

RAILFUTURE YORKSHIRE AND NORTH WEST BRANCHES

RESPONSE TO THE DRAFT YORKSHIRE DALES NATIONAL PARK MANAGEMENT PLAN 2019-2024, SECTIONS D4,E5,E8 AND F7.

https://your.yorkshiredales.org.uk/uploads/npmp_draft.pdf

Railfuture's prime aims are to increase the quality and quantity of Britain's railways for passengers and freight. Many of our members are involved because of their strong commitment to a sustainable environment, including ambitious goals for reducing carbon emissions.

A few of our members live in the Yorkshire Dales, but many more are regular visitors to the National Park. We very much welcome your draft Management Plan, and would like to make suggestions regarding D4,E5, E8 and F7.

D4. Progressively reduce road haulage of crushed rock, including reducing road haulage from the three quarries in Ribblesdale by 50% compared to 2011 levels.

We strongly endorse this objective. We consider that a rail connection to Horton Quarry is imperative, and that some further road to rail transfer is feasible at Acrow Quarry, Helwith Bridge.

We suggest the following should also be **supporting organisations**:

Transport for the North. TfN are currently developing their Strategic Transport Plan, which includes the Long term Rail Strategy. We would urge you to work with them (we hope you are already doing so) to further this objective.

Network Rail. NkR are critical to any infrastructure developments on the national railway system.

The Settle and Carlisle Railway Development Company.

Friends of the Settle - Carlisle Line.

E5. Support the development of rail services and related economic uses along the Leeds-Settle-Carlisle Railway, measures to re-instate the former Colne-Skipton line, and the reinstatement of the Wensleydale Railway from Redmire to Aysgarth starting before 2024.

We fully support this objective. We would like to see this development include:

- *A higher frequency train service* (to be introduced in December 2019 timetable for the existing Leeds-Carlisle route; in the longer term, to include the new services proposed below.
- *New regular service Manchester Airport-Manchester-Bolton-Blackburn-Hellifield-Settle-* stations to Carlisle.
- *New regular service East Midlands (Nottingham or Leicester) – Sheffield-Wakefield-Leeds-Keighley-Skipton- Settle- Kirkby Stephen-Appleby-Carlisle*
- *Some trains extended to Glasgow.*
- *Dedicated comfortable rolling stock*, with seats aligned to windows, and with adequate room for bicycles.
- *Wensleydale Railway.* We wish for the National Park Authority to work with Wensleydale Railway plc with the objectives of (a) being able to access Northallerton main line station on an adjacent line and (b) having a long term goal of continuing to extend westwards, eventually reaching Garsdale. This requires close cooperation with North Yorkshire County

Council, with the eventual aim for heritage services to be supplemented by services with a public transport purpose.

- *Skipton-Colne*. Like yourselves, we very much welcome the DfT /TfN commissioned feasibility study. We are confident that it will find a strong case for reinstatement, including the upgrading of the current line from Rose Grove to Colne. As well as a much needed passenger service linking Pendle with Skipton, Leeds and Bradford, the connection at Skipton with Settle and Carlisle trains provides new opportunities for easy access to the Dales for East Lancashire residents. It would also give these residents access to the Bentham Line (Leeds- Hellifield-Lancaster), which has an inadequate service at present; we would like the Management Plan to actively seek an enhanced timetable on this route.
- *Huddersfield to the Dales*. The northern part of the South Pennines area (basically Kirkstiles and Calderdale) is not directly connected to the Dales by rail. We would like to see, as a future aspiration, a Huddersfield-Brighouse - Halifax-Sowerby Bridge -Hebden Bridge-Burnley – Accrington-Blackburn-Clitheroe-Hellifield-Settle- stations to Carlisle service (stopping pattern provisional!) but in the meantime , we would like to see such as service run on summer weekends as a Dales Rail service, well advertised, and using rolling stock with a good level of passenger comfort.

Supporting organisations should also include Northern Railway (Arriva Trains North) and the Lancaster and Skipton Rail User Group.

E8. Deliver at least one key economic development project in Craven, Eden, Richmondshire and South Lakeland, and increase the number and range of jobs so as to increase gross value added (GVA) by 10% by 2024.

We support this objective, but would like the YDNPA to encourage businesses, if appropriate, to locate near railway stations to reduce car commuting.

F7. Determine the demand from local communities and visitors for bus services to and within the National Park, and use that information to work with operators and community transport providers to provide services that:
a) meet the needs of local communities, with the 4 service hubs (Grassington, Hawes, Reeth, and Sedbergh) linked throughout the year to their nearest main service centre and railway station (Skipton, Leyburn, Richmond, and Kendal). b) link the main visitor destinations to the main visitor catchments via Harrogate, Ilkley, Northallerton, Ingleton, Kendal, Leyburn, Richmond, Settle and Skipton.

Whilst our remit does not cover buses *per se*, we strongly advocate integration and connectivity between bus and train services as part of a comprehensive public transport system. We would like to see some of the connecting services, especially daily ones, being embedded into train timetables with through ticketing (not just Plus Bus) available and well advertised on a national basis. We would like to see bus and rail cooperation at East and West Coast Main Line stations, and would like to see regular rail-linked services from Northallerton to Richmond and Reeth, and Penrith to Appleby, Brough and/or Kirkby Stephen and Middleton-in-Teesdale.

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