

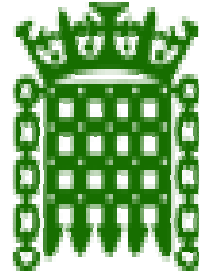


## All Party Parliamentary Light Rail Group

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"*

### All Party Parliamentary Light Rail Group Backs TramTrain Network for West Yorkshire – using Metro's updated plans from 2009

The All Party Parliamentary Light Rail Group have backed proposals for a TramTrain network in the Leeds City Region and West Yorkshire, resurrecting proposals put forward by Metro, the West Yorkshire Passenger Transport Authority, made to the Light Rail Group in 2009 using newer low cost solutions from UKTram.

Following the cancellation of the controversial NGT Trolleybus scheme but with the Department for Transport agreeing that Leeds can retain the allocated £173 million of funding, the Light Rail Group have said that this money should be invested in light rail – with the obvious way forward being existing TramTrain proposals.

The Group have published plans, presented to the Group by Dave Haskins of Metro on 24<sup>th</sup> March 2009, for conversion of the Leeds-Harrogate-York line, a TramTrain link to Leeds Bradford International Airport and street running from the Kirkstall viaduct to City Square (by Leeds Railway station) to 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.

The costs of the first phase could be met by pooling the £173 million allocated by DfT, the allocation of up to £87 million from Metro and Leeds City Council for NGT plus the money currently earmarked for a controversial road link to Leeds Bradford Airport and a parkway station. So the money for this already exists.

The presentation by Dave Haskins showed how Karlsruhe in Germany have developed a system line by line that now has over 500km of TramTrain lines serving the city and the surrounding areas. Due to the geography of the Leeds City Region and the distances between ley centres including Leeds, Harrogate, York, Bradford. Wakefield, Pontefract, and Castleford then other key city region town's longer term.

TramTrains, like any form of light rail (and unlike trolleybus) have impressive modal shift and a proven track record of getting people, including commuters and also shoppers, out of their cars and onto modern trams – which is exactly what Leeds and the Leeds City Region desperately need. TramTrains also are designed to run alongside heavy rail vehicles meaning that the important Harrogate to London service could still run from Harrogate to Leeds, whilst TramTrains would serve commuters and Leeds Bradford Airport.

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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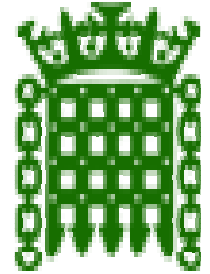
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APPG Light Rail Chairman, Greg Mulholland MP, who is also MP for Leeds North West which includes part of the Leeds Harrogate York line and Leeds Bradford Airport has long been a campaigner for light rail in Leeds and is calling for all Leeds MPs and Leeds City Council to get behind the TramTrain network plan.

Mr Mulholland has called for a Leeds Transport Summit to bring Leeds City Council together with Metro and the Leeds MPs and business leaders to discuss this.

The Parliamentary Light Rail Group also intends to visit Leeds to discuss this proposal with people in Leeds.

### **Greg Mulholland MP, APPG Light Rail Chairman has commented:**

*"Leeds and the Leeds City Region have been let down on light rail for too long and we now need to get cracking with plans for developing a modern, integrated transport network over the coming years to catch up with other cities and tackle congestion by getting people out of cars and onto modern light rail vehicles.*

*"This is only realistically going to happen by converting an existing rail line, which is precisely how the self-funding and expanding Metrolink system started in Manchester and it seems clear that the obvious first line should be the Leeds Harrogate York line, which would serve many commuters including many of the same commuters that the ill-fated NGT scheme was supposed to serve. It also then allows the track to be laid to deliver the TramTrain link to Leeds Bradford Airport as well as street running into City Square to link with Leeds Station and then to south Leeds and the 'Five Towns' including Castleford, Pontefract and Wakefield opening up a second corridor using another existing rail line. Then we have the start of a network, light rail in the centre of Leeds, the long called for link to Leeds Bradford Airport and as other cities have done, we can then install a network stage by stage over the coming years.*

*"It is time for leadership and time that Leeds City Council, Metro, the Leeds MPs and business leaders all got behind this vision. The money to get started exists and if we work together we can finally see to the Leeds City Region having a modern, integrated transport network suitable for a dynamic modern city"*

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