

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

REPORT OF THE EXECUTIVE DIRECTOR OF PLACE TO CABINET ON 28 NOVEMBER 2018

BARNSELY RAIL VISION 2018 KEY MESSAGES

1. PURPOSE OF REPORT

- 1.1 To seek approval of the Barnsley Rail Vision 2018 Key Messages document which summarises the 'asks' requested from the key rail sector delivery partners Network Rail, Transport for the North, SYPTe, SCR Combined Authority and Northern Rail as the Train Operating Company providing Barnsley's passenger rail services. The Barnsley Rail Vision Key Messages includes supporting statements from these bodies and also welcome support from Association of Community Rail Partnerships and the Penistone Line Partnership.

2. RECOMMENDATIONS

- 2.1 **That Cabinet endorses the Barnsley Rail Vision Key Messages Document.**
- 2.2 **That the Key Messages Document is adopted as summarily describing Barnsley MBC's 'asks' of the various partner organisations.**

3. INTRODUCTION

- 3.1 The high levels of economic and housing growth forecast for Sheffield and Leeds City Regions and the associated challenges to the transport sector including the weakness of the Barnsley rail 'offer' in 2014 prompted the appointment of Arup consultants to undertake the Barnsley Rail Vision study covering the period 2015-2029 <https://www.barnsley.gov.uk/media/4616/eb67-barnsley-rail-vision-exec-summary-april-2015.pdf>
- 3.2 However, since the vision was published, a number of key developments have occurred which require an update to the Barnsley Rail Vision 2015. In particular;
- the HS2 route proposals have been revised with major route and station revisions and incorporating
 - i. a main route - northwards from the West Midlands following the M42, M1 and M18 motorways until north of the M18 Bramley junction heading north-westward to Leeds and including a commitment to study the feasibility of incorporating a parkway station to serve South Yorkshire.
 - ii. a southern spur route – northwards from the East Midlands HS2 hub at Toton before branching north westward on a new line to connect to the existing Midland Main Line south of Chesterfield and serve Chesterfield and Sheffield Midland

- iii. HS2 Growth Strategies - are being progressed by both Sheffield and Leeds City region's which will make provision for strategic and local connectivity to support the economic and housing growth prompted by HS2
- Transport for the North-a sub-national transport body- has been established and is progressing a Strategic Transport Plan to promote significant and early improvement in national and North of England rail infrastructure and services including a Northern Powerhouse Rail (NPR) proposition linking identified Core Cities (e.g. Sheffield-Leeds, Sheffield-Hull) and Other Significant Economic Centres (such as Barnsley Dearne Valley – 10th most populous Built Up Area in Northern Powerhouse economy) , which will impact upon railway infrastructure and services in Barnsley and wider South Yorkshire;
- In April 2016, the Northern Rail franchise was awarded to Arriva Rail North, this franchise will run until 2025. Since taking over the franchise, Arriva Rail North have declared their willingness for improvements across the Northern Rail sector;
- Sheffield City Region has been progressing its 'growth' strategy including support for enhanced rail access to Doncaster Sheffield airport and
- The Barnsley Local Plan has been advancing to adoption and through its' deliverable growth proposals is able to offer planning support to promoting improvement in Barnsley's rail offer.

3.5 In 2017 Pell Frischmann were therefore commissioned to undertake the review and working in partnership with officers of the Council and relevant stakeholders they produced an Update Study Technical Note in February 2018 with a Key Messages document following in the summer. The Key Messages including the attributed supporting statements and 'asks' have been subject to consultation with partner organisations.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The process of formulating the vision resulted in meaningful engagement with all stakeholders and partners. This ensured all parties had a good grasp of the key challenges and opportunities available on the sections of the rail network that pass through the borough as well as the strategic gaps that exist, in part due to previous rationalisations particularly in the 1980's.
- 4.3 The conditional outputs contained in the 2015 Rail Vision were designed to articulate a realistic vision for the future rather than a final recommended project or scheme and were conditional on affordability and a value for money business case being determined. The idea of this was to lend credibility to the Rail Vision, setting it apart from simply being a 'wishlist' of schemes and interventions. This approach was entirely justified at the time given the lack of commitment from the then Coalition Government to invest in rail network infrastructure across the north of England but the context has since changed such that it is now considered necessary to increase the level of aspiration within the Rail Vision.
- 4.4 As well as being more aspirational, it is considered that the Vision would benefit from being broken up into two main documents these being a detailed, evidence-based Technical Note and a much shorter key messages document that is more suitable for promoting the Vision.

4.5 Having reviewed the conditional outputs in the 2015 rail vision and established the changes that have occurred since the 2015 vision was published it has been decided to consolidate the number of route packages/corridors down to 3, these being:

- Hallam Line (includes links to 5 Towns)
- Dearne Valley Line
- East/West Connectivity (includes Penistone Line as well as Barnsley to Rotherham, Doncaster, Dearne Valley and Robin Hood Airport)

The reason for this was because these encompass the majority of the original conditional outputs, better incorporate the most recent proposals in respect of HS2 Phase 2b and the HS2 parkway proposals, reflect the revised land use plans and help Barnsley MBC to focus the technical work and lobbying needed to promote the delivery of the vision.

4.6 The Key Messages Document has been structured to include endorsement from key political figures and stakeholders at the outset before going on to summarise the main challenges, opportunities and assets with key diagrams articulating these opportunities and assets in a user friendly manner. It goes on to set out the potential economic gain of connecting Barnsley more effectively with the inter-city rail network and the “fit” with Transport for the North’s vision of “A thriving North of England, where modern transport connections drive economic growth, and support an excellent quality of life”.

4.7 The Key Messages Document concludes with a series of “Asks”, which are potential key outcomes for delivery partners and comprise of the following:

- Barnsley Station –removal of the Jumble Lane level crossing and the resultant opportunity for station reconfiguration nearer to Barnsley Town Centre.
- Deliver the Leeds-Sheffield Hallam line journey speed improvements to place Barnsley on the inter-city rail network map.
- HS2 phase 2 eastern leg –confirmed provision of the HS2 South Yorkshire Parkway station on the main HS2 eastern leg.
- Inclusion of the Northern Powerhouse Tail NPR (Sheffield to Leeds and possibly part of Sheffield to Hull) including a new Dearne Valley Parkway Station.
- Provide eastward connection from the Dearne Valley line to the East Coast Mainline (ECML) giving access to Doncaster and the Doncaster Sheffield Airport by using the ECML to Doncaster and the Doncaster-Lincoln line out of Doncaster to the proposed Doncaster Sheffield Airport Community Rail station.
- Barnsley services to be included in those having the new Class 195 and other high quality rolling stock.
- Improvements to station facilities and environs, including enhanced connections at Wombwell and Darton, improved parking facilities at Penistone and alternatives to existing steps at Wombwell and Elsecar.
- Improvements to connectivity – increase in frequency throughout the network, specifically the introduction of 2 trains per hour between Huddersfield and Barnsley alongside increasing the destinations served by the Barnsley network and levels of service in the peak hours and weekends.
- Community Rail – Explore with community rail partners the potential for reinstatement of passenger services on the former North Midland line from West

Green to Wakefield and negotiate full support of Dft to local community rail partnerships when the soon expected future national Community Rail Strategy is confirmed.

- Improved links to Rotherham and Doncaster.
- Promote mass transit routes between Barnsley and Doncaster and Sheffield and Penistone (via Deepcar).

4.8 This list of asks comprises of some realistic and deliverable proposals and a number of strategic but challenging aspirations. These have been drawn up with an understanding of current constraints including the cost and lead in times for delivering infrastructure and service enhancements on the rail network as well as recognising that the Council itself has limited influence. Ultimately, however, it is considered that the vision has to be more aspirational than the previous iteration and that the Key Messages Document, underpinned by the evidence-based Technical Note, represents the best way of articulating our vision to delivery partners.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

5.1 A number of alternatives were considered including:

- Retaining the same format as the 2015 Rail Vision but updating the route packages Retaining the route packages from the 2015 Rail Vision but changing the format of the document
- Changing the format and route packages but producing a less aspirational series of asks.
- Not producing an update

5.2 Each of these was discounted on the basis that there is a clear need to update the Rail Vision and on doing so, to produce a more user friendly version that can be used to better promote an aspirational vision that ties in with HS2 opportunities and Transport for the North's Northern Powerhouse Rail and strategic local connectivity vision.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

6.1 There are no immediate, direct implications for local people and service users but, over the long-term, if partners allocate resources to deliver the asks the impact on connectivity would be transformational.

7. FINANCIAL IMPLICATIONS

7.1 There are no direct financial implications arising from this report.

8. EMPLOYEE IMPLICATIONS

8.1 There are no direct employee implications arising from this report.

9. LEGAL IMPLICATIONS

9.1 There are no direct legal implications arising from this report.

10. CUSTOMER AND DIGITAL IMPLICATIONS

10.1 There are no direct customer and digital implications arising from this report.

11. COMMUNICATIONS IMPLICATIONS

11.1 There are no direct communications implications arising from this report although it is intended that the Rail Vision will be widely publicised once adopted.

12. CONSULTATIONS

12.1 The Rail Vision has been worked up in consultation with internal and external stakeholders.

13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

13.1 There are no direct performance management implications arising from the report but, if delivered, the ask within the Rail Vision would significantly contribute to each of the three corporate priorities.

14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

14.1 The vision proposes to dramatically increase public transport connectivity which would have the potential to demonstrably improve social inclusion.

15. TACKLING THE IMPACT OF POVERTY

15.1 The vision proposes to dramatically increase public transport connectivity which would have the potential to demonstrably improve local economic performance. In time this would help to tackle poverty and its impacts.

16. TACKLING HEALTH INEQUALITIES

16.1 The vision proposes to dramatically increase public transport connectivity which would have the potential to increase rail mode share reducing the number of vehicles on the road and improving air quality. Should the asks be realised there would also be the potential to align active travel initiatives. In time a combination of the above would help to tackle health inequalities.

17. REDUCTION OF CRIME AND DISORDER

17.1 There are no direct crime and disorder implications arising from this report.

18. RISK MANAGEMENT ISSUES

18.1 There are no direct risk management issues arising from the report other than potential reputational harm arising from the “asks” not being delivered over the longer-term. However, there would be more significant consequences associated with not being aspirational enough and therefore missing out on the potentially transformational benefits.

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

19.1 There are no direct health, safety and emergency resilience issues arising from this report.

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

20.1 There are no human rights compatibility issues arising from this report.

21. CONSERVATION OF BIODIVERSITY

21.1 There are no direct biodiversity issues arising from this report but should any of the asks progress the feasibility, business case and detailed design stage then biodiversity implications would need to be considered.

22. LIST OF APPENDICES

Appendix 1: Barnsley Rail Vision 2018 Draft Key Messages

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Financial Implications/Consultation



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(To be signed by senior Financial Services officer)