

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND NEIGHBOURHOODS
CABINET MEMBER**

**NETWORK RAIL'S LONG TERM PLANNING PROCESS
FREIGHT MARKET STUDY / REGIONAL URBAN MARKET STUDY**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To update the Cabinet Member on the new process within Network Rail to identify key priorities for the rail network.
- 1.2 To agree the consultation responses on the Freight Market Study and Regional Urban Market Study.
- 1.3 The matter is urgent due to Network Rail's consultation deadline for responses being 26 July 2013.

2. BACKGROUND INFORMATION

- 2.1 Network Rail has identified gaps in capacity through their Route Utilisation Strategies (RUS). Relevant to us were the Northern RUS, Yorkshire and Humber RUS and the Freight RUS.
- 2.2 In a changing and challenging economic environment, Network Rail saw the need to be more flexible to challenges whilst still planning for the long-term. The Long-Term Planning Process allows Network Rail to do this over a 30 year time period, whilst building on the work carried out as part of the RUS process.
- 2.3 As part of this, Network Rail developed a series of 'Market Studies'. These have forecast demand over a 10-30 year time period for Freight, Regional-urban, Long distance and London and the South East. Relevant to North Lincolnshire is the Regional Urban and the Freight Market Studies.
- 2.4 A series of priorities ('conditional outputs'), taking into account stakeholder aspirations, will be set as part of this work.
- 2.5 These studies will form the basis for future franchise specifications and secure the long-term investment to ensure the future capability of the network. This is particularly important given the renewal of both the

Northern and Transpennine franchises and the proposed devolution of rail from Government to Rail North (the North of England).

- 2.6 The South Humber Ports has 25% of the UK's rail freight travelling through it and one of the highest numbers of freight paths in the country. The Northern RUS highlighted that by 2030 more than 80 (currently 50) freight paths, in each direction, will operate on our network. Freight is of huge importance to the South Humber area.
- 2.7 Passenger services are important to the North Lincolnshire area, particularly in connecting people to work and leisure opportunities. They also attract people into North Lincolnshire, thereby boosting the local economy.
- 2.8 The Freight Market Study and the Regional Urban Market Study are currently out for consultation. The deadline for responses is 26 July 2013.

3. OPTIONS FOR CONSIDERATION

- 3.1 **Option one** – To approve the draft consultation responses attached at Appendix 1 to Network Rail's Freight Market Study and at Appendix 2 in response to Network Rail's Regional Urban Market Study and agree to these submissions before the 26 July 2013 deadline.
- 3.2 **Option two** – To decide not to respond or to amend the draft responses.

4. ANALYSIS OF OPTIONS

- 4.1 **Option one** – Given the importance of freight to the South Humber area, it is important that we respond to the consultation on the Market Studies that will influence both rail passenger and freight for the next 30 years.
- 4.2 **Option two** – failure to respond to the consultation will mean that we cannot participate nor influence the future direction of the rail priorities in regards to North Lincolnshire.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

- 5.1 There are no resource implications to consider.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

- 6.1 No IIA has been written for this report at this point.

7. OUTCOMES OF CONSULTATION

7.1 We work with Network Rail on various projects and have regular contact through this mechanism and other consultation events. We have also been a member of the Yorkshire and Humber working group for this particular Market Study. The importance of passenger and freight travel by rail to and from the South of the Humber is always reiterated.

8. RECOMMENDATIONS

8.1 That the Cabinet Member acknowledges and approves the consultation response to Network Rail's Freight Market Study and the Regional Urban Market Study.

DIRECTOR OF PLACES

Civic Centre
Ashby Road
SCUNTHORPE
North Lincolnshire
DN16 1AB
Author: Jodie Booth
Date: 21 June 2013

Background Papers used in the preparation of this report

Long Term Planning Process: Freight Market Study Draft for Consultation
Northern RUS May 2011

Yorkshire and Humber RUS

Freight RUS

Long Term Planning Process: Regional Urban Market Study Draft for Consultation

Long Term Planning Process: Freight Market Study Draft for Consultation

Network Rail Long Term Planning Process:

Freight Market Study

North Lincolnshire Council

Response to Consultation

General Comments

'The study finds that rail freight is expected to continue to grow strongly.'

Rail freight has continued to grow despite the recession and is fundamental to the economy of North Lincolnshire, the North and indeed nationally. Approximately 25% of the UK's rail freight passes through the South Humber Ports and 30% of all UK rail bulk freight is generated in Lincolnshire. Further, the Northern RUS indicates that by 2030 there will be over 80 freight paths in each direction from the South Humber, one of the highest in the country. Rail Freight in the South Humber area is of national strategic importance and we would welcome Network Rail's commitment to delivering key infrastructure improvements on the South Humber network to ensure that this status remains and to allow us to maintain our competitiveness in a growing market.

Page 5 states that, 'The net effect of these changes in production, consumption and logistics has been that containerised (that is, intermodal) freight, mainly consisting of consumer goods, has become the single largest commodity conveyed on rail.'

Whilst Intermodal traffic is a major growth area, this has not been apparent within the South Humber Ports area, as yet. We welcome the prediction that this area will grow and as a consequence, may open up this field to the South Humber but we are aware that the current gauge constraints are in need of resolving to enable us to compete in this field.

Given the volumes of freight that is transported from the South Humber (as highlighted above) and the strategic national importance of our network it is frustrating that Network Rail has still not committed to gauge enhancements on the South Humber line to the ECML at Doncaster. This means that by 2014, we will be the last major port complex in the country not to been gauge cleared.

It would be useful if Network Rail could indicate when this scheme is likely to happen and any reasoning behind its delay, particularly if it is something that external parties may be able to assist with.

Page 9 states that, 'This will then enable the freight market to be considered in the same planning timescales, and at the same level of detail, as the passenger market'.

We welcome this statement particularly given the busy freight network within our area. Often passenger services are considered in isolation of freight needs, particularly amongst colleagues in Urban areas, within our communities and amongst other transport colleagues. Being in a unique area that relies heavily on freight, the reassurance from Network Rail that freight and passenger services will be considered collectively allows us to consider our needs collectively over a longer time period, reducing the potential for conflicts and align our strategies and plans to the Long Term Planning Process for rail as a whole.

In page 14 where it talks about funding to date, 'It also noted that SFN investment over Control Period 4 (2009-2014) has been focused on loading gauge enhancement to W10/W12 and train lengthening'.

Given this statement above, and the comments made under 'Page 5', it is frustrating that gauge clearance has not yet been committed by Network Rail for the South Humber ports given their prominence on the Strategic Freight Network.

Page 15 states that Control Period 5 would include an allocation of £206m. Will any of this money be used to fund gauge clearance works for the South Humber?

Finally, as mentioned above, the importance of a good, reliable and upgraded freight network from the South Humber ports can not be underestimated and we look forward to working with Network Rail through the Long term Planning Process (and other mechanisms) to ensure that the South Humber maintains and increases its competitiveness in a growing, economically sound market.

Appendix 2

Network Rail Long Term Planning Process:

Regional Urban Market Study

North Lincolnshire Council

Response to Consultation

Page 10

Page 10 refers to the Spatial Planning context of new developments, whereby the concept of linking new developments to sustainable modes of transport (including rail) should be a key focus for planners in terms of supporting economic growth and 'connecting residential areas to labour markets'. North Lincolnshire Council supports this statement and indeed, an action in the North Lincolnshire Local Transport Plan 3, 'Sustainable Links – Housing and Employment Sites' directly contributes to this concept.

Page 11

The change from looking at specific geographical areas to looking at wider long distance travel is welcomed. For example, North Lincolnshire relies on good connectivity into key urban centres. Some of which lie outside the Yorkshire and Humber area, but which are as fundamental as those that lie within it (ie. Lincoln, London). Connections from rural areas into key centres (via areas such as Doncaster and Newark) are vital to maintain accessibility and connectivity to the labour markets as well as for leisure purposes.

Page 18

Table 2.1 mentions stations in the Yorkshire and Humber area, including Grimsby in North East Lincolnshire, but there is no mention of North Lincolnshire (ie. Scunthorpe, the largest station in North Lincolnshire). The omission of our area is concerning.

Page 41

Chapter 7 discusses the long-term conditional outputs and uses West Yorkshire as a case study. Whilst it implies that this framework would be used elsewhere and agreed during the consultation period, with regional stakeholders and the working group, it would be useful to know how Network Rail expect to do this. As North Lincolnshire Council, we would welcome the opportunity to be further involved, particularly given our involvement in the working group to date.

Page 43

The Market Study states that, 'People's willingness to commute is most sensitive between 20 and 60 minutes, and improvements in this range will have a large impact.' We welcome this statement, particularly if Network Rail recognise the need for improvements in journey times from the South Bank of the Humber to Doncaster where journey times, particularly between Scunthorpe and Doncaster, are relatively slow and indeed, the journey time can be

faster by travelling in the car, thus reducing the attractiveness of travelling by rail and making it increasingly difficult for us to encourage the use of sustainable modes of transport.

Page 44

Section 7.4 Other Conditional Outputs, states: 'To support national economic growth, better access and connectivity to the major airports, ports and HS2 stations is required'. For North Lincolnshire this statement is welcomed and vital for the growth and success of our area, and indeed nationally.

With regards to ports, approximately 25% of the UK's rail freight passes to and from the South Humber ports. The Northern RUS states that by 2030, over 80 freight paths in each direction are expected on our railway. It is therefore fundamental that we retain our competitiveness for the North's and the National economy by receiving the necessary upgrades to our infrastructure, including signal upgrades to increase the performance and reduce the headway between trains and Gauge Enhancements to enable us to take the large European containers from our ports up and beyond the ECML at Doncaster.

In line with the Government's agenda on Aviation, following the recent release of the 'Aviation Policy Framework' *March 2013*, and the demand for additional capacity that can be served from Airports out of the South-East, it is important that the growth of regional airports is supported by all modes of transport. With this in mind, we welcome the opportunity to work with Network Rail and the train operators in improving the links to Humberside International Airport for those passengers, businesses and employees who wish to access the airport by sustainable modes (including rail). In the short term, we hope to achieve this by improvements at Barnetby Station (including improvements to speeds, marketing etc actually on the journey itself) and looking to the future, the potential for links by rail into the airport directly.

Whilst we recognise the benefits of HS2, for smaller, rural areas who will not be on the network, and arguably further away from the Y network to achieve or realise any real benefits, we ask that Network Rail ensures that investment is still prioritised for the 'existing network' and consideration given for any links into HS2 that may offer those in much less accessible areas a better journey experience. In short, we are firm in our views that HS2 should not cause any negative impact on the already existing network and its services.

Page 45

Section 7.4.4 states that 'Good connectivity and accessibility of rail stations are important in attracting passengers to travel by rail. Car parking spaces need to be adequate to meet increasing demand. Integration with local transport such as buses and good station access and facilities for pedestrians and cyclists are also required to encourage rail travel while maximising the use of sustainable modes of access'. Again, we welcome this statement if this is put into practice. For example, for many years residents and users of Barnetby Station have had problems parking at Barnetby. Whilst there is a Network Rail office complex at Barnetby, there is not an official car park at the station for rail users and therefore passengers are forced to park on the approach or in the village, causing a nuisance to residents. Increasingly, this is becoming an issue that is reported to Transpennine Express and also reported to Network Rail and also affects capacity for people travelling by car wanting to access the rail network.

We would also welcome improvements to the stations and facilities at some of our most used stations. Experience has shown us that whilst, for North Lincolnshire (ie. Rural area), some of our stations are 'well used' we understand this is all relative when compared to some of our urban neighbours. However, we would welcome a mechanism in place to

recognise the need and value of some of the 'smaller' stations and improvements to facilities that could be provided to make rail travel a more attractive option, not based on the same 'scoring' criteria for improvements as the larger urban stations.

Page 47

Figure 7.1 shows a diagram of the West Yorkshire rail network and some omissions are noticed from the North Lincolnshire line. Whilst in other areas, some of the 'smaller stations' are included, in North Lincolnshire Barnetby is not mentioned on the map and the Lincoln/Newark line, along with the Brigg line is not included on the map at all.

Page 48

Again 'improved access to the rail network including car parking and interchange with other modes' and 'improved station environment' are important considerations from North Lincolnshire, as mentioned under 'Page 45' above.

Page 62

This section makes the comment that, 'The GJT between Doncaster and Leeds is approximately 59 minutes and willingness to travel will be sensitive to improvements in journey time and frequency'. We would also reiterate the comment made in relation to Page 43, where the time taken travel (for example between Doncaster and Scunthorpe) is slower than that to travel by car and therefore, attractiveness of travelling by rail and willingness to travel by rail is greatly reduced unless improvements are undertaken.

Additional Comments

North Lincolnshire has been involved in the Regional Urban Market Study working group and actively participated in the discussions, in addition to providing evidence for inclusion and consideration in the work going forward, around the South Humber Bank. However this area does not appear to be mentioned within the consultation.

The Grimsby (via Barnetby) to Newark (via Lincoln) line is not mentioned at all in the study. This link is vital to us as an alternative route to the South and in particular London.

Linked to the point above, we have also been in discussions previously, and it remains an aspiration, to see direct services from Grimsby (via Barnetby) to London. We would welcome further comments from Network Rail on this issue.

The Study mentions 'smaller stations' in other areas within the Yorkshire and Humber area, for example, in the Hull area, the Leeds, Harrogate and York areas, but no mention of our stations ie. Barnetby. We would seek your comments as to why we are not included, particularly given its importance, of at least the same significance of some of the stations mentioned, if not more.

Our final fundamental point in relation to the Regional Urban Market Study is that, whilst we certainly agree with and welcome some of the general comments made on Network Rail's change in approach for rail services and improvements in the future, we are very disappointed and concerned that there are no direct references/acknowledgements made to the North Lincolnshire network. Therefore, it is difficult for North Lincolnshire to adopt and work with such a market study that does not recognise the economic and social value and importance of rail services to North Lincolnshire, its community and beyond.