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Report to: West Yorkshire Combined Authority

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Subject: Vision for Northern Powerhouse Rail

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To update WYCA on the progress being made in Transport for the North's Northern Powerhouse Rail development programme, including on Leeds City Region's established position.

2 Information

Summary

- 2.1 WYCA and its Leeds City Region (LCR) partners have put forward a clear, convincing and evidence led position on its ambitions for Northern Powerhouse Rail and how it should serve this area. This includes NPR serving Leeds, York and Bradford. WYCA has also argued in support of a series of HS2/NPR touchpoints that will enable NPR services to use HS2 infrastructure, and for that to be included now in HS2's forthcoming design work for Phase 2b, the HS2 legs to Leeds and Manchester.
- 2.2 TfN are working on a Strategic Outline Business Case for NPR over the coming 12 months. This is on the basis of an emerging, preferred network endorsed by the Transport for the North (TfN) Partnership Board at its meeting on 14 September 2017.
- 2.3 The TfN Partnership Board agreed that the solution for NPR between Leeds and Manchester is a new railway that serves Bradford. They also agreed that Leeds – Newcastle will involve an upgrade of the existing lines and use of HS2, so enabling York to be served by NPR.

2.4 The TfN Partnership Board has a series of HS2/NPR touchpoints for inclusion in HS2's Phase 2b design work, including but not limited to junctions at Garforth, Stourton and Clayton, as well as refinement of the HS2 route near Manchester Piccadilly.

Background

2.5 WYCA has recently re-affirmed its priorities in relation to Transport for the North's (TfN) work programme and investment planning:

- A **Northern Powerhouse Rail Network (NPR)** that radically improves journey times across the North with **stops in Leeds, Bradford and York** and **integrates effectively with HS2**;
- Continued investment in the existing networks including significant improvements to the **Calder Valley Line** and **East Coast Mainline**;
- Consider how to reduce congestion and improve reliability on the **M62**. As part of this and the priority above, understanding how best to support our economic objectives by improving transport between Lancashire and Greater Manchester to West and North Yorkshire (including serving Leeds Bradford Airport (known to TfN as the '**Central Pennines Corridor**'));
- Delivery of the **Transpennine Route Upgrade** programme by 2022, to improve capacity and connectivity between but not limited to Manchester, Huddersfield, Leeds and York; and
- Delivery of **HS2** to the Leeds City Region.

2.6 WYCA and the Leeds City Region (LCR) LEP agreed this region's position and priorities for NPR in 2016. This was developed through collaboration with LCR public and private sector partners, and evidence based work on how NPR could best support the LCR SEP and emerging transport strategy vision and objectives. The position includes:

- NPR is just one part of the region's connectivity requirements and there are other layers and supporting measures that are needed e.g. intra-city region rail, other public transport and highways improvements;
- Nowhere should lose the connectivity that they have now, or will have through planned investments e.g. improved services committed through the new Northern and TransPennine Express rail franchises, and Transpennine Route Upgrade;
- Northern connectivity is multi-modal & NPR forms only one part of the connectivity that rail will provide for the North;
- NPR station design is fundamental in being able to make seamless connections to other rail and transport services.
- Intermediate NPR stations would deliver significant additional GDP benefits to the LCR economy over and above a single stop at Leeds. There is a strong case for a West Yorkshire NPR station to the west of Leeds. The evidence points to it being located in Bradford and in particular in Bradford city centre based on regeneration

opportunities and benefits to the economy and the labour market. There are strong, positive regeneration impacts and therefore a case for a NPR stop at York that would serve northern and eastern parts of LCR and Yorkshire.

- Those parts of LCR not directly on NPR can receive benefits from released capacity on the existing rail network.

2.7 NPR has been in development for a number of years, originally starting with the One North work and subsequently being promoted jointly by both TfN and the Department for Transport. WYCA, its district partners and wider stakeholders have been involved in this development phase to date, and a great deal of work has gone in to evidencing and arguing the case in support of the Leeds City Region's position on NPR.

2.8 It is a critical time in NPR's development over the next few months, with decisions being taken now around touchpoints with HS2 and the inclusion of these in HS2's Phase 2b Hybrid Bill design work. Also, a preferred, single option for the NPR network is being decided upon, as part of the development of a Strategic Outline Business Case (SOBC) to be completed later in 2018.

Information

2.9 At its recent Partnership Board meeting¹, TfN confirmed that its emerging vision for the NPR network is:

- A new line between Liverpool and the HS2 Manchester spur via Warrington;
- Capacity at Manchester Piccadilly for about 8 through services per hour;
- A new Trans Pennine rail line that connects Manchester and Leeds via Bradford;
- Significant upgrades along the corridor of the existing Hope Valley from Sheffield to Manchester line via Stockport;
- Leeds to Sheffield delivered through HS2 Phase 2b and upgrading the route from Sheffield;
- Leeds to Newcastle via HS2 junction at Garforth and upgrades to the East Coast Mainline; and
- Significant upgrades to existing line for Leeds to Hull (via Selby) and Sheffield to Hull (via Doncaster).

2.10 The NPR network could be delivered in phases, building upon committed and planned investment, matching outputs to the ambition of a network which can support the transformation of the northern economy.

2.11 An immediate priority for the TfN Partnership Board is ensuring that Northern Powerhouse Rail is fully integrated into the planning of Phase 2B of HS2, to ensure both maximum value for money and that NPR can be developed without delay. The

¹ 14 September 2017. A note of the main points of that meeting is appended to this report.

Board is calling on the Secretary of State for Transport to ensure that six vital touchpoints are included in the HS2 Phase 2B Hybrid Bill:

- Provision for a junction between HS2 and Northern Powerhouse Rail east of Leeds at Garforth to create capacity for NPR services from Leeds to York and beyond. This would enable faster Leeds – York – Darlington – Durham – Newcastle services, and release capacity for more local and commuter services east of Leeds.
- A connection south of Leeds at Stourton between the HS2 Eastern Leg and existing line into Leeds, enabling NPR trains to run from Sheffield to Leeds and on to York and the North East, thus connecting Leeds from north and south.
- A connection north of Sheffield at Clayton, enabling trains to run through Sheffield and rejoin the HS2 line to Leeds.
- Provision for a junction between HS2 and Northern Powerhouse Rail on the HS2 Manchester Airport spur south-west of the airport, allowing construction of a new line to serve Liverpool-Manchester Airport-Manchester.
- Provision for a junction on the HS2 mainline north of Crewe, allowing for HS2 services to Liverpool.
- Realignment of the HS2 route on the approach to Manchester Piccadilly to enable either an underground Northern Powerhouse Rail through station adjacent to the HS2 Manchester Piccadilly station or a surface turn-back station that supports delivery of higher level NPR service frequencies.

2.12 This clearly represents a significant step towards delivery of the Leeds City Region's ambition for NPR and how it should best serve this area in support of both the north's and our own economic and wider objectives.

2.13 NPR is however still in the early stages of development, and challenges remain in relation to but not limited to:

- The Secretary of State's decision in relation to the HS2/NPR touchpoints and their inclusion in the HS2 Phase 2b design work over the coming months;
- How exactly Bradford will be served by NPR – city centre or alternative option, along with the implications for classic rail network (and other transport mode) requirements in order to maximise the benefits;
- Development and delivery of an SOBC that meets a mutually acceptable appraisal criteria that recognises the north of England's specific requirements;
- Development and delivery in the short-medium term of the TransPennine Route Upgrade programme in a way that meets both DfT and north of England objectives.

3 Financial Implications

3.1 None as a result of this report.

4 Legal Implications

4.1 None as a result of this report.

5 Staffing Implications

5.1 None as a result of this report.

6 External Consultees

6.1 None.

7 Recommendations

7.1 That WYCA notes the positive progress being made through Transport for the North's Northern Powerhouse Rail programme, including in delivering the Leeds City Region ambition for NPR.

8 Background Documents

8.1 None.