

Leeds Rail Infrastructure – Integrated Rail Plan for the North and Midlands

Date: 20th September 2023

Report of: Director of City Development

Report to: Executive Board

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Since 2010 consultation has been undertaken on HS2 coming to Leeds. The outcome of the first consultation was published in 2012 and further consultation was undertaken in 2013 on the proposed routes.

In 2015 Sir David Higgins published the Leeds Hub report which set out the need for a 'T' shaped station in Leeds enabling Northern Powerhouse Rail (NPR) and HS2 trains to arrive in Leeds and interchange with the sole city centre existing station.

In February 2020, the government published the outcome of the independent Oakervee report advising whether and how to progress HS2. This advisory report resulted in a recommendation for the development of an Integrated Rail Plan for the North and Midlands to be progressed.

On 18th November 2021 the government published the Integrated Rail Plan for the North and Midlands which was reported to Executive Board December 2021 which recommended the electrification and upgrade of the Leeds to Bradford line, the development of proposals for a mass transit system in West Yorkshire, it endorsed the Trans Pennine Route Upgrade and further upgrade of this existing route for NPR and it also proposed a further study into how to bring HS2 trains to Leeds from the East Midlands.

On 17th July 2023 the government published the Terms of Reference for the study into how to bring HS2 trains to Leeds. It indicated that it would take 2 years for the study to be completed and a Strategic Outline Case developed for the preferred option.

The Council working in partnership with Local, Regional and Transport Authority partners from the East Midlands to the North East supported the commissioning of an independent study by SLCRail to investigate the opportunity to deliver the benefits, rail capacity, frequency and connectivity needed to connect the East Midlands, South Yorkshire, West Yorkshire and the North East - building on the Integrated Rail Plan commitments, the existing programmes of rail infrastructure, and taking a phased approach to delivery. Enabling benefits to be delivered by 2040. The proposal does not preclude the delivery of the full HS2 eastern leg in future however it recognises that the economies of the East Midlands, South Yorkshire, West Yorkshire and the North East need to be better connected by rail as soon as possible if they are to resolve the transport poverty and poor productivity currently holding them back.

Recommendations

That Executive Board

- a) Note the update on the Integrated Rail Plan for the North and Midlands
- b) Endorse the SLCRail recommendation for a phased approach to delivering rail capacity, frequency and connectivity for the eastern regions and in particular the initial delivery of a 'T' shaped station in Leeds and line to connect into an upgraded and electrified route from Sheffield to Moorthorpe.

What is this report about?

- 1 Consultation on HS2 services and route to Leeds were undertaken by HS2Ltd, Network Rail and Department for Transport including 2010 and 2013 consultations on the route for HS2 Phase 2B. In 2015 Sir David Higgins published the Leeds Hub report which set out the need for a 'T' shaped station in Leeds enabling Northern Powerhouse Rail (NPR) and HS2 trains to arrive in Leeds and interchange with the sole city centre existing station.
- 2 In February 2020, the government published the outcome of the independent Oakervee report advising whether and how to progress HS2. This advisory report resulted in a recommendation for the development of an Integrated Rail Plan for the North and Midlands to be progressed.
- 3 On 18th November 2021 the government published the Integrated Rail Plan for the North and Midlands which was reported to Executive Board December 2021 which recommended the electrification and upgrade of the Leeds to Bradford line, the development of proposals for a mass transit system in West Yorkshire, it endorsed the Trans Pennine Route Upgrade and further upgrade of this existing route for NPR and it also proposed a further study into how to bring HS2 trains to Leeds from the East Midlands. On 15th December 2021 a report to Executive Board set out the implications for Leeds of the IRP which had been published on 18th November 2021.
- 4 The November 2021 IRP proposed that:
 - A new HS2 Eastern Leg will be built from Birmingham to East Midlands Parkway instead of the planned Toton route and upgrade existing line to take high speed trains into Nottingham and Derby and onto Sheffield on an upgraded Midland Mainline – design has commenced which will be followed by public consultation and hybrid Bill process over the next few years
 - The land safeguarded for HS2 Phase 2B eastern leg will remain safeguarded. In Leeds this includes the HS2 station, line out to Stourton, the proposed depot site at the Enterprise Zone, part of the East Leeds rail corridor, the line south towards Clayton junction and the line north towards York. A significant proportion of the land impacted is designated for Employment use under the Site Allocation Plan.
 - For NPR, the government has chosen the option which includes a mix of newbuild line and upgrade via Huddersfield, and extended commitment to Liverpool (giving 40 miles of new high-speed line), and York. NPR trains will use fully electrified, expanded and upgraded conventional lines between Liverpool and Warrington, and then progress on high-speed lines to Manchester and Marsden located at the western border of West Yorkshire. From the east of Standedge tunnels, Leeds trains will run on an upgraded electrified line. Trains are forecast to run from Manchester to Leeds in 33 minutes by an undisclosed timescale. The IRP does not include within the TRU and NPR work how these trains will be accommodated within Leeds Station or the immediate approaches to it. Work has

commenced on TRU the new Morley Station has been completed and there is a Transport and Works Act Order (TWAO) currently out to statutory consultation for parts of the TRU upgrade between Kirkgate and Micklefield.

- The line between Leeds and Bradford will be upgraded and electrified, giving a non-stop journey time, which the IRP proposes could be as low as 12 minutes. Work has commenced on the feasibility stage.
- Digital signalling will be delivered on the East Coast Mainline, along with an upgraded power supply to allow longer and more frequent trains, increase maximum speeds from 125 mph to 140mph in some places, improve the capacity of stations, and remove bottlenecks such as flat junctions and crossings.
- A review of how to bring high-speed trains to Leeds and consider Leeds Station capacity is proposed in the IRP. It is understood that Leeds Station capacity includes the rail network feeding in as well as the station itself. Terms of Reference were published in July 2023.
- Funding will be provided towards the development of a new West Yorkshire Mass Transit System. The IRP aims for the first Mass Transit services to be operational in the second half of this decade. WYCA has commenced design development.

- 5 On 17th July 2023 the government published the Terms of Reference for the study into how to bring HS2 trains to Leeds and indicated that it would take 2 years for the study to be completed and a Strategic Outline Case developed for the preferred option. The Terms of Reference set out a list of five options for bringing HS2 trains to Leeds albeit they suggest that this could be expanded as follows;
- a) via Newark: the extension of HS2 Nottingham services via Newark and the East Coast Main Line route
If this was the sole preferred option it would not provide Leeds with the frequency, capacity, eastern core cities connectivity or journey time improvements required to improve productivity.
 - b) via Sheffield: the extension of HS2 services from Sheffield
If this was the sole preferred option it would create additional congestion on the already congested existing Leeds / Sheffield route which would be likely to impact existing local services and increase the congestion between Wakefield and Leeds.
 - c) via Manchester: the extension of HS2 services from Manchester assuming Northern Powerhouse Rail (NPR) infrastructure and the HS2 Phase 2b Western Leg as set out in the High-Speed Rail (Crewe-Manchester) Bill, including a new high-speed surface station at Manchester Piccadilly
If this was the preferred option it would have a significant negative impact on Leeds. Firstly it would not improve rail connectivity to Sheffield, Chesterfield, Nottingham, Derby, Leicester which would restrict economic growth including failing to improve connectivity between 3 Core Cities and secondly for the additional HS2 trains to access Leeds Station from the West it would require additional lines into the station from the west however this is one of the fastest developing areas of the city centre providing both hundreds of homes and grade A office space for which there remains significant demand in the city.
 - d) via Erewash: with upgrades and electrification to the Erewash Valley (East Midlands) and Old Road (South Yorkshire) lines, as well as sections of a new line to complete a route to Leeds
The implementation of the original proposal to develop a T shaped station and new line into Leeds would provide the connectivity frequency of services and capacity at Leeds Station which is critically needed the Erewash line improvements would increase capacity,

frequency and journey time from the East Midlands into South Yorkshire. However, the Old Road has just seen an increase of local services which may have to be displaced and also by-passes Sheffield which would not then deliver the critical Northern Powerhouse Rail services between Sheffield and Leeds.

- e) via full Eastern Leg: completing the HS2 Eastern Leg from the East Midlands broadly, as previously scoped

10 years of development work and tens of millions of pounds have gone into developing this solution including the safeguarding of land from Birmingham to York and a significant programme of land acquisition has already taken place. However it is not clear how this fits with the commitment already made in the IRP which would mean the eastern leg would now need to connect East Midlands Parkway instead of Toton and it is unclear what else may have to change to accommodate other commitments in the IRP and in turn what the impact would be on capacity, connectivity and frequency of services. This still presents the best option for Leeds given it would support 400m trains arriving in Leeds again rather than only 200m which a route that only goes via Sheffield leads to. It would deliver NPR services between Leeds Sheffield and to York and Newcastle providing much needed additional capacity on the network which only new line can provide.

- 6 DfT and Network Rail propose to establish Strategic and Working Groups to discuss the options appraisal process with impacted Local and Regional Authorities and are discussing the establishment and terms of reference for these with WYCA. However, the Terms of Reference are clear that DfT will be solely responsible for the final option recommended to Ministers.
- 7 Crucially it is worth noting that the Transpennine Route Upgrade is about meeting current capacity requirements east – west. The IRP refers to a core NPR upgrade east-west following on from TRU but the specification and impact of this are not yet known. The eastern leg of HS2 would have delivered the NPR services and infrastructure between Leeds and Sheffield. With the IRP study into HS2 trains to Leeds having only just commenced, and taking 2 years to complete and then time to implement a consenting strategy and build improvements, the ability to improve productivity through better rail connectivity is significantly delayed into the late 2040's.
- 8 In considering what the right option is for determining how HS2 trains will arrive in Leeds thought must be given to a number of factors at a detailed level. These can be identified as a number of critical tests as shown below;
 - a) Resilience – ensuring that in the event of the closure of the existing station in a civil emergency alternative rail travel from the city centre is possible and even more importantly to ensure that the economy is maintained and grown for the city
 - b) Local Connectivity - Onward travel – Pick up and drop off at the existing station is constrained, impacts negatively on the highway network and was to be solved through the T shaped station this must be solved as part of the preferred option
 - c) Regional Connectivity - Must connect Leeds with its neighbours Sheffield and Bradford as well as regionally with Nottingham, Derby, Chesterfield, Newcastle
 - d) Deliverability – unlike in 2000, there is no land in the city centre to build a temporary station while works to the existing are undertaken. Leeds station and approach lines are both constrained by geography and developments.
 - e) Economy - inevitably any proposals will cause disruption, but this needs to be balanced in terms of disruption to rail passengers, residents, employers, highway network and the delivery of early benefits
 - f) Passenger Safety – pedestrian capacity is very constrained at Leeds Station, Leeds Existing Station Programme will improve this based on existing rail programmes, a preferred option must ensure that both pedestrian and network capacity issues are addressed.

- 9 In addition, at a strategic level consideration needs to be given to the critical importance of Leeds Station as an economic enabler for the city and wider West Yorkshire region, its role as the principal transport hub in the city, and 12th busiest station in the UK located at a vital point in the national network.
- 10 Against this background its proposed that the strategic solution required needs to provide longevity in meeting the future rail needs of Leeds to enhance resilience at a key part of the rail network. To that end it is considered that the 'T' shaped station provides the additional resilience required for the future, releasing capacity on the network and that will provide for the rail infrastructure needs of the city for the remainder of the 21st Century. In contrast options which rely solely on East – West alignments risk providing an incremental approach to meeting the city's needs, which ultimately will not provide the same longevity as the 'T' shaped solution and the resilience it affords.
- 11 Given the significant delay in the publication of the Terms of Reference, the 2 years it is anticipated the study will take leading to further design development and work and a solution potentially not being delivered until the late 2040's – early 2050's a group of eastern local, regional and transport authorities including Leeds City Council jointly commissioned an independent Rail Consultant SLCRail to undertake gap analysis and identify how these gaps could be met, building on existing commitments in the IRP and other rail programmes already committed, such as the electrification of the Midland Mainline, to deliver significantly improved capacity, connectivity, frequency and reliability of services across the East Midlands, South Yorkshire, West Yorkshire, York and through to the North East.
- 12 SLCRail recommended a phased approach to delivery, attached at appendix A, which could commence straight away and be delivered over the next decade and a half delivering benefits incrementally as each phase is completed. The approach recommended is as follows;
 - a) Secure the pre-HS2 benefits, including Midland Mainline (MML) electrification, frequency restoration and new rolling stock
 - b) Secure the benefits delivered by IRP
 - c) Phase 1: Deliver a new/upgraded railway between Sheffield and Leeds and Sheffield and York and the new station in Leeds
 - d) Phase 2: Deliver an upgrade of Erewash Valley line
 - e) Phase 2: Deliver an upgrade of Nottingham – Newark and Leamside Line
- 13 Phase 1 would deliver major journey time and frequency improvements between: Sheffield and Leeds, Sheffield and the Northeast, East Midlands and Leeds/Northeast. The new route could also be used to bring London HS2 services to Leeds by extending London – Sheffield HS2 services. At present there is only one train an hour between Leeds and Sheffield which takes less than an hour despite there only being a distance of 37 miles between the two core cities.
- 14 Phase 2 and 3 would deliver further faster Birmingham – Sheffield and Birmingham - Leeds services, enable a major improvement in East Midlands – Leeds/North East services (via the upgraded East Coast Main Line included in the IRP) and would enable freight to be diverted off the East Coast Main Line and support delivery of all the above (and NPR) through creating capacity for more express services to the North East.
- 15 The group of eastern authorities combined as HS2East have written to Ministers asking that this recommendation is included as one of the options to be considered under the Terms of Reference options appraisal. Mayor Brabin has sought assurances from the Rail Minister that this recommendation will be included in the options appraisal study. This approach does not preclude the delivery of the full eastern leg in future but it does enable an earlier delivery of capacity and connectivity with Sheffield, the East Midlands and North East when the capacity will be needed in the mid 2030's, whereas delivery of the full eastern leg, as a result of the delays to date would now have a delivery date pushing into the late 2040's.
- 16 Leeds station has consistently been the busiest in the north for a decade while post COVID passenger return has been slow in the southeast it has bounced back in the North with Leeds Station at on average 86% of pre COVID levels despite a reduction in train services, and days

lost through industrial action and disruption on the Network. Moreover, post IRP the relative poor performance of the network remains a live issue. Recently published figures by On Time Trains, which reviewed national rail data showed that 42% of all services to Leeds were either delayed or cancelled.

- 17 The IRP did not address the need for additional pedestrian capacity in Leeds existing station. The 'T'-shaped station was originally due to be delivered by 2030 which would have provided additional pedestrian capacity in the existing station and would also have provided much needed pick up and drop off and interchange with public transport. With the delay in the delivery of the 'T' shaped station Network Rail is left with only their land at the back of the station on Princes Square to provide the facility for pick up and drop off of passengers from private vehicle, hackney taxis and private hire. As previously reported to Executive Board over the last 5 years the Council, WYCA, Network Rail, DfT, Transport for the North have been working in partnership to develop a programme of works in the existing station to increase pedestrian capacity. In July DfT and HM Treasury approval was announced by the Rail Minister for the Outline Business Case for the Leeds Existing Station Programme developed in partnership between Department for Transport, Network Rail, WYCA, TfN and the Council (circa £36m) for the next stage of design development and the development of the Full Business Case for the Leeds Existing Station Programme (LESP) pedestrian capacity improvements. LESP has been reviewed through the DfT Minimum Viable Product assessment which has limited the scope for the work which will now include a new overbridge and associated connections to platforms a new southern entrance on Neville Street, a drop down connection from the Southern Concourse to the Dark Arches (Sandford Street), the creation of a new connection from the Southern Concourse into Princes Square, improvements to the pick-up and drop off arrangements for the station in Princes Square and the provision of train and rail operator staff accommodation to enable the demolition of the current administration building. These improvements are essential to meet the forecast passenger growth for Leeds Station which if nothing is done to increase capacity will be full by the end of the decade.
- 18 The first phase of the Leeds Integrated Station Masterplan is the Leeds Station Sustainable Travel Gateway Project funded by Transforming Cities Fund allocated by DfT and WYCA. The £46.1m project being delivered by the Council on Network Rail land at the New Station Street entrance to the station is now on site. This is the first phase of pedestrian capacity increase at the station to meet the forecast passenger growth. It will improve passenger experience create a less congested and more secure pedestrian focussed environment, which will allow passengers to spill out safely from the Southern Concourse a 500 space cycle hub, taxi rank with improved accessibility and capacity and feeder ranks for taxis which replicate the space available currently, environmental improvements to Neville Street and Dark Neville Street to improve the pedestrian and cycling connections between the new residential communities in the South Bank. The works are scheduled to complete at the end of 2025.
- 19 Network Rail is reviewing the rail capacity within Leeds Station and on the surrounding network as part of their Leeds Area Improvement Programme (LAIP) Included in this work is the extension of platform lengths, building on the extension to platforms 1-7 and the installation of Platform 0 to meet the passenger capacity requirements for this decade. This work has progressed from SOBC to OBC stage and includes the extension of Platform 17 and improvements to Platform 16, a review of extensions for platform 12 and 14.
- 20 The Terms of Reference set out the basis for the rail capacity study for Leeds existing station which will include but not be limited to;
 - a) alterations including new platforms at the existing Leeds station
 - b) non-infrastructure solutions, such as dwell times and timetable changes, including possible changes to the balance of through and terminating services at Leeds and potential changes to surrounding routes and stations to enable these
 - c) implications of the different options to run HS2 to Leeds on the wider network, such as capacity at Sheffield station

- d) opportunities for West Yorkshire mass transit to release capacity at Leeds
- 21 The Terms of Reference confirm that when DfT is considering the case for change and the value for money (VfM) assessment, the study will take into account wider transport interventions included in the Integrated Rail Plan or relevant to the route corridor (including mass transit, NPR and ECML upgrades, and improvements at and around Leeds station). It will also take into consideration DfT's post-COVID-19 long-term rail demand scenarios and analysis of the:
- a) future demand for different rail services to and within the Leeds area
 - b) potential train service specifications building on the assumptions in the Integrated Rail Plan
 - c) economic impacts that transport interventions could support, such as levelling-up, regeneration and housing
 - d) environmental impacts from both the construction and operation
 - e) rail capacity in the area covered by the scope
- 22 It is important to note that the IRP is silent on how the increased transpennine Services will access Leeds Station from the upgraded and electrified transpennine route and also how the increased services on the upgraded and electrified Leeds – Bradford route will access Leeds Station. The HS2 trains to Leeds IRP study will also look at Leeds rail station capacity over the next 2 years.
- 23 Given that Leeds station already has 6 lines coming in from the West on viaduct and 2 lines coming in from the East on viaduct the Leeds Integrated Station Masterplan anticipated that the additional capacity required in the station would be met by the new 'T shaped station and that this would also free some capacity in the existing station. The 'T' shaped station was also intended to provide resilience given that Leeds only has one city centre station which is the busiest in the North and the T shaped station would effectively provide a second city centre station capable of operating in isolation if needed.

What impact will this proposal have?

- 24 The role of transport investment is not simply about moving passengers and freight in a more efficient way. Transport investment changes the structure of cities and local economies in a way that can shape economic activity and provide the foundation for growth. Most significantly, transport interventions can affect development patterns, through altering business connectivity, and through changing access to labour and product markets
- 25 For businesses within the safeguarded land for HS2, opportunities for them to redevelop or expand their sites and businesses remain on hold. This creates the risk that businesses may have to choose to relocate and with the shortfall in available employment land within the Leeds boundary due to the significant area of employment land which is safeguarded this risks jobs being lost in Leeds rather than gained as projected in the HS2Growth strategy through both the delivery of the infrastructure and the step change in connectivity it would provide.
- 26 Between 2000 and 2019 passenger numbers at Leeds Station grew from 9 million to 34 million. In October 2021 Station usage was higher than Oct 2019 and on average Leeds Station is at 86% of pre covid numbers despite a significant reduction in services and disruption due to infrastructure works and industrial action. Leeds Station is anticipated to reach capacity in the early 2030's. The LESP works to increase the pedestrian capacity of the station will help with this, however to provide resilience by providing a second city centre rail station, to meet forecast demand by 2040 and beyond, to resolve pick up and drop off congestion at the existing station and to provide network resilience a T shaped station is needed.
- 27 The IRP Terms of Reference refer to an option of bringing HS2 trains solely into Leeds Station from the West, however, the western approaches to the Station have limitations, they weave their way through dense city centre development and consented development sites delivering thousands of new homes and offices. A freight path exists across all of the lines into the western throat of Leeds Station which constrains the capacity on the existing lines and

contributes to journey time delays. This proposal would also fail to improve connections by rail between Leeds, Sheffield, Chesterfield, Nottingham, Derby, Leicester and Birmingham reducing opportunities for economic agglomeration.

- 28 The Council has an adopted Local Development Plan including a Site Allocation Plan (SAP) which identifies land for future employment and housing. The Government and Network Rail were both statutory consultees in the development of the SAP and only the safeguarded land for HS2 rail was identified as requiring land for rail in Leeds. The Council is now commencing the Call for Sites to develop a Plan for employment and housing land up to 2040. Apart from the Transpennine Route Upgrade the majority of the rail schemes in the IRP are either at feasibility or study stage, and as a result confidential. This means the land which will be required for rail infrastructure in the future is unclear. While designs and business cases are developed for these rail programmes over the next 2-5 years the city will continue to develop and grow making it more difficult for infrastructure outside the safeguarded land to be delivered.
- 29 This is why it is important that the T shaped station and connection to Sheffield is built and its delivery accelerated to enable the decant of services from the existing station to the T shaped station freeing space to accommodate the planned additional services from the West and Bradford.
- 30 The incremental approach to investment set out in the SLCRail recommendation would capitalise on the investment already made in designing the 'T' shaped station in Leeds and new connection to the Sheffield – Moorthorpe line, the consenting strategy has already commenced with the safeguarding of the land, it would reduce the requirement for rail infrastructure in parts of the city not currently safeguarded and therefore reduce potential blight.
- 31 An Equality, Diversity, Cohesion and Integration (EDCI) Screening has been carried out and is attached as an Appendix.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 32 Increasing rail capacity supports the inclusive growth agenda by supporting the delivery of 21st century infrastructure, maximising the economic benefits of culture and doubling the size of the city centre through the regeneration of South Bank.
- 33 This impacts on the Connecting Leeds Transport Strategy and Action Plan (2021-24) presented at the 20th October 2021 Executive Board, which set out the vision for Leeds to be a city where everyone has an affordable, low carbon, healthy and accessible choice in how they travel. A fundamental aspect of this is the ambition to deliver a 100% increase in modal shift towards rail and the development plans for the railway station to meet anticipated growth.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

- 34 Ward Members from Hunslet and Riverside and Beeston and Holbeck are consulted as milestones are reached on the redevelopment of the existing station.
- 35 The Executive Member for Sustainable Development and Infrastructure has been briefed on the Integrated Rail Plan implications and the redevelopment of the existing station.
- 36 Ward Members for all wards affected have been consulted on the SLCRail report and no comments have been received.

What are the resource implications?

- 37 The Station Development team in City Development works in partnership with DfT, Network Rail, WYCA, Transport for the North to deliver the Leeds Station, rail and place improvements.
- 38 The Station Development team works with colleagues from Local Authorities in Leicestershire, Nottinghamshire, Nottingham City, Chesterfield, Derbyshire, Derby, Sheffield, Bradford, York, in addition to East Midlands Councils, Transport for the North, South Yorkshire, West Yorkshire Combined Authorities, West Midlands and North East transport authorities to develop rail improvements which benefit all authorities by reducing transport poverty and improving productivity.
- 39 Phase 1 of LISM The Leeds Station Sustainable Travel Gateway Project is being delivered by the Council funded by WYCA and on Network Rail land and is on site due for completion 2025.
- 40 Funding has been allocated by DfT and HM Treasury from the DfT Rail Network Enhancement Pipeline (RNEP) funding programme for the delivery of LESP including £36 million over the next 2 years for the development of the designs and Full Business Case.
- 41 Funding has been allocated from RNEP for the extension of further platforms through LAIP.
- 42 Funding has been allocated through the IRP for the DfT and Network Rail development of the Study into how to bring HS2 trains to Leeds and Leeds Station Capacity.
- 43 Funding has been allocated through the IRP for the first stage of development of the SOC and OBC for Mass Transit in West Yorkshire.
- 44 Funding has been allocated by DfT for the Transpennine Route Upgrade and electrification.

What are the key risks and how are they being managed?

- 45 That timescales for decision making on the implementation of rail schemes in Leeds are further delayed and cause blight in terms of future development and impact negatively on the City's ability to deliver more homes and employment sites. The Council will seek to try to mitigate this risk through ongoing dialogue in partnership with WYCA with the Department for Transport.
- 46 That the IRP study into how to bring HS2 trains to Leeds and Leeds Station Capacity leads to a decision by government to abandon the T shaped station and bring the increased services into the existing station. This would potentially have significant implications for parts of the city not currently safeguarded. The Council has been invited to participate in strategic and officer working groups to feed into the options appraisal process. However, the Terms of Reference are clear that the final recommendation will be put to Ministers solely by DfT.
- 47 That the rail schemes are developed in isolation without addressing or accepting the competing needs for land and the importance of delivering city centre homes and maintaining a pipeline of employment land to support economic growth. DfT has indicated that an economic study will be undertaken in parallel with the technical options appraisal. The Council will seek to feed local knowledge and adopted policy information into this process.

What are the legal implications?

- 48 The land Safeguarded for the delivery of the HS2 Phase 2B eastern leg will remain safeguarded while the study is undertaken to determine how to bring HS2 trains to Leeds from the East Midlands.
- 49 The rail schemes committed to in the IRP are largely at feasibility stage and apart from the Transpennine Route Upgrade no public consultation has been undertaken in respect of the land requirements for the schemes and it is hoped that once the outcome of the study and details of

the IRP rail programmes are identified DfT and Network Rail will undertake public consultation on the proposals.

50 A Transport and Works Act Order has been published for the Transpennine route from Kirkgate to Micklefield to enable the delivery of the programme.

Options, timescales and measuring success

What other options were considered?

- 51 Do Nothing – This option was discounted because the City and region need significant rail investment in order to improve productivity which is poor as a result of the historic lack of investment in rail infrastructure and the current poor connectivity with Sheffield, Chesterfield, Nottingham, Derby, Leicester and Birmingham.
- 52 React to schemes as consenting plans are implemented – this would mean that rail schemes would be developed in isolation and by organisations not familiar with the economic requirements of the city.
- 53 Proactively work with Network Rail and Government to develop rail programmes – Over the last 10 years the Council has worked proactively with Government based on cross party support for the need to deliver additional rail capacity for Leeds. Whilst the IRP did not commit to all of the infrastructure that the city needs it did commit to deliver the Leeds - Bradford line upgrade, the TRU, LESP and LAIP all of which results in improved train services for Leeds to meet demand up to 2035. Therefore, this proactive and partnership approach is the preferred option to try to support the development of rail infrastructure in Leeds.

How will success be measured?

- 54 The outcome of the development of rail schemes under the IRP and under Network Rail's enhancements programme and the study looking at how to bring HS2 trains to Leeds must be developed taking into account, the economic growth needs of the city and its current adopted plans. This is essential to ensure that rail infrastructure and the improved connectivity, reliability and frequency of train services it delivers improves productivity and minimises its impact on homes and businesses.

What is the timetable and who will be responsible for implementation?

- 55 The timetable for delivery of the rail programmes is up to 2040 and will be implemented by DfT and Network Rail.

Appendices

- Appendix A - SLCRail Report and recommendation
- Appendix B – EDCI Screening

Background papers

None.