

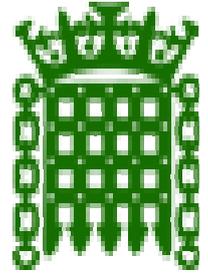


## All Party Parliamentary Light Rail Group

House of Commons  
London SW1A 0AA

Light Rail & Trams, Affordable & Sustainable Transport

*"The past we inherit, the future we build ourselves"*



*"TramTrain does it Greener and Cheaper on lightly used railway lines and in the streets"*

### PRESS RELEASE

Office of Greg Mulholland MP (Leeds North West)

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## Parliamentary Light Rail Group holds special meeting in Leeds to highlight TramTrain as city's best option

The All Party Parliamentary Light Rail Group, chaired by Leeds MP Greg Mulholland, last week hosted a special meeting of the Group in Leeds to discuss the way forward for a TramTrain system for Leeds city region.

It follows the announcement by that the inspector for the public inquiry into the New Generation Trolleybus (NGT) scheme had recommended government reject the scheme. Ministers have since confirmed that Leeds can keep the £173 million that had been allocated for the scheme, and instead use the funds for alternative solutions to Leeds's transport issues. The Parliamentary Light Rail Group has come out in support of proposals for a Leeds City Region TramTrain network, as supported by Leeds City Council leaders and promoted by Metro between Supertram and the NGT bid. A presentation, made to the Light Rail Group in 2009 put forward for TramTrain network starting with the conversion of the Leeds-Harrogate-York line, a line which is earmarked for and urgently needs electrification so could be converted to TramTrain at the same time.

This would also allow for the short TramTrain link to Leeds Bradford International Airport branching off the Leeds-Harrogate-York railway line with street running from the Kirkstall Viaduct to City Square (by Leeds Railway station). This would be the first line of a new TramTrain network that could then be developed in phases, to connect with Pontefract, Castleford and Wakefield and to Bradford via Shipley utilising existing heavy railway lines.

TramTrains and light rail generally have a proven track record of getting people out of their cars and on to public transport - which is exactly what the Leeds City Region desperately needs. Starting with this line would of course serve many of the same commuters as the NGT route, the A660 corridor and take pressure off the nearby A65 too, two of the most congested roads in the region. It also would allow the fixed link to Leeds Bradford Airport avoiding the need for controversial road links and an unnecessary 'parkway station'. Tram-trains are designed to share tracks with heavy rail vehicles, meaning that the important Harrogate to London service could still run from Harrogate to Leeds.

These meetings are by invitation only, where MPs, Stakeholders etc., within the Light Rail industry and invited members of the Public will have a chance to discuss debate and raise questions concerning Light Rail

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**COLAS RAIL**

Secretariat provided by  
Light Rail (UK)

Warrington, Cheshire, England,  
United Kingdom W92 3TX

Tel 01925 243500, Fax 01925 243000, 07721378223

Mr Jim Harkins FCILT

Email [applrguk@aol.com](mailto:applrguk@aol.com) [www.applrguk.co.uk](http://www.applrguk.co.uk)

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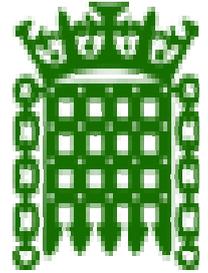


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A range of key individuals and organisations were invited to attend the meeting: All Leeds MPs and all members of the Parliamentary Light Rail Group, TramForward, which is the campaigning arm of the Light Rail Transit Association, the Yorkshire and Humber Infrastructure Alliance, and the Leeds, York & North Yorkshire Chambers of Commerce.

Greg Mulholland MP had also called for a Leeds Transport Summit of Leeds MPs, Leeds City Council and business leaders and this has now been organised for the 10th June.

**Greg Mulholland MP, Chair of the Parliamentary Light Rail Group and MP for Leeds North West said:**

*"It was a very positive meeting of the All Party Parliamentary Light Rail Group putting forward the very strong case for a tram-train network for the Leeds City Region starting with the conversion of the Leeds-Harrogate-York line, a line which desperately needs electrification anyway.*

*"As shown by other systems, the key is to start by converting an existing rail line and the Leeds Harrogate York line is the obvious one as it would serve many of the same commuters as previous planned schemes and also deliver the fixed link to Leeds Bradford International Airport avoiding the need for the costly and controversial road link. With greater frequency of service, it would also allow for the opening of some new stations including Arthington, which would get more people out of their cars. Longer term, once the network is serving other key areas like Bradford, there is no reason why Otley cannot then be connected and a tram train link could finally allow Otley station to open again.*

*"Now this plan needs people to get behind it so finally we can start to look forward to a network serving the City Region being developed and catching up with other areas and the Parliamentary Light Rail Group looks forward to working with others to seek to achieve this".*

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Mr Jim Harkins FCILT

Email [applrguk@aol.com](mailto:applrguk@aol.com) [www.applrguk.co.uk](http://www.applrguk.co.uk)

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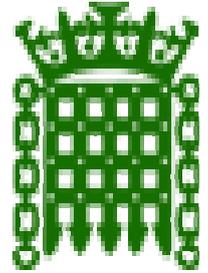
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[ENDS]

**Notes to Editors:**

For more information, contact Mo Saqib (Parliamentary Researcher to Greg Mulholland MP) on [saqibm@parliament.uk](mailto:saqibm@parliament.uk) or 0207 219 3833

Mo Saqib

**Parliamentary Researcher | Office of Greg Mulholland MP**

**Liberal Democrat Member of Parliament for Leeds North West**

House of Commons, London, SW1A 0AA

Tw: [@GregMulholland](https://twitter.com/GregMulholland) T: 0207 219 3833

W: [www.gregmulholland.org](http://www.gregmulholland.org)

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