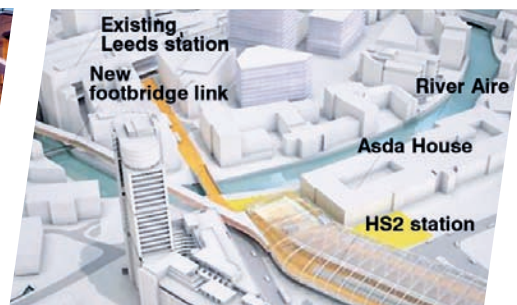
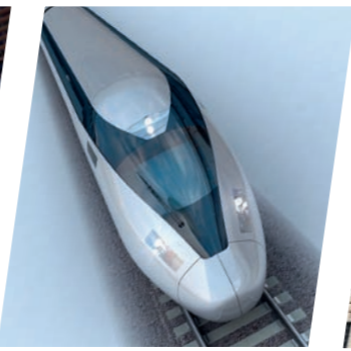




# *Leeds and Sheffield City Regions' High Speed Future*





The Government is proposing to build a national high speed rail network called High Speed 2 (HS2). It will significantly reduce rail journey times from London and Birmingham to Leeds, Sheffield and York and will increase north/south rail capacity. It will also provide an opportunity to improve services on the existing rail network.

The West Yorkshire and South Yorkshire Passenger Transport Executives have together commissioned two studies to identify how the proposals for phase 2 of HS2 can bring real transport and economic benefits to Yorkshire.

This document summarises the recommendations from both studies which focus on the Government's preferred station locations as published in January 2013 and highlights some of the further work required to ensure that HS2 can deliver investment, opportunity and success across Yorkshire.

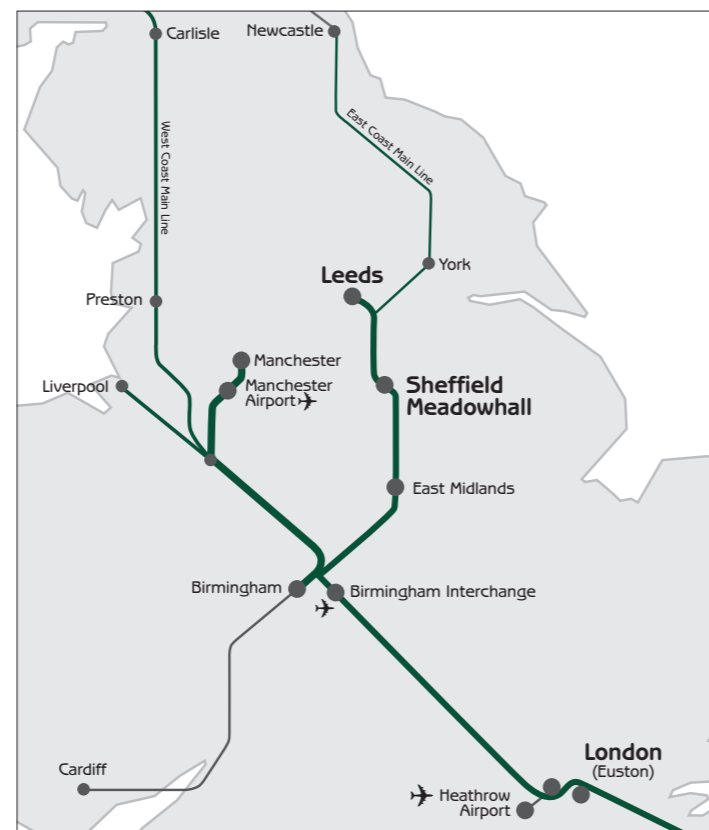


## The economic case for High Speed 2: Leeds and Sheffield City Regions

Passenger numbers across our existing railways are predicted to continue to grow over the next couple of decades, so we must plan for the future now. The first phase of HS2, from London to Birmingham, with onward links to Manchester and other cities in the North West, is due to open in 2026. Direct services to Sheffield, Leeds, York and Newcastle will be operational by 2032. Journey times to all cities from London will each reduce by up to an hour, giving a major boost to their economies. These improvements will encourage businesses to invest and locate in the Leeds and Sheffield City Regions, creating more jobs and boosting the local economy.

HS2 will provide a significant increase to the capacity of the railway to transport passengers between the UK's largest cities. It will provide frequent, fast and reliable links between the cities served, as well as improving access from the Leeds and Sheffield City Regions to Birmingham and Heathrow airports.

The Government's current proposal is for a new station in Leeds City Centre, and another at Meadowhall which will serve the Sheffield City Region.



As well as the direct improvements HS2 will bring, there is an opportunity to reconsider the regional train services that already exist. The HS2 proposals include some suggestions for these services and our studies have looked at alternative timetable options which could bring even more benefits to the local economy.

The table below shows the current services for Leeds and Sheffield City Regions and our proposals for the future number of trains per hour, after HS2 is open. This indicates that it is possible to gain greater benefits from HS2 by examining how to maximise use of the regional train services as a result of the additional capacity.

	Leeds City Region			Sheffield City Region		
	Current conventional services per hour	Future conventional services following HS2 opening per hour	Future high-speed services from Leeds per hour	Current conventional services per hour	Future conventional services per hour following HS2 opening	Future high-speed services from Meadowhall per hour
London	2	2	4	2	2	3
Birmingham	1	2	2	2	2	3
Newcastle	2	2	0	2	1	1

As an entirely new railway, HS2 will use the latest technology and larger, longer trains. Each train will be able to carry considerably more passengers than existing long distance services. This will help provide much needed increased north/south capacity, reduce overcrowding on trains and help to deliver our future transport requirements.

Together, the Leeds and Sheffield City Regions have developed an approach to modify services on the existing network.

This means we can improve the use of the capacity we currently have on existing railways for passengers and freight, bringing additional benefits worth £300m - £800m which will be distributed across the Leeds and Sheffield City Regions, benefitting all Local Authorities within the city regions.



## Economic impact

One of the Government's principal aims for H52 is the regeneration of northern cities and the creation of national economic growth. The economic benefits of the scheme are forecast to be approximately £50billion, with over 100,000 jobs across the UK. This includes 13,200 jobs in the Leeds City Region and 5,000 in Sheffield City Region. The increase in passenger-carrying capacity and journey time reductions will support substantial long-term economic growth in both the Leeds and Sheffield City Regions.

There will be further benefits to the local economy as well as new job opportunities for the Leeds and Sheffield City Regions with the

creation of a rolling stock maintenance depot near Wakefield and an infrastructure maintenance depot at Staveley, North Derbyshire.

## Recommendations for next steps

There is still work to do to ensure that the Leeds and Sheffield City Regions get maximum value from H52. The recommendations from our report for transport and land-use initiatives are summarised below. They will ensure that the transformational effects of H52 are injected into local businesses and communities.

Objectives	Means of delivery
Maximise high-speed and existing rail connections	Make sure that interchange between existing and H52 railway stations can be achieved as easily and quickly as possible.
Maximise H52 and existing station access and enhance attractiveness of City Regions in advance of H52	Review local transport plans and make the case for Government support to improve the provision of local transport from across the City Regions to the stations.  Review H52 station proposals to ensure new and existing businesses can grow and flourish through improved transport links.
Maximise the use of H52	As currently proposed, the H52 network will have spare capacity in Yorkshire where the existing rail network is constrained. Consider further how the H52 infrastructure can be integrated with our existing railways to make sure it can be used to maximum benefit. This could see improved regional services and greater investment in the existing railways.
Improve road access to new H52 stations from across the region	Develop plans to improve road access (motorway infrastructure, car parks and coach links) to the H52 stations and make the case for Government support to provide the best possible links from across both City Regions.
Assess the local impacts of H52	Study the likely local economic effects of H52 so that plans can be put together to make sure any new development will complement H52 and boost the local economy.

H52 Ltd is responsible for leading consultations on the development and construction of H52 as well as supporting the Department for Transport in the passage of the Hybrid Bill through Parliament.

For further information, please see:

[www.hs2.org.uk/](http://www.hs2.org.uk/)

[www.syltp.org.uk/](http://www.syltp.org.uk/)

[www.yorkshirereedshighspeedrail.co.uk/](http://www.yorkshirereedshighspeedrail.co.uk/)

[Twitter.com/HighSpeed2Yorks](https://twitter.com/HighSpeed2Yorks)

