of stakeholder expectations, these must be realisable in practice with key achievable additional benefits delivered as a pre-condition (e.g. additional direct services to London and direct services to/from Manchester (which provide the greatest underlying demand for off-route flows)*

Drafted by Mark Leving, Project Director, Harrogate Line Development Company Ltd. Edited by Brian L Dunsby.

To be agreed with: Harrogate Borough Council; North Yorkshire County Council; York City Council; WYPTE; Leeds City Council.