

**North Yorkshire County Council  
Thirsk & Malton Area Constituency Committee  
20 September 2018**

**Rail Update - Scarborough- Seamer- Malton- York Rail Line and  
Thirsk Station**

**1.0 Purpose of the Report**

- 1.1 To provide Members with a rail update on the Scarborough- Seamer- Malton- York Rail Line and Thirsk Station.

**2.0 Update**

- 2.1 Rail services and stations on the Scarborough – Seamer – Malton – York railway line are operated by First Transpennine Express <https://www.tpexpress.co.uk/>. Their franchise runs until 31 March 2023 with potentially two years added, they will pay a premium to Government to operate the service. The franchise is managed by the Rail North Partnership (Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members). The current service on the line is one train in each direction per hour and after York continue on to Leeds – Huddersfield – Manchester and Liverpool. See Figure 1 for the current Transpennine Route.
- 2.2 The infrastructure, railways tracks, signals, stations etc., are owned and maintained by Network Rail.
- 2.3 Current timetable issues, including delays between Leeds and Manchester and trains terminating short of destination are being worked through by the industry and gradual improvements to services are being made.
- 2.4 In the long term Parliament is working on the development of proposals for High Speed Rail (HS2) in England to connect London, with the Midlands, the North West and North East of England. At the present time, parliamentary progress is being made on phase 1 London to Midlands due for completion by 2026, with the Phase 2 hybrid bill being laid before parliament shortly, paving the way for the delivery of HS2 to Manchester, Leeds and via connections on the existing network to Sheffield, York and Newcastle with full completion by 2033.
- 2.5 Alongside this, Transport for the North is developing the case for Northern Powerhouse Rail (NPR) a fast, direct and modern network connecting the North's biggest cities and Manchester Airport. Both of these will provide

enhanced connectivity for North Yorkshire businesses and residents through key Hub Stations (in this area primarily through York Station).

- 2.6 Over the next two years the railways across the north and in this area will be transformed:-

### **Across the North**

- Transpennine and LNER (operators of the trains from York to London the North East and Scotland) are investing in new trains to the latest InterCity standards with more capacity, enhanced services on-board, catering, Wi-Fi, luggage space, etc., these will be a massive improvement on the trains currently running on the line.
- During 2019 Transpennine Express will introduce new trains across the North including Malton, see Figure 2
- Arriva Rail North – are also purchasing new trains and all other trains will be modernised to the latest standards. The “pacer trains – bus type trains” will be withdrawn.

### **Scarborough – Malton – York line**

- There will be increased frequency from December 2019. Arriva Rail North are introducing an hourly service throughout most of the day. This will mean that there will be a half hourly service frequency between Scarborough, Malton and York.
- This will lead to the current seating capacity on the line increasing from 169 to around 400 seats an hour in each direction and should significantly reduce overcrowding at peak times.
- Transpennine have introduced an earlier morning train from Scarborough - Malton – York (departing Malton at 06:24) to give an arrival in York before 07:00 and with connection to London by 09:00.
- Earlier morning and later evening trains all week, last train from Scarborough has recently changed to after 2230 allowing people to visit Scarborough for an evening out.

### **Malton Station**

- 353,920 users annually, a 26% increase in the last ten years
- Free station Wi-Fi since 2017
- New customer information screens installed in 2017, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
- New ticket vending machines installed in 2017
- Better Cycle facilities installed in early 2018

Malton & Norton Station Infrastructure and Connectivity Improvements Study Work is on-going with all stakeholders (two meetings held with Councillors and local community groups) to develop options that could potentially come forward (funding not yet identified) in the future.

### **Thirsk Station Update**

Thirsk rail services and station are operated by First Transpennine Express <https://www.tpexpress.co.uk/>, their franchise runs until 31 March 2023 with potentially two years added, they will pay a premium to Government to operate the service. The franchise is managed by the Rail North Partnership

(Department for Transport and Rail North now part of Transport for the North (North Yorkshire County Council are members). The current hourly service to/from the south call at York - to Leeds – Huddersfield – Manchester and Manchester Airport, northbound the current hourly service calls at Northallerton – Yarm and Middlesbrough. See Figure 1 for the current Transpennine Route.

Grand Central operate five trains a day to/from Thirsk between/from London / Sunderland. They are known as an “Open Access operator” (not a franchise but provide commercial services at their risk).

The infrastructure, railways tracks, signals, stations, are owned and maintained by Network Rail.

Current timetable issues, including delays between Leeds and Manchester and trains terminating short of destination are being worked through by the industry and gradual improvements to services are being made.

2.7 Over the next two years the railways across the north and in this area will be transformed:-

**Across the North**

- Transpennine and LNER (operators of the trains from York to London the North East and Scotland) are investing in new trains to the latest InterCity standards with more capacity, enhanced services on-board, catering, Wi-Fi, luggage space, etc., these will be a significant improvement on the trains currently running on the line.
- During 2019 Transpennine Express will introduce new trains across the North
- Arriva Rail North – are also purchasing new trains and all other trains will be modernised to the latest standards. The “pacer trains – bus type trains” will be withdrawn.

**Thirsk**

- 223,610 users annually, a 38% increase in the last ten years
- In 2019 Thirsk Transpennine Express seating capacity on trains will increase from 169 to just around 300 seats.
- Additional frequency on Sundays is planned Free station Wi-Fi since 2017
- New customer information screens installed in 2017, providing more information (number of carriages and in future reservation levels by carriage) and train running information.
- New ticket vending machines installed in 2017
- Better Cycle facilities installed in early 2018

Access to the station platforms at Thirsk is not access compliant and North Yorkshire County Council will work with Transpennine Express to support a bid by them into the Department for Transport, Access for All fund for 2019-2024 which was announced recently.

**Figure 1 Current Transpennine Express Route Map**



**Figure 2 Future Transpennine Express train from Malton**



### **3.0 Recommendation**

3.1 Members to note the contents of this update.

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