

IMMEDIATE ACTION – November 2017

With the HS2 Phase 2b Hybrid Bill and associated scheme design now being prepared, it is essential that this makes provision for three key features.

1. **Sheffield to North Link.** The Secretary of State has asked HS2 Ltd to examine a connection back onto the HS2 main line north of Sheffield through a junction near Clayton to help deliver Transport for the North's (TfN) ambition for frequent 30 minute services between Sheffield and Leeds. Powers are to be sought in the Hybrid Bill, with provision for this junction within the HS2 budget. The Trust suggests that a connection should be made 7 miles further south at Thrybergh, separating High Speed (HS) trains from those stopping at Moorthorpe, Goldthorpe and future stations on the present line.
2. **The Hook.** A link from HS2 at Hunslet through Holbeck into the existing Leeds Station, allowing HS/NPR trains to pass through Leeds and head East towards York, the North East and Scotland.
3. **Thorpe Park Junction.** A link between the present Leeds/York line and HS2 to separate HS/NPR trains from slower services on the existing line through Garforth and Micklefield. Items 2 & 3 would also assist HS trains to access the proposed rolling stock depot in the Aire Valley.

HIGH PRIORITY – Winter 2017/18

Leeds East Four-Tracking. The twin-track line to the East of Leeds is at capacity for much of the day and so is a major brake on developing rail services in the region. It is essential that plans are taken forward to add two additional tracks from Leeds to Thorpe Park, where HS/NPR services would join the HS2 main line (item 3 above). In many areas, space for additional tracks is available within the present formation (or can be reserved through development areas) but a new viaduct will be required through the City Centre – very little demolition will be needed were this to be built alongside the existing viaduct.

HIGH PRIORITY – Winter 2017/18

Northern Powerhouse Rail. Transport for the North is progressing plans for a network of high speed rail services between its principal cities, from which frequent local services would serve the wider city regions. Research has shown that a station at Bradford on the Leeds to Manchester line would deliver major benefits to the region's economy and so should be included in the scheme specification.

MEDIUM PRIORITY – 2018

Pressure should be maintained to ensure delivery of the Calder Valley Line Upgrade & Electrification (like TransPennine, best served by fully electric stock) and the Harrogate to York Upgrade.

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HIGH PRIORITY – Winter 2017/18

The Trust seeks commitment to and delivery of a number of short to medium-term projects which will enhance rail journeys.

1. **TransPennine Electrification.** It has been said that the introduction of bi-mode trains could reduce the need for electrification but this steeply-graded route through heavily-populated narrow valleys with many stations would be best served by modern electric stock offering better acceleration and lower trackside air pollution.
2. **East Coast Mainline Upgrades.** Network Rail is implementing a series of power and route enhancements between London and Yorkshire – these should be progressed as soon as possible to enable a more intensive and reliable rail service on this key route in advance of HS2.
3. **New Stations.** The Trust supports WYCA and local authority projects to introduce new stations at Thorpe Park (built for a 4-track railway), White Rose, Leeds Bradford Airport and Elland but these should be able to offer a regular high-frequency service from the outset.

IMMEDIATE ACTION – November 2017

Leeds Station Masterplan. The plans currently being prepared for the Yorkshire Hub should take into account potential initiatives such as 4-tracking, through HS2/NPR routes and moving more services onto easterly approaches to the station.

MEDIUM PRIORITY – 2018 onwards

A number of longer-term opportunities have been identified and it is vital that these should be explored fully by feasibility studies – in the meantime, potential routes should be protected from development.

1. **North East Leeds Line.** The re-opening of part of the former Wetherby line would provide rail services to a key residential development zone and P&R location. It would also offer a destination for through services from North West Leeds, so reducing the need for terminal platforms at City Station. Current proposals for the East Leeds Orbital Road would cut the former route and significantly increase reopening costs.
2. **East Leeds Line.** Reopening the former line from Garforth to Castleford, much of which remains clear of development, would provide an alternative route for trains from Castleford/Pontefract to Leeds, potentially delivering a 'circle' line through Wakefield and also reducing demand for West-facing terminal platforms at Leeds.
3. **SELRAP.** There is a long-standing campaign to restore the line between Skipton and Colne – the Trust supports this initiative to link two networks and increase journey opportunities.
4. **Aire Valley Line.** To remove more services from the western throat of Leeds Station, a new line across the Aire Valley could allow trains from Wakefield, Barnsley and Castleford to pass through Leeds and continue on to destinations to the West, so enhancing journey options.

PRIORITIES FOR RAIL

November 2017



Transport in Leeds

Leeds Civic Trust wishes to see Leeds as a sustainable, liveable and fair city in which transport helps people to lead rich, productive, varied and healthy lives. Moving around the city and the City Region should be an affordable, efficient and seamless experience.

The needs of the whole city should be catered for by the transport system. It should enhance the city's built and natural environment and help Leeds to meet its global environmental obligations.

The transport system should help to create appealing places in which people choose to spend time, relax and do business. It should support the city's economy, enabling businesses to be productive and giving people access to a wide range of employment, leisure and educational opportunities.

Rail is a key element in this vision and the Trust has, from the outset, supported the development of HS2 as a core element in the region's connectivity.

However, this must link seamlessly to initiatives such as NPR, enhancements to local rail services and other public transport improvements.

All these should be delivered in an integrated manner in order to maximise the benefit of the investment which is targeted at enabling significant growth in the local economy to deliver greater prosperity to all communities in the region.

With many decisions to be made shortly on the detailed design of High Speed 2 (HS2), Northern Powerhouse Rail (NPR), enhancements to existing routes and new stations, Leeds Civic Trust has prepared this paper to highlight issues which need to be resolved in the near future if our vision for rail is to be met.

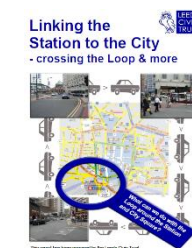
The Trust is seeking to ensure that the longer-term picture is not forgotten in moving forward today, with scope for essential future enhancements allowed for if not built into plans being prepared now.

The proposals included here are intended to ensure that the region obtains a world-class rail network as a key part of an integrated public transport system delivering prosperity to the area's residents, visitors and businesses.

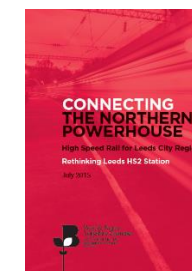
The key Priorities are shown on the plan inside this leaflet and described briefly in the text alongside the drawing and on the reverse.

Leeds Civic Trust Transport Initiatives

The Leeds Civic Trust has worked with many stakeholders with the objective to ensure that our views can be captured and promoted in appropriate places, contributing positively to the debate on rail projects in the region. Key recent rail-focussed initiatives are set out below.



Linking the Station to the City - crossing the Loop & more



Connecting the Northern Powerhouse

In 2008, as a contribution to the 'City Vision' debate, the Trust published a discussion paper setting out options for enhanced links between the station, City Square and the retail/commercial areas. This included suggestions as to realigning the Loop and relocating taxis, buses and car parking to better serve rail users.

In July 2015, the Trust worked with the Chamber of Commerce to publish a report which advocated an alternative approach to the development of the Leeds terminus for HS2 services from the South. We were concerned that a station at New Lane (South of the river) would inhibit connectivity to the wider region and advocated accommodating HS2 trains within an expanded City Station, offering opportunities to operate HS2 trains through Leeds to York and the North East as well as cross-platform interchange.



The Yorkshire Hub

The integrated principle was supported by other local stakeholders and led to HS2 publishing revised proposals for The Yorkshire Hub, an integrated station albeit at right angles to the present alignment due to capacity issues within the present station footprint.

The Leeds Civic Trust continues to campaign for an integrated approach to the design, development and operation of the Yorkshire Hub, working with Leeds City Council, the Chamber of Commerce, the Leeds Sustainable Development Group and others. It is vital to ensure the new station fits well into the city fabric, with high quality building design and a public realm worthy of a world-class destination. Through integrating rail and other transport modes, the value of investments made can be maximised, delivering enhanced journey opportunities and so increasing economic development of the sub-region.

Rail Priorities for Leeds and West Yorkshire

