

Cheryl Atkinson

From: Jackson Adam <Adam.Jackson2@networkrail.co.uk>
Sent: 16 July 2015 16:04
To: LDF
Cc: Cooke Sue
Subject: PLAN Selby

Good afternoon,

Please find below brief comments on the draft of PLAN Selby Infrastructure Delivery Plan (in [blue](#)):

2.12 “Network Rail’s Northern Route Utilisation Strategy (RUS) seeks to balance capacity, passenger and freight demand, operational cost, and address the requirements of funders and stakeholders. The RUS for this area forecasts significantly more growth in rail usage over the next ten to twenty years. Doubts are expressed on the likelihood of accommodating growth in services, such as increased frequency and new rolling stock, beyond further train lengthening.”

[RUS will be superseded by the North of England Route Study \(NERS\), which commences in January 2016 and will investigate demand for Rail, and associated service/infrastructure enhancements to 2043. The Yorkshire Rail Network Study \(YRNS\) acts as a precursor to NERS and will identify potential enhancements required to meet demand to 2023. The YRNS will help inform both the NERS and the Initial Industry Plan for Control Period 6 \(2019-2024\) in which priority infrastructure interventions will be identified.](#)

[Franchising \(2.21\) will clarify rolling stock assumptions for Transpennine and Northern services. This will be fed into NERS and used to investigate capacity issues.](#)

2.13 “The provision of additional car parking at South Milford (estimated cost excluding land acquisition is some £500,000) and installation of lifts at Selby (estimated costs is some £1.5 million) are considered to be particular priorities. Both of these projects are likely to involve funding from the rail authorities and developer contributions (possibly through CIL).” [Could you please clarify who regards South Milford parking and Selby lifts as ‘particular priorities’?](#)

2.14 [Micklefield Parkway is no longer being considered. Instead the East of Leeds capacity study is intended to identify options to increase capacity to meet demand from Leeds to Micklefield and beyond. This is part of Northern Programmes \(Yorkshire\) and is currently under funding review to clarify scope.](#)

2.15 [Transpennine electrification – paused pending review as per the announcement by the Secretary of State for Transport on 25th June 2015.](#)

2.16 [More accurate to say that the High Speed network is planned to interface with the classic network at Ulleskelf](#)

2.19 “Recent funding announcements mean that most well-used services can expect to have an extra carriage added, leading to capacity to seat up to 100 more passengers on each journey.” [Could you please clarify the source and details ?](#)

Please do not hesitate to get in touch should you require further input.

Regards,

Adam

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