

**The Network Rail (Leeds to Micklefield Enhancements) Order****TRANSPORT AND WORKS ACT 1992****Transport and Works (Applications and Objections  
Procedure) (England and Wales) Rules 2006****THE NETWORK RAIL (LEEDS TO MICKLEFIELD  
ENHANCEMENTS) ORDER****DOCUMENT NR07: CONSULTATION REPORT****Rule 10(2)(d)**

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## **1. INTRODUCTION**

### **1.1 Purpose of this report**

- 1.1.1 This report is submitted in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“the Application Rules”). The report summarises the consultation process undertaken by Network Rail during scheme development in preparation for the application for the proposed Network Rail (Leeds to Micklefield Enhancements) Order.

### **1.2 Background**

- 1.2.1 Network Rail Infrastructure Limited (Network Rail) has applied under section 1 of the Transport and Works Act 1992 for a Transport and Works Act Order (“TWAO”) known as the Network Rail (Leeds to Micklefield Enhancements) Order (“the Order”). The purpose of the Order is to authorise the following:
- The closure of five level crossings (Barrowby Lane, Barrowby Foot, Peckfield, Highroyds Wood and Garforth Moor).
  - Works to mitigate the closure of three of the above level crossings (Barrowby Lane, Barrowby Foot and Peckfield).
  - Works to listed structures along the route; and
  - Permanent acquisition and temporary possession of land for infrastructure to support development of the railway (“the Scheme”).
- 1.2.2 The Order application forms part of a wider programme of works, known as the Transpennine Route Upgrade (TRU), the objective of which is to upgrade the railway between Manchester Victoria and York, thus improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.
- 1.2.3 TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure and supports economic growth, and “levelling up” opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.
- 1.2.4 In addition to TRU, Network Rail is carrying out a nationwide programme to consider level crossing safety issues and has advanced the closure of many level crossings, together with their replacement by safer alternatives. The electrification of the line and increase in speed and frequency of services on

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the line to be delivered by the TRU is expected to increase the risk to both level crossing users and passengers, therefore the Scheme will provide a safer way of access for current level crossing users.

1.2.5 The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York. The Leeds to Micklefield Order Scheme consists of the following nineteen elements.

1. A temporary compound and construction works in connection with the reconstruction of the existing **Kirkgate Underbridge (HUL4/47)** requiring the temporary use of land in Leeds City centre adjacent to the Underbridge (**the ‘Kirkgate Compound and Kirkgate Construction Land’**).
2. The acquisition of land and air rights for the installation of small-scale electrification and signalling infrastructure mounted on metal staging structures between **Kirkgate Viaduct (HUL4/47)** and **Marsh Lane Viaduct (HUL4/44)** at Penny Pocket Park in Leeds City Centre (**the ‘Kirkgate to Marsh Lane Land’**).
3. The temporary use of land as a compound for construction adjacent to **Marsh Lane Viaduct (HUL4/44)** (**the ‘Marsh Lane Compound and Marsh Lane Construction Land’**), to the southeast of Leeds City Centre.
4. Removal of existing Northern Gas Networks high-pressure gas main pipe bridge (HUL4/20B) located adjacent to **Austhorpe Lane Overbridge (HUL4/21)** and diversion of the gas main via a new micro-tunnel constructed under the railway (**the ‘Austhorpe Lane Gas Main Diversion’**).
5. Demolition and re-construction of the Grade II listed public highway **Austhorpe Lane Overbridge (HUL4/21)** and **Austhorpe Lane Footbridge (HUL4/21A)** and the construction of a new dual-purpose overbridge (the ‘Replacement Austhorpe Lane Bridge’) incorporating a two-lane carriageway highway (5.5 metres) and 2-metre footway on the western side, including temporary construction compounds north-west and south-east of Austhorpe Lane Overbridge (**the ‘Austhorpe Lane Northwest and Southeast Compounds’**).
6. The temporary use of land for as a construction compound to the south of **Manston Lane**, Cross Gates (**the ‘Manston Lane Compound’**), including a new access from Manston Lane to facilitate the TRU track renewal programme.
7. Works to partially dismantle and reinstate the Grade II Listed **Crawshaw Woods Overbridge (HUL4/20)** in an elevated position to allow sufficient headroom for the installation of OLE (**the ‘Works to Raise Crawshaw**

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**Woods Bridge’), including the permanent acquisition of land required for embankment works and the temporary use of land for construction compounds north and south of the railway (the ‘Crawshaw Woods Bridge Compound North’ and the ‘Crawshaw Woods Bridge Compound South’).**

8. Works for the closure of the **Barrowby Lane and Barrowby Foot Level Crossings** and construction of a ramped bridleway bridge at Barrowby Lane (the **‘New Barrowby Lane Bridge’**), including the permanent acquisition of land required for the new bridge, Public Right of Way diversion (Austhorpe 9) (**‘New Access Tracks to New Barrowby Lane Bridge’**) and the temporary use of land for construction of the ramped bridge (**‘the Barrowby Lane Bridge Compound’**).
9. Temporary use of land adjacent to Grade II listed **Brady Farm Overbridge (HUL4/15)** in connection with demolition of the overbridge (the **‘Brady Farm Bridge Compound’**).
10. Removal of existing Northern Gas Networks high-pressure **Gas Main Pipe Bridge (HUL4/15)** adjacent to Ridge Road Overbridge (HUL4/14) and diversion of the gas main via a new micro-tunnel constructed under the railway (the **‘Ridge Road Gas Main Diversion’**).
11. Demolition and reconstruction of Grade II Listed **Ridge Road Overbridge (HUL4/14)**, (the **‘Replacement Ridge Road Bridge’**) incorporating re-alignment of existing highway and temporary use of land for a construction compound (**‘Ridge Road Northeast Compound and Ridge Road South Compound’**).
12. Temporary use of land for a compound off Phoenix Avenue (the **‘Phoenix Avenue Compound’**) to facilitate the TRU programme.
13. Permanent acquisition of land off Phoenix Avenue, Micklefield for the construction of a Track Sectioning Cabinet (TSC) (the **‘Micklefield TSC’**).
14. Works for the closure of **Peckfield Level Crossing** and construction of Public Right of Way diversion (Micklefield 8) (the **‘Peckfield Level Crossing Closure’**) with associated highways improvement and parking works (**‘The Pit Lane Highway Works’**) including the associated acquisition of land.
15. Closure of **Garforth Moor Level Crossing** and stopping up of associated Public Right of Way Garforth 7 (the **‘Garforth Moor Level Crossing Closure’**).
16. Closure of **Highroyds Wood Level Crossing** and diversion of associated Public Right of Way Micklefield 7 (the **‘Highroyds Wood Level Crossing Closure’**).

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17. Temporary use of land required for use as a construction compound in connection with the construction of a replacement of Osmondthorpe Lane underbridge (the '**Osmondthorpe Lane Compound**').
18. Permanent acquisition of land off Newmarket Approach to provide access to the Neville Hill railway sidings ('**the Neville Hill Access Land**').
19. Temporary use of land required for a compound off Wykebeck Avenue to facilitate the TRU programme (the '**Wykebeck Avenue Compound**').

### **1.3 The Transpennine Route Upgrade programme**

- 1.3.1 TRU aims to deliver faster and more frequent rail services with space for more passengers by improving connections between key towns and cities across the north of England.
- 1.3.2 TRU covers:
  - 76 miles of track (122 kilometres);
  - 8 tunnels;
  - 13 viaducts; and
  - 25 stations.
- 1.3.3 TRU is defined into two separate sections:
  - East of Leeds – the area from York to Selby to Copley Hill East Junction (to the west of Leeds) and includes all works within Central Leeds; and
  - West of Leeds – the area from Manchester Victoria to Copley Hill East Junction (to the west of Leeds).

### **1.4 Stakeholder groups**

- 1.4.1 Network Rail has engaged with both the public (public consultation) and statutory consultees (termed stakeholder (statutory and landowner) consultation for the purposes of this Report), as required by Rule 10(2)(d) of the Application Rules.

Details of the public and stakeholder (statutory) consultation phases are set out in **Table 1** of this Report.

#### Statutory stakeholders

- 1.4.2 Stakeholder (statutory) consultation includes engagement with the organisations listed in column (2) of the table in Schedule 5, and column (2) of the table in Schedule 6 of the Application Rules, where authority is sought for works or other matters described in column (1) of those tables.

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1.4.3 **Appendices 1 and 2** in this Report list the stakeholder (statutory) bodies in the context of any potential impact of the Scheme proposals. In accordance with the Application Rules, all relevant consultees under Schedules 5 and 6 were consulted.

1.4.4 Stakeholder (statutory) consultation has taken a five-phase approach. The number of phases was guided by the number of design iterations required for Scheme elements, as well as the addition of new Scheme elements.

Those with a potential interest in land

1.4.5 Network Rail has also engaged with owners, lessees, tenants and occupiers of land potentially impacted by the Scheme (termed stakeholder (landowner) consultation for the purposes of this Report).

1.4.6 Due to the fact that the Scheme's proposals involve the compulsory acquisition of land and rights in land, early and ongoing consultation has taken place with stakeholders (landowners) potentially impacted by the Scheme.

1.4.7 A list of key stakeholder (landowners) engaged can be found in **Table 8**.

The public

1.4.8 Public consultation on the current proposals for the Scheme has taken a two-phase approach. The first phase focussed on the majority of the Scheme elements and the second phase covered two new level crossings which were later added into the Scheme.

1.4.9 Consultation took place at key stages during the development and design of the proposals and has provided opportunities for interested parties to feedback comments while those proposals were evolving.

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**Table 1: Summary of the public and stakeholder (statutory and landowner) consultation**

<b>Date</b>	<b>Consultation activity</b>
<b>November 2021 – May 2022</b>	Phase 1 stakeholder (statutory and landowner) and targeted public consultation (Barrowby and Peckfield Level Crossings)
<b>July – August 2022</b>	Phase 2 stakeholder (statutory) and targeted public consultation (Peckfield Level Crossing)
<b>October – November 2022</b>	Phase 3 stakeholder (statutory) consultation (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)
<b>October – November 2022</b>	Phase 1 public consultation (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)
<b>March – April 2023</b>	Phase 4 stakeholder (statutory and landowner) and targeted public consultation (Highroyds Wood and Garforth Moor Level Crossings)
<b>March – April 2023</b>	Phase 2 public consultation (Highroyds Wood and Garforth Moor Level Crossings)
<b>April 2023</b>	Phase 5 stakeholder (statutory and landowner) consultation and targeted public consultation (Peckfield Level Crossing)

1.4.10 This Report explains who was consulted, and on what issues, during each phase of consultation.

1.4.11 The Appendices to this Report present detail as follows:

- **Appendices 1 and 2** present tables demonstrating that consultation has taken place with all those bodies named in column (2) of the tables in Schedule 5 and 6 to the Application Rules, where authority is being sought for works or other matters described in column (1) of those tables.
- **Appendix 3** provides a list of both stakeholder (statutory) and public consultees.
- **Appendix 4** outlines the approach to community consultation, which was shared in advance with Leeds City Council (LCC).
- **Appendix 5:** shows the design plan presented during Phase 1 stakeholder (statutory and landowner) and targeted public consultation.
  - **5a** – Barrowby Lane and Foot Level Crossings.
  - **5b** – Peckfield Level Crossing.
- **Appendix 6:** shows the updated design plans presented during Phase 2 stakeholder (statutory) and targeted public consultation (Peckfield Level Crossing).
  - **6a** – Plan 1 showing all the potential components of proposals to mitigate the closure of the level crossing.
  - **6b** – Plan 2 shows the recreation ground diversion.

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- **6c** – Plan 3 shows the recreation ground diversion with new bridleway and footpath to the north.
- **6d** – Plan 4 shows the recreation ground diversion with new bridleway to the south.
- **6e** – Plan 5 shows the recreation ground diversion with new stepped footbridge.
- **Appendix 7:** includes copies of relevant consultation materials from Phase 1 public consultation.
  - **7a** – virtual consultation room.
  - **7b** – A5 double-sided flyer.
  - **7c** – A3 poster.
  - **7d** – consultation boards.
  - **7e** – consultation response form.
- **Appendix 8:** shows the design plans presented during Phase 3 stakeholder (statutory) and Phase 1 public consultation.
  - **8a** – Plan showing Austhorpe Lane Bridge, Austhorpe Lane Footbridge, Austhorpe Lane gas main diversion.
  - **8b** – Plan showing Crawshaw Woods Bridge and Manston Lane compound.
  - **8c** – Plan showing Barrowby Lane and Foot Level Crossing closure mitigation.
  - **8d** – Plan showing Brady Farm Bridge, Ridge Road Bridge and Ridge Road gas main.
  - **8e** – Plan showing Option 1 for the Peckfield Level Crossing closure mitigation, Phoenix Avenue compound and Micklefield TSC.
  - **8f** – Plan showing Option 2 for the Peckfield Level Crossing closure mitigation, Phoenix Avenue compound and Micklefield TSC.
- **Appendices 9 and 10:** provide details about the responses received from consultees during the Phase 3 stakeholder (statutory) consultation and Phase 1 public consultation. The appendices also outline Network Rail's position on the issues raised and how Network Rail has taken that feedback into account throughout the iterative process of Scheme development up until the Application.
  - **Appendix 9** – Responses received during Phase 3 stakeholder (statutory) consultation.
  - **Appendix 10** – Responses received during Phase 1 public consultation.



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- **Appendix 11:** includes copies of relevant consultation materials from Phase 2 public consultation.
  - **11a** – A5 double-sided flyer and mailing area maps.
  - **11b** – A3 poster.
  - **11c** – consultation boards.
  - **11d** – consultation response form.
- **Appendix 12:** shows the design plans presented during Phase 4 stakeholder (statutory and landowner) and targeted public consultation and Phase 2 public consultation (Garforth Moor and Highroyds Wood Level Crossings).
  - **12a** – Plan showing Garforth Moor Level Crossing Existing Public Rights of Way.
  - **12b** – Plan showing Garforth Moor Level Crossing Proposed Public Rights of Way.
  - **12c** – Plan showing Highroyds Wood Level Crossing Existing Public Rights of Way.
  - **12d** – Plan showing Highroyds Wood Level Crossing Proposed Public Rights of Way.
- **Appendices 13 and 14:** provide details about the responses received from consultees during the Phase 4 stakeholder (statutory and landowner) and targeted public consultation and Phase 2 public consultation. The appendices also outline Network Rail's position on the issues raised and how Network Rail has taken that feedback into account throughout the iterative process of Scheme development up until the Application.
  - **Appendix 13** – Responses received during Phase 4 stakeholder (statutory and landowner) and targeted public consultation.
  - **Appendix 14** – Responses received during Phase 2 public consultation.
- **Appendix 15:** shows the design plan presented during Phase 5 stakeholder (statutory and landowner) and targeted public consultation (Peckfield Level Crossing).
- **Appendix 16:** provides details about the responses received from consultees during the Phase 5 stakeholder (statutory and landowner) consultation and targeted public consultation. The appendix also outlines Network Rail's position on the issues raised and how Network Rail has taken that feedback into account throughout the iterative process of Scheme development up until the Application.

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## **2. APPROACH TO CONSULTATION**

- 2.1.1 Network Rail is committed to early and thorough consultation with stakeholders (statutory and landowners) and the public. Before drawing up the detailed plans for the Scheme, Network Rail wanted to provide consultees with an opportunity to provide feedback on the proposals. This enabled any key areas of concern about the plans to be identified at an early stage, and to inform design development. Where feasible, Network Rail continues to use the feedback from this element of the consultation process to influence the design as it develops.
- 2.1.2 As set out in **Table 1** above, a phased approach to consultation was implemented, allowing Network Rail to gather feedback on the proposals at different stages of design. Consultation took place between November 2021 and April 2023 and the feedback helped inform the detail of the proposals.
- 2.1.3 Formal public and stakeholder (statutory) consultation took place from October to November 2022 and again between March and May 2023. Prior to the launch of the first public consultation, Network Rail outlined its approach to the public consultation to LCC and asked for its feedback. The Approach to Community Consultation (AtCC) produced for this purpose sets out the scope and dates of the consultation. It also identified how Network Rail proposed to consult with communities affected by the Scheme and lineside neighbours. This includes those living in the vicinity of the land affected by the proposals, as well as commuters, interested stakeholder and any organisations or local groups representing them. A copy of the AtCC is included at **Appendix 4**.
- 2.1.4 LCC provided feedback to the AtCC, which included a request for a site red line boundary and a request for further details on the level of information to be shared at consultation and the integration of the Scheme with the wider TRU project. Network Rail considered LCC's comments on the AtCC and worked to incorporate them and agree a robust consultation approach.
- 2.1.5 Once consultation began in November 2021 it was iterative, meaning engagement continued with stakeholders outside of the formal consultation periods. Network Rail's intention was to work with all parties during the development of the Scheme and to address potential objections to the Scheme proposals, where possible.
- 2.1.6 To make sure that as many people as possible engaged in the consultation, Network Rail put in place a series of feedback mechanisms, such as online questionnaires, hard copy feedback forms, email and a 24-hour helpline.
- 2.1.7 Responses received after the deadlines were also taken into consideration.

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2.1.8 The responses to stakeholder (statutory and landowner) and public consultations have been considered and have helped to shape the detail of the Scheme. Network Rail has provided feedback on consultation responses by appropriate means, including provision of further information to stakeholders, at meetings with individual stakeholders and/or meetings of various stakeholder working groups and correspondence. Such feedback will continue during the Order application process.

## **2.2 Stakeholder (statutory and landowner) and targeted public consultation – Phase 1 (Barrowby and Peckfield Level Crossings)**

2.2.1 The section below outlines the consultation that took place with stakeholders (statutory and landowners) between November 2021 and May 2022.

2.2.2 The purpose of this consultation was to explain to stakeholders (statutory and landowners) the potential impacts the proposals to mitigate the closures of Barrowby Lane, Barrowby Foot and Peckfield Level Crossings may have on land and property. Targeted public consultation was undertaken with Councillors for Garforth and Swillington, and Kippax and Methley wards and Leeds Local Access Forum (LLAF)<sup>1</sup>.

2.2.3 Through the consultation Network Rail worked to minimise impacts on rights and land interests, where possible. The feedback was also used to feed into the design development process, wherever practical, in order to meet the affected parties' needs and minimise objections.

2.2.4 As part of this phase of consultation, three potential options were presented to mitigate the closure of Peckfield Level Crossing and one option was presented to mitigate the closure of Barrowby Lane and Foot Level Crossings (see **Appendix 5**). Formal written feedback was invited, and a record of the topics raised by each stakeholder was made.

2.2.5 The following stakeholders were engaged as part of the first round of this targeted consultation (on both Barrowby and Peckfield Level Crossings). These stakeholders were identified as having the biggest interest in the impacts on the Public Rights of Way.

- British Horse Society (BHS);
- Directly affected landowners (including Micklefield Parish Council, LCC and residents of the Railway Cottages);
- LCC;
- Micklefield Parish Council;

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<sup>1</sup> While not a statutory consultee (as set out Schedules 5 and 6 of the Transport and Works Act 1992 (TWA) rules), LCC asked that Leeds Local Access Forum were consulted alongside them during Scheme development. As such, they have been consulted during the stakeholder (statutory) consultation phases, excluding Phase 3 stakeholder (statutory) consultation.

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- The Ramblers;
- Aberford Parish Council;
- Barwick and Scholes Parish Council;
- Councillors for Garforth and Swillington and Kippax and Methley wards;  
and
- LLAF.

2.2.6 **Table 2** outlines the correspondence with stakeholders (statutory and landowner) during Phase 1.

**Table 2: Summary of Phase 1 stakeholder (statutory and landowner) correspondence**

Letter/ email issue	Date	Contents
<b>Letter 1</b>	2 November 2021	Letters sent to affected landowners and residents of the Railway Cottages outlining the proposals for the closure of either the Barrowby Level Crossings or Peckfield Level Crossing and offering them a one-to-one meeting to discuss the proposals in more detail.
<b>Letter 2</b>	18 November 2021	Follow up letter sent to those who did not respond to <b>Letter 1</b> . The letter enclosed a copy of the plans outlining the level crossing proposals (see <b>Appendix 5</b> ) and a feedback form where they could provide written comments on the plans.
<b>Letter 3</b>	5 November 2021	Email sent to local ward councillors for Barrowby and Micklefield and nearby Parish Councils outlining the proposals for the closure of Barrowby Level Crossings and Peckfield Level Crossing.
<b>Letter 4</b>	17 February 2022	Letter sent to a newly identified landowner outlining the proposals for the closure of Peckfield Level Crossing and offering them a one-to-one meeting to discuss the proposals in more detail.
<b>Letter 5</b>	13 April 2022	Letter sent to residents of the Railway Cottages updating them on the proposals for the closure of Peckfield Level Crossing and advising that further information would be available during a public consultation later in 2022.
<b>Letter 6</b>	17 May 2022	Email sent to Micklefield Parish Council updating them on the proposals for the closure of Peckfield Level Crossing and advising that further information would be available during a public consultation later in 2022.

2.2.7 **Table 3** outlines the meetings held with stakeholders (statutory and landowners) and LLAF during the Phase 1 consultation.

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**Table 3: Summary of Phase 1 stakeholder (statutory and landowner) and targeted public consultation meetings**

Letter/ email issue	Date	Contents
Meeting 1	16 November 2021	Meeting with affected landowners to discuss the closure of Peckfield Level Crossing and potential impacts.
Meeting 2	17 November 2021	Meeting with Micklefield Parish Council in its capacity as an affected landowner to discuss the closure of Peckfield Level Crossing and potential impacts.
Meeting 3	19 November 2021	Meeting with LCC to discuss the Scheme proposals and potential impacts.
Meeting 4	30 November 2021	Meeting with landowners to discuss the closure of Barrowby Level Crossings or Peckfield Level Crossing and potential impacts.
Meeting 5	13 December 2021	Site visit held with BHS, The Ramblers, LCC and LLAf to discuss the Scheme proposals for Barrowby Lane, Foot and Peckfield Level Crossings.
Meeting 6	6 January 2022	Site visits held with three landowners to discuss the closure of the Barrowby Level Crossings or Peckfield Level Crossing and potential impacts.
Meeting 7	9 March 2022	Site visit held with new landowner (referred to in <b>Table 2</b> ) to discuss the closure of Peckfield Level Crossing and potential impacts.
Meeting 8	24 March 2022	Meeting held with landowner to discuss the closure of Peckfield Level Crossing and potential impacts.
Meeting 9	30 March 2022	Meeting held with landowner to discuss the closure of the level crossings and potential impacts. This landowner was also impacted by proposals at Brady Farm Bridge, so this was also discussed.

2.2.8 For the key themes from the feedback to Phase 1 stakeholder (statutory and landowner) and targeted public consultation, please refer to **section 4.2.2** of this Report.

2.2.9 The feedback from these meetings and written responses to the consultation were fed into the design process and, where possible, incorporated into the developing design. For example, for the Barrowby Level Crossings the revised design included an alternative bridleway route connecting the new bridleway bridge to Nanny Goat Lane. This sought to minimise impacts on stakeholders and the environment by reducing the length of the diversion and its connections into existing routes. This then formed the preferred option that was presented at Phase 3 stakeholder (statutory) and Phase 1 public consultation.

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2.2.10 Consultation and engagement with stakeholders (landowners) has been iterative, meaning conversations and meetings have been held throughout the consultation phases. This ongoing engagement will continue throughout the duration of the Scheme.

### **2.3 Stakeholder (statutory) and targeted public consultation – Phase 2 (Peckfield Level Crossing)**

2.3.1 The section below outlines the consultation that took place with stakeholders (statutory) between July and August 2022 on proposals to mitigate the closure of Peckfield Level Crossing. LLAF are counted here under targeted public consultation as they are not a statutory consultee.

2.3.2 As part of this phase of consultation, four proposals were presented to stakeholders, which could be used to form an alternative route for bridleway users, to mitigate the closure of Peckfield Level Crossing (see **Appendix 6**).

2.3.3 The following stakeholders were consulted during Phase 2 consultation. These stakeholders were selected in accordance with the Schedule 5 Application Rules.

- Auto-Cycle Union;
- British Driving Society;
- BHS;
- Byways and Bridleways Trust;
- Cyclists' Touring Club;
- LCC;
- Micklefield Parish Council;
- Open Spaces Society;
- Peak and Northern Footpaths Society (PNFS);
- The Ramblers; and
- LLAF<sup>2</sup>.

2.3.4 The consultation process involved meetings with interested parties, where details of the options were shared. Formal written feedback was invited, and a record of the topics raised by each stakeholder was made.

2.3.5 Feedback from the consultation process was considered by Network Rail and revised options were developed to take this feedback into account.

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<sup>2</sup> While not a statutory consultee (as set out Schedules 5 and 6 of the Transport and Works Act 1992 (TWA) rules), LCC asked that Leeds Local Access Forum were consulted alongside them during Scheme development. As such, they have been consulted during the stakeholder (statutory) consultation phases, excluding Phase 3 stakeholder (statutory) consultation.

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2.3.6 **Table 4** outlines the correspondence with stakeholders (statutory) and LLAF as part of the Phase 2 consultation.

**Table 4: Summary of Phase 2 stakeholder (statutory) and targeted public consultation correspondence**

Letter/ email issue	Date	Contents
Letter	4 July 2022	Email sent to stakeholders (statutory) outlining revised proposals to mitigate closure of Peckfield Level Crossing. A set of plans outlining the proposals was issued alongside the letter (see <b>Appendix 6</b> ).
Letter	14 July 2022	Email issued to stakeholders (statutory) who had not yet responded one week before the deadline for providing feedback.

2.3.7 **Table 5** below outlines the meetings held during Phase 2 stakeholder (statutory) and targeted public consultation.

**Table 5: Summary of Phase 2 stakeholder (statutory) and targeted public consultation meetings**

Letter/ email issue	Date	Contents
Meeting	30 August 2022	Meeting with Micklefield Parish Council to discuss proposals for mitigating the closure of Peckfield Level Crossing.

2.3.8 The feedback from these meetings and written responses to the consultation were fed into the design process and, where possible, incorporated into the developing design. It was decided that two options for Peckfield Level Crossing would proceed to technical and public consultation (see **sections 2.4** and **2.5** of this report). One of these options was proposed by Micklefield Parish Council during the Phase 2 stakeholder (statutory) and targeted public consultation.

## **2.4 Stakeholder (statutory) consultation – Phase 3 (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

2.4.1 Further consultation with stakeholders (statutory) took place between 24 October and 18 November 2022. This was the first round of consultation on Scheme proposals outside of the closure of the Barrowby Level Crossings and Peckfield Level Crossing. Consultees were sent a consultation pack that contained:

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- an overview of TRU;
  - an overview of the Scheme;
  - details of the options selection process;
  - a description of the proposed design;
  - highways and utilities details;
  - public rights of way and pedestrian access details;
  - construction details;
  - environmental information; and
  - a consultation timeline.
- 2.4.2 Consultees were also offered a meeting to discuss the proposals in more detail and raise any questions they had.
- 2.4.3 The consultation pack was issued on 24 October 2022 and consultees were given four weeks to provide feedback.
- 2.4.4 Those consultees who had not provided feedback after 15 days were contacted and reminded to provide feedback, if they wanted to. LCC and the PNFS requested extensions to the deadline for their responses. A two-week extension was agreed and both organisations submitted feedback on 9 December 2022. The BHS also submitted additional feedback on 7 December 2022, after the deadline had passed, which was accepted.
- 2.4.5 One meeting was held during the consultation period, with Micklefield Parish Council. The meeting, on 14 November 2022, gave an overview of the consultation and discussed the Scheme proposals in detail. Four parish councillors, plus the Clerk, attended the meeting.
- 2.4.6 Details of the stakeholders (statutory) consulted are listed in **Appendices 1 and 2**. The issues raised by those consultees during the Phase 3 stakeholder (statutory) consultation and Network Rail's position in respect of those issues are set out in the table at **Appendix 9**.
- 2.4.7 Consultation and engagement with the stakeholders (statutory) has been iterative and will continue to be so throughout the duration of the Scheme.
- 2.5 Public consultation – Phase 1 (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**
- 2.5.1 Phase 1 public consultation took place between 24 October and 18 November 2022.
- 2.5.2 A letter was sent to the residents of the Railway Cottages on 30 September 2022, ahead of the public consultation launch, notifying them that the public



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consultation would be taking place in October 2022 and inviting them to attend, should they wish.

2.5.3 For the public consultation, Network Rail created a virtual consultation online, with all consultation materials hosted in a bespoke virtual consultation room. The virtual consultation room was available 24 hours a day for the duration of the consultation. It was designed to replicate the experience of a public exhibition, delivering the same engagement and transparency as a face-to-face forum or meeting. An image of the virtual consultation room can be found in **Appendix 7**.

2.5.4 The materials displayed in the virtual room included:

- ten digital display boards containing Scheme information, benefits, outline designs, consents for work and next steps;
- visualisations of how the Scheme could look;
- a ‘Book of Plans’ for the Scheme;
- a ‘Have Your Say’ questionnaire to submit feedback; and
- a facility to email a question or comment.

2.5.5 As part of the public consultation, three in person public events were held at Micklefield, Garforth and Cross Gates (see **Table 6**). These locations were chosen as they are in close proximity to key work sites along the Scheme. The purpose of the public consultation events was to inform local people, as well as interested stakeholders, about the Scheme. The events also gave the public an opportunity to share feedback on the plans which could be taken into consideration in the Scheme’s development.

**Table 6: Locations and dates of public consultation events**

<b>Location</b>	<b>Date and time</b>
Garforth	Friday 28 October 2022, 4-7pm Saint Benedict’s Catholic Church, Aberford Road
Micklefield	Monday 7 November 2022, 4-7pm Micklefield Church of England Primary School, Great North Road
Cross Gates	Wednesday 9 November 2022, 4-7pm The Newman Centre, Station Road

2.5.6 The resources available at the in-person events included:

- ten A0 printed display boards containing Scheme information, benefits, outline designs, consents for work and next steps;
- printed copies of the visualisations of how the Scheme could look;
- printed copies of the ‘Book of Plans’ for the Scheme;

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- printed copies of the ‘Have Your Say’ questionnaire to submit feedback; and
  - Scheme representatives on-hand to answer questions.
- 2.5.7 In order to capture feedback, Network Rail gave a range of ways for the public to feedback during the consultation process, which included:
- online – via a feedback form in the virtual consultation room;
  - email – via [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk);
  - written – via hard copy questionnaire at in-person events or by letter to Network Rail’s George Stephenson address; and
  - phone – by calling Network Rail’s 24-hour helpline.
- 2.5.8 Feedback received during the public consultation is set out in the table at **Appendix 10**.
- 2.5.9 In order to inform the local community and widely promote the public consultation, the following means were employed.
- An A5 double-sided flyer was sent to 8,600 households. A 250m radius was used to identify households within Leeds City Centre and a radius of between 500m-1km was used for the other proposed work sites between Cross Gates and Micklefield. Maps showing the two mailing areas can be seen in **Appendix 7b**.
  - A3 posters were displayed at:
    - Cross Gates Community Centre, Maryfield Avenue, Cross Gates;
    - Newman Centre, Station Road, Cross Gates;
    - Cross Gates Library, Station Road, Cross Gates;
    - Cross Gates Station, Station Road, Cross Gates;
    - Garforth Community Hub and Library, Lidgett Lane, Garforth;
    - St Benedict’s Church, Aberford Road, Garforth;
    - Garforth Station, Station Road, Garforth;
    - East Garforth Station, Woodlands Drive, Garforth;
    - Micklefield C of E Primary School, Great North Road, Micklefield; and
    - Micklefield Station, Great North Road, Micklefield.
  - Tweets about the public consultation were posted from the @theGNRP Twitter account (Network Rail’s account for the Great North Rail Project) and shared from the @NetworkRailLDS account (Network Rail’s account for Leeds City Station).
  - A sponsored Facebook and Instagram post was sent from Network Rail’s accounts to users in a targeted area.

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- Information on the Scheme and the public consultation was made available on the Network Rail website: [www.networkrail.co.uk/Leeds-Micklefield](http://www.networkrail.co.uk/Leeds-Micklefield).
- 2.5.10 Copies of the promotional materials for the public consultation can be found at **Appendix 7**.
- 2.5.11 Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.
- 2.5.12 Copies of the consultation materials produced and used in the virtual consultation room and at the public consultation events can be found at **Appendix 7**.
- 2.5.13 Following the public consultation period, local councillors and officers from LCC were invited to attend a virtual briefing, which took place on 9 December 2022. The presentation provided an overview of TRU and an introduction to the Scheme. It also outlined the need for the Scheme, summarised the engagement to-date and explained the Scheme design. The outputs of the public consultation were provided, including links to the digital public consultation materials presented. A question-and-answer session was also held at the end of the presentation. Five councillors and three officers attended the LCC briefing.
- 2.6 Stakeholder (statutory and landowner) and targeted public consultation – Phase 4 (Highroyds Wood and Garforth Moor Level Crossings)**
  - 2.6.1 Stakeholder (statutory and landowner) consultation was undertaken on the closure of Highroyds Wood and Garforth Moor Level Crossings between 13 March and 11 April 2023. These level crossings were added to the Order works in March 2023. LLAf are counted here under targeted public consultation as they are not a statutory consultee.
  - 2.6.2 The purpose of this consultation was to seek the view of stakeholders (statutory and landowner) on the permanent closure of the level crossings and extinguishment of pedestrian and vehicle rights.
  - 2.6.3 All consultees listed in **Appendices 1 and 2** were engaged in the Phase 4 consultation. North Yorkshire Council (NYC)<sup>3</sup> and Huddleston with Newthorpe Parish Council were also consulted. These consultees were

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<sup>3</sup> From 1 April 2023, North Yorkshire County Council (NYCC) and Selby District Council (SDC) became part of the new unitary authority, North Yorkshire Council. Both NYCC and SDC were engaged as part of the Phase 4 Stakeholder (statutory and landowner) and targeted public consultation.

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engaged as the diversionary Public Rights of Way (PRoW) for the Highroyds Wood Level Crossing falls within the NYC authority boundary and the Huddleston with Newthorpe Parish boundary.

- 2.6.4 In addition, those landowners impacted by permanent acquisition or temporary possession of land associated with the Highroyds Wood and Garforth Moor Level Crossing closure proposals were consulted during this phase.
- 2.6.5 Consultees were sent a letter on 13 March 2023 and consultees were given four weeks to provide feedback. The letter contained:
- details of the level crossing closures, including the need for the closures;
  - a description of the proposed PRoW diversion; and
  - plans of the level crossings.
- 2.6.6 Consultees were also offered a meeting to discuss the proposals in more detail and raise any questions they had.
- 2.6.7 Those consultees who had not provided feedback after 15 days were contacted and reminded to provide feedback if they wanted to. LCC requested a deadline extension to 21 April 2023, which was agreed. Feedback from LCC was received in two parts. Feedback from the PRoW Officer was received on 13 March and a Highways response was received on 9 May 2023.
- 2.6.8 Details of the stakeholders (statutory) consulted are listed in **Appendices 1 and 2**. The issues raised by those consultees during the Phase 4 stakeholder (statutory and landowner) and targeted public consultation and Network Rail's position in respect of those issues are set out in the table at **Appendix 13**.

**2.7 Public consultation – Phase 2 (Highroyds Wood and Garforth Moor Level Crossings)**

- 2.7.1 Phase 2 public consultation on the closure of Highroyds Wood and Garforth Moor Level Crossings took place between 13 March and 11 April 2023.
- 2.7.2 For the public consultation, Network Rail hosted information on the level crossing closures on a dedicated Scheme page on the Network Rail website: [www.networkrail.co.uk/Leeds-Micklefield](http://www.networkrail.co.uk/Leeds-Micklefield). The website included a 'Have Your Say' questionnaire to submit feedback, as well as contact details to email a question or comment.
- 2.7.3 As part of the public consultation, two in person public events were held at Micklefield and Garforth (see **Table 7**). These locations were chosen as they

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are in close proximity to the two level crossings. The purpose of the public consultation events was to inform local people, as well as interested stakeholders, about the Scheme. The events also gave the public an opportunity to share feedback on the plans which could be taken into consideration in the Scheme's development.

**Table 7: Locations and dates of public consultation events**

Location	Date and time
Micklefield	Wednesday 22 March 2023, 4-7pm Micklefield Church of England Primary School, Great North Road
Garforth	Tuesday 28 March 2023, 4-7pm Miners' Welfare Hall, 56 Main Street, Garforth

2.7.4 The resources available at the in-person events included:

- seven A0 printed display boards containing Scheme information, benefits, outline designs, consents for work and next steps;
- printed copies of the Plans for the Scheme;
- printed copies of the 'Have Your Say' questionnaire to submit feedback; and
- Scheme representatives on-hand to answer questions.

2.7.5 In order to capture feedback, Network Rail gave a range of ways for the public to feedback during the consultation process, which included:

- online – via a feedback form on the Network Rail website;
- email – via [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk);
- written – via hard copy questionnaire at in-person events or by letter to Network Rail's George Stephenson address; and
- phone – by calling Network Rail's 24-hour helpline.

2.7.6 Feedback received during the public consultation is set out in the table at **Appendix 14**.

2.7.7 In order to inform the local community and widely promote the public consultation, the following means were employed.

- An A5 double-sided flyer was sent to 700 households near Highroyds Wood Level Crossing and 798 households around Garforth Moor Level Crossing. A 500m radius was used to identify households within Micklefield and Garforth. Maps showing the two mailing areas can be seen in **Appendix 11**.

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- A3 posters were displayed at:
    - Garforth Library and One Stop Centre, Lidgett Lane, Garforth, LS25 1EH;
    - Garforth Station, Station Road, Garforth, LS25 1PY; and
    - Micklefield Station, Great North Road, Micklefield, LS25 4AQ.
  - Tweets about the public consultation were posted from the @theGNRP Twitter account (Network Rail's account for the Great North Rail Project) and shared from the @NetworkRailLDS account (Network Rail's account for Leeds City Station).
  - A sponsored Facebook and Instagram post was sent from Network Rail's accounts to users in a targeted area.
  - Information on the Scheme and the public consultation was made available on the Network Rail website: [www.networkrail.co.uk/Leeds-Micklefield](http://www.networkrail.co.uk/Leeds-Micklefield).
- 2.7.8 Copies of the promotional materials for the public consultation can be found at **Appendix 11**.
- 2.7.9 Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.
- 2.7.10 Copies of the consultation materials produced and used online at the public consultation events can be found at **Appendix 11**.
- 2.7.11 Local councillors and Members of Parliament were notified of the public consultation via email during the first week of the consultation. The email provided an overview of the proposals for the level crossing closures and need for the Scheme.
- 2.8 Stakeholder (statutory and landowner) consultation and targeted public consultation – Phase 5 (Peckfield Level Crossing)**
- 2.8.1 Stakeholder (statutory and landowner) consultation and targeted public consultation was undertaken on updated proposals to mitigate the closure of Peckfield Level Crossing between 11 and 25 April 2023. LLAFF are counted here under targeted public consultation as they are not a statutory consultee.
- 2.8.2 The purpose of this consultation was to seek stakeholder (statutory and landowner) and LLAFF views on the revised proposals for the closure of Peckfield Level Crossing.
- 2.8.3 All consultees engaged in the Phase 3 stakeholder (statutory) consultation were included in this phase of consultation.

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2.8.4 Consultees were sent a letter which contained:

- details of the revised proposals to mitigate the closure of the level crossing; and
- a plan of the PRow proposal.

2.8.5 Consultees were also offered a meeting to discuss the proposals in more detail and raise any questions they had. LLAF requested a meeting, which was held on 19 April 2023. BHS also requested a meeting, which was held on 26 April 2023.

2.8.6 The letter was issued on 11 April 2023 and consultees were given two weeks to provide feedback.

2.8.7 A letter was also sent to the residents of the Railway Cottages, close to Peckfield Level Crossing, and other stakeholder (landowners) informing them of the revised proposals for the closure of the level crossing and offering them a meeting to discuss the proposals in more detail, should they wish to.

2.8.8 Details of the stakeholders (statutory) consulted are listed in **Appendices 1 and 2**. The issues raised by those consultees during the Phase 5 stakeholder (statutory and landowner) and targeted public consultation and Network Rail's position in respect of those issues are set out in the table at **Appendix 16**.

## **2.9 Additional Order works**

2.9.1 Three additional sites were included in the Order in April 2023: Neville Hill, Osmondthorpe Lane and Wykebeck Avenue. All these sites will facilitate TRU works and only land acquisition and highways powers are required for these sites as part of the Order.

2.9.2 Engagement had already been undertaken with stakeholder (landowners) at the sites. Engagement with the stakeholder (landowners) has been iterative and will continue to be so throughout the duration of the Scheme.

## **2.10 Stakeholder (landowner) engagement**

2.10.1 The section below gives a summary of engagement with stakeholder (landowners) undertaken outside of the formal consultation phases detailed above.

2.10.2 Ahead of the first round of consultation, Network Rail undertook a land identification exercise to identify those with an interest in the land within the footprint of the Scheme. Contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Scheme with scheme representatives.

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2.10.3 As well as engaging with stakeholder (landowners) via meetings, the following methods of engagement have been used throughout the Scheme's progress to keep stakeholder (landowners) informed.

- Site meetings;
- Letters;
- Email correspondence; and
- Telephone conversations.

2.10.4 **Table 8** below identifies the main stakeholder (landowners) engaged and the methods of engagement, relative to the sites where their land is impacted.

**Table 8: Stakeholder (landowners) engaged**

<b>Landowner</b>	<b>Site</b>	<b>Methods of engagement</b>
<b>ArchCo</b>	Kirkgate Viaduct (HUL4/47) construction compound	Meetings, letters emails
<b>City Fusion Limited</b>	Kirkgate Viaduct (HUL4/47) construction compound	Meetings, letters
<b>Leeds City Council</b>	Kirkgate Viaduct (HUL4/47) construction compound Penny Pocket Park (Signal Gantry and Railway Assets) Neville Hill access road Osmondthorpe Lane compound Austhorpe Lane Bridge (HUL4/21) Manston Lane compound Crawshaw Woods Bridge (HUL4/20) Barrowby Level Crossings Garforth Moor Level Crossing Phoenix Avenue Compound Micklefield Traction Section Cabinet (TSC) Highroyds Wood Level Crossing	Regular meetings, letters, emails
<b>Safran restaurant</b>	Kirkgate Viaduct (HUL4/47) construction compound	Letters



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<b>Landowner</b>	<b>Site</b>	<b>Methods of engagement</b>
Yorkshire Design Services Limited	Kirkgate Viaduct (HUL4/47) construction compound	Letters
All Brass & Woodwind	Marsh Lane Viaduct (HUL4/40)	Meetings, letters, emails
Wades Charity	Penny Pocket Park	Letters, emails, phone
Gleeson Regeneration Limited	Wykebeck Avenue compound	Meetings, letters, emails
Belway Homes Limited	Austhorpe Lane Bridge (HUL4/21)	Letters
Dring	Austhorpe Lane Bridge (HUL4/21)	Meetings, letters
Griffin	Austhorpe Lane Bridge (HUL4/21)	Meetings, letters
Meehan	Austhorpe Lane Bridge (HUL4/21)	Meetings, letters
Scarborough Group	Austhorpe Lane Bridge (HUL4/21) Crawshaw Woods Bridge (HUL4/20)	Meetings, letters, emails
Marsden	Manston Lane compound Crawshaw Woods Bridge (HUL4/20) Barrowby Level Crossings	Meetings, letters
Thorpe Park Developments Limited	Manston Lane compound	Emails
Barrowman	Barrowby Level Crossings	Meetings, letters, emails
Gardner, Klima	Barrowby Level Crossings	Meetings, letters
Chapman	Garforth Moor Level Crossing Highroyds Wood Level Crossing	Letters, emails
Tempest	Garforth Moor Level Crossing	Meetings, letters, emails
C. Makin	Brady Farm Bridge (HUL4/15) Ridge Road Bridge (HUL4/14)	Meetings, letters, emails

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<b>Landowner</b>	<b>Site</b>	<b>Methods of engagement</b>
<b>J. Makin</b>	Brady Farm Bridge (HUL4/15) Ridge Road Bridge (HUL4/14)	Meetings (via land agent), letters, emails
<b>Hills</b>	Ridge Road Bridge (HUL4/14)	Letters, emails (via land agent)
<b>Great North Developments</b>	Peckfield Level Crossing	Meetings, letters, emails
<b>Micklefield Parish Council</b>	Peckfield Level Crossing	Meetings, letters, emails
<b>Network Space Developments Ltd</b>	Peckfield Level Crossing	Letters
<b>Residents of Railway Cottages</b>	Peckfield Level Crossing	Meetings, letters
<b>Hare</b>	Highroyds Wood Level Crossing	Letters, emails

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### **3. CONSULTATION FEEDBACK**

3.1.1 This section of the Report outlines the high-level themes that emerged as a result of stakeholder (statutory and landowner) and public consultation. A detailed breakdown of the comments received and Network Rail's response to the issues are given at **Appendices 9, 10, 13, 14 and 16**.

#### **3.2 Stakeholder (statutory and landowner) and targeted public consultation – Phase 1 (Barrowby and Peckfield Level Crossings)**

3.2.1 During Phase 1 stakeholder (statutory and landowners) and targeted public consultation, three potential options were presented to mitigate the closure of Peckfield Level Crossing and one option was presented to mitigate the closure of Barrowby Lane and Foot Level Crossings (see **Appendix 5**).

3.2.2 A total of 13 responses were received during this phase of consultation and the following themes emerged as key considerations.

##### Barrowby Lane and Foot Level Crossings

- Interface with other rail projects, including High Speed 2 (HS2);
- Mitigation proposals should tie into existing walking routes;
- Improves safety; and
- Need to mitigate against anti-social behaviour.

##### Peckfield Level Crossing

###### General

- Maintenance and upgrade of Pit Lane;
- Access requirements for maintenance of services and refuse collection;
- Safety and security of pedestrians, especially at night; and
- Construction timescales.

###### Option A

- Safety and visibility along footpath through recreation ground;
- Safety concerns about a Pegasus crossing on the A656;
- Support for connectivity to Garforth provided by Option A; and
- Need to provide a Pegasus crossing on the A656.

###### Option B

- Unsupportive due to costs and lack of additional benefits.

###### Option C

- Not supported.
- Concerns over suitability of this option for horse riders and patrons of the recreation ground.

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- 3.2.3 The feedback from this phase of consultation was considered by Network Rail and revised design options were developed for the closure of Peckfield Level Crossing.

**3.3 Stakeholder (statutory) and targeted public consultation – Phase 2 (Peckfield Level Crossing)**

- 3.3.1 Phase 2 stakeholder (statutory) and targeted public consultation took place from July to August 2022. During this phase of consultation, four proposals were presented to stakeholders which could be used to form an alternative route for bridleway users, to mitigate the closure of Peckfield Level Crossing (see **Appendix 6**).

- 3.3.2 A total of six responses were received during this phase of consultation and the following themes emerged as key considerations.

Option C1

- Safety concerns around interface between bridleway and Micklefield Recreation Ground users and bridleway users on the carriageway of the Great North Road.
- Need to adhere to design standards for bridleways (path widths, signposting).

Option C2

- Unsupportive of bridleway route ‘dead end’ where there is not an onwards connectivity.
- Supportive for the bridleway extension westwards.

Option C3

- Need to adhere to design standards for bridleways (path widths).

Option C4

- Supportive of connectivity provided by stepped footbridge.
- Unsupportive of bridleway route running through Micklefield Recreation Ground.
- Note stepped footbridge not accessible for all.

- 3.3.3 Engagement with stakeholders (statutory and landowner) is iterative and will continue, where relevant, for the duration of the Scheme.

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**3.4 Stakeholder (statutory) consultation – Phase 3 (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

- 3.4.1 As part of the Phase 3 stakeholder (statutory) and targeted public consultation, a total of 14 responses were received from organisations within the six-week deadline, or by an agreed extended deadline. A two-week extension was agreed with LCC and PNFS. Feedback was also received from The Georgian Group, which is an Amenity Society. Although they are not a statutory consultee as set out in Schedule 5 and Schedule 6 of the Application Rules, the Group's feedback was taken into consideration alongside the stakeholder (statutory) responses.
- 3.4.2 LCC and PNFS submitted feedback by their extended deadline of 9 December 2022. The BHS also submitted additional feedback on 7 December 2022, after the deadline had passed, which was accepted.
- 3.4.3 The themes which emerged as key considerations from this phase of consultation were:
- biodiversity, carbon, and tree loss;
  - impacts on the local highway during construction;
  - impacts on public transport operation during construction;
  - impacts on public rights of way;
  - impacts on heritage assets and the historic environment; and
  - requirement to meet design standards.
- 3.4.4 All feedback was reviewed and considered by Network Rail and, where feasible, influenced the design going forward. For example, following feedback and discussions with LCC on the carriageway at Austhorpe Lane Bridge, it was decided to proceed with a two-lane option.
- 3.4.5 For a detailed breakdown of the comments received during Phase 3 stakeholder (statutory) consultation and Network Rail's responses, please see **Appendix 9**.

**3.5 Public consultation – Phase 1 (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

- 3.5.1 A total of 248 responses were received as part of the Phase 1 public consultation.
- 3.5.2 Consultees who completed the online questionnaire were asked 13 questions (both multiple choice and free text) regarding the Scheme (see **Appendix 7**).

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3.5.3 Consultees who completed the online questionnaire were asked to what extent they agreed with the plans to mitigate the closure of Peckfield Level Crossing. Of those who responded:

- 4% were in favour of Option 1;
- 6% were in favour of Option 2;
- 61% were not in favour of either option; and
- 28% had no opinion.

3.5.4 Consultees who completed the online questionnaire were also asked to what extent they agreed with the plans to mitigate the closure of Barrowby Lane and Foot Level Crossings with a bridleway bridge. Of those who responded:

- 37% strongly agreed;
- 28% agreed;
- 22% were neutral;
- 6% disagreed; and
- 7% strongly disagreed.

3.5.5 **Table 9** shows the top five themes for each of the Scheme works locations, according to the number of responses which made a comment on that theme.

**Table 9: Top five themes by Scheme works location**

<b>Authorpe Lane Bridge</b>	
No comment	22 comments
Health and safety	12 comments
Design - carriageway width	11 comments
Design - footways	8 comments
Heritage	5 comments
<b>Crawshaw Woods Bridge</b>	
No comment	31 comments
Wider TRU scheme	4 comments
Construction – diversionary routes	2 comments
Heritage	3 comments
Design - materials	3 comments
<b>Barrowby Lane and Foot Level Crossings closure</b>	
Health and safety	36 comments
Proposals - support	29 comments

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No comment	17 comments
PRoW	14 comments
Other	8 comments
<b>Ridge Road Bridge</b>	
No comment	21 comments
Other	6 comments
Construction - traffic levels	6 comments
Heritage	4 comments
Need for intervention - oppose	3 comments
<b>Brady Farm Bridge</b>	
No comment	27 comments
Pedestrian routes	4 comments
Need for intervention - support	1 comment
Heritage	1 comment
Environment - carbon/ sustainability	1 comment
<b>Peckfield Level Crossing closure</b>	
Alternative option - bridleway/ footbridge	48 comments
Proposals - oppose	47 comments
Impact on recreation ground	35 comments
No comment	24 comments
Other	23 comments
<b>Compounds (all)</b>	
No comment	31 comments
Other	10 comments
Environment - trees, flora and fauna	7 comments
Compound - aftercare	3 comments
Compound - timeframes	3 comments

3.5.6 A full table of the issues raised through the public consultation, and Network Rail's position in response, can be found at **Appendix 10**.

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**3.6 Stakeholder (statutory and landowner) and targeted public consultation – Phase 4 (Highroyds Wood and Garforth Moor Level Crossings)**

3.6.1 Phase 4 stakeholder (statutory and landowner) and targeted public consultation took place from March to April 2023. During this phase of consultation, proposals were presented for the closure of Highroyds Wood and Garforth Moor Level Crossings (see **Appendix 13**).

3.6.2 A total of 15 responses were received during this phase of consultation. LCC requested a deadline extension, which was agreed. LCC did not submit all of its feedback by the agreed extended deadline of 21 April 2023. However, it did provide comments by 9 May 2023, and these were accepted.

3.6.3 The following themes emerged as key considerations from this phase of consultation.

Highroyds Wood

- Support for the proposal to mitigate the closure of the crossing; and
- proposed increase in footpath width and questions over gate style to be used to deter use of the route by motorbikes and quadbikes.

Garforth Moor

- Need to maintain wayleave rights to access utility apparatus; and
- Consideration of ease of access for allotment users.

**3.7 Public consultation – Phase 2 (Highroyds Wood and Garforth Moor Level Crossings)**

3.7.1 A total of six responses were received to the Phase 2 public consultation.

3.7.2 Consultees who completed the online questionnaire were asked 16 questions (both multiple choice and free text) regarding the Scheme (see **Appendix 11**).

3.7.3 Consultees who completed the online questionnaire were also asked to what extent they agreed with the plans to mitigate the closure of Highroyds Wood Level Crossing. Of those who responded:

- 0% strongly agreed;
- 16% agreed;
- 16% were neutral;
- 0% disagreed;



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- 50% strongly disagreed; and
  - 16% were undecided/ didn't know.
- 3.7.4 Consultees were asked whether they used Highroyds Wood Level Crossing before its closure on safety grounds. Of those who responded:
- 33% said no; and
  - 66% said yes.
- 3.7.5 Consultees were asked to what extent they agreed with the plans to mitigate the closure of Garforth Moor Level Crossing. Of those who responded:
- 0% strongly agreed;
  - 0% agreed;
  - 33% were neutral;
  - 0% disagreed; and
  - 33% strongly disagreed.
  - 33% were undecided/ didn't know.
- 3.7.6 Consultees were asked whether they used Garforth Moor Level Crossing before its closure on safety grounds. Of those who responded:
- 83% said no; and
  - 0% said yes.
- 3.7.7 **Table 10** shows the top five themes for each of the level crossings, according to the number of responses which made a comment on that theme.

**Table 10: Top five themes for Garforth Moor and Highroyds Wood Level Crossings**

<b>Highroyds Wood Level Crossing</b>	
PRoW – diversion length and accessibility	3 comments
Other	3 comments
Proposals – oppose	2 comments
Alternative proposals	1 comment
Anti-social behaviour	1 comment
<b>Garforth Moor Level Crossing</b>	
Allotment access - vehicles	1 comment
Environment - air	1 comment
Environment - noise	1 comment
Policy compliance	1 comment
Proposals - oppose	1 comment

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3.7.8 A full table of the issues raised through the public consultation, and Network Rail's position in response, can be found at **Appendix 14**.

**3.8 Stakeholder (statutory and landowner) and targeted public consultation – Phase 5 (Peckfield Level Crossing)**

3.8.1 Phase 5 stakeholder (statutory and landowner) and targeted public consultation took place from 11 to 25 April 2023. During this phase of consultation, a revised proposal to mitigate the closure of Peckfield Level Crossing was presented (see **Appendix 15**).

3.8.2 A total of 11 responses were received during this phase of consultation and the following themes emerged as key considerations.

Peckfield Level Crossing

- Safety of pedestrians, riders and cyclists using alternative route along Great North Road;
- need to consider future potential use of the level crossing;
- noted no objection to proposals; and
- expressed preference for options previously discounted.

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**4. CONCLUSION**

- 4.1.1 Between November 2021 and April 2023, Network Rail undertook a robust programme of stakeholder and public consultation on its proposals for the Scheme.
- 4.1.2 Consultees included the public, those organisations listed within Schedule 5 and 6 of the Application Rules (see **Appendices 1 and 2**), and any owner, lessee, tenant, or occupier of land potentially impacted by the Scheme (listed in the Book of Reference that supports the Order).
- 4.1.3 Five phases of consultation were undertaken with stakeholders (statutory), including three phases with stakeholders (landowners). Two phases of public consultation were undertaken. Engagement with stakeholders (statutory and landowner) has also been ongoing throughout the Scheme's development and is not just limited to the formal consultation phases identified in this Report.
- 4.1.4 Since first consulting with stakeholders in November 2021, many of the discussions with organisations and individuals has been iterative, with regular updates via Teams, email, and site meetings. This approach will continue for the duration of the Scheme.
- 4.1.5 Consultation has been important in helping identify potential issues at an early stage of the Scheme's development. It has enabled Network Rail to collate as much feedback as possible as the design of the Scheme has been progressed. The comments submitted have been considered and, where possible, taken into account.
- 4.1.6 Network Rail recognises that a Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites. As such engagement with both stakeholders and the community will continue as the Scheme develops.

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**5. APPENDICES**

**Appendix 1 – Schedule 5 consultees**

The table below lists those to be served with a copy of the application and documents.

	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
<b>1.</b>	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath tidal waters.	The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked “for the attention of Maritime and Coastguard Agency”); and, for works – in or adjacent to Wales, the National Assembly for Wales; in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable	Not applicable
<b>2.</b>	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	Not applicable	Not applicable
<b>3.</b>	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	Canal & River Trust; the Inland Waterways Association the National Association of Boat Owners and the Environment Agency.	Not applicable	Not applicable

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
4.	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	Not applicable	Not applicable
5.	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency and, for works – in England, the Secretary of State for Environment, Food and Rural Affairs; and in Wales, the National Assembly for Wales	Not applicable	Not applicable
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil test.	The Environment Agency	Environment Agency	Environment Agency was formally consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
7.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable	Not applicable
8.	Works affecting a site protected under section 1 of the Protection of Wrecks Act 1973	For works – in or adjacent to England, the Secretary of State for Culture, Media and Sport; and in or adjacent to Wales, the National Assembly for Wales	Not applicable	Not applicable
9.	Works affecting, or involving the stopping-up or diversion of, a street or affecting a proposed highway.	The relevant highway authority or, where the street is not a highway maintainable at public expense, the street managers.	Leeds City Council (LCC)	LCC was formally consulted at all phases of stakeholder (statutory) consultation.

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	Authority sought for:	Documents to be served on:	Proposed recipients	Scheme development and consultation
				Meetings have taken place with LCC on a regular basis as the design of the Scheme has developed.
10.	The stopping up or diversion of a footpath, a bridleway or a cycle track.	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers, the British Driving Society and the Cyclists Touring Club; and for works –</p> <p>in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and</p> <p>in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford,</p>	<p>Auto-Cycle Union</p> <p>British Driving Society</p> <p>British Horse Society</p> <p>Byways and Bridleways Trust</p> <p>Cyclists Touring Club</p> <p>Huddleston and Newthorpe Parish Council</p> <p>Micklefield Parish Council</p> <p>Open Spaces Society</p> <p>Peak and Northern Footpaths Society</p> <p>The Ramblers</p>	<p>British Horse Society and the Ramblers were consulted during Phase 1 stakeholder (statutory) consultation.</p> <p>All stakeholders in this category were consulted during Phases 2, 3, 4 and 5 stakeholder (statutory) consultation.</p>

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
		Ippolitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Walden, the Chiltern Society; and in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and in Wales, the Welsh Trail Riders' Association.		
11.	The construction of a transport system involving the placing of equipment in or over a road.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable	Not applicable
12.	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	BT Openreach Northern Gas Networks Northern Power Grid Royal Mail Yorkshire Water	All stakeholders in this category were consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
13.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	The Coal Authority	The Coal Authority was consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
14.	Works affecting– (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site.	For works – (a) in or adjacent to England, the Historic England; and (b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Historic England	Historic England was consulted at Phases 3, 4 and 5 of stakeholder (statutory) consultation.  Meetings were also held throughout the Scheme development.

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
15.	Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	15. (i) and (ii). For works – (a) in England, the Historic England; and (b) in Wales, the National Assembly for Wales.	Historic England	Historic England was consulted at Phases 3, 4 and 5 of stakeholder (statutory) consultation.  Meetings were also held throughout the Scheme development.
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	16. For works – (a) in England, the Historic England; and (b) in Wales, the National Assembly for Wales	Not applicable	Not applicable
17.	Works affecting; (i) a site of special scientific interest of which notification has been given or has effect as if given under the Wildlife and Countryside Act 1981; (ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.	For works – (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales	Natural England	Natural England was consulted at Phases 3, 4 and 5 of stakeholder (statutory) consultation.



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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works- (a) in England, the Countryside Agency; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable
19.	Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable	Not applicable
20.	Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, been used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	The Environment Agency.	Environment Agency	The Environment Agency was consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
21.	The carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Not applicable	Not applicable
22.	Works not in accordance with a development plan and which either - (i) involve the loss of not less than 20 hectares of agricultural land of	For works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.	Not applicable	Not applicable

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	Authority sought for:	Documents to be served on:	Proposed recipients	Scheme development and consultation
	grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.			
23.	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	Passenger Focus or the London Transport Users Committee as the case may require.	Transport Focus (previously Passenger Focus)	Transport Focus (previously Passenger Focus) was consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
24.	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Office of Road and Rail	Office of Road and Rail	Office of Road and Rail was consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	Office of Road and Rail	Not applicable	Not applicable
26.	The right of a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not applicable	Not applicable
27.	Works affecting land in which there is a Crown interest	The appropriate authority for the land within the meaning of section 25(3).	Not applicable	Not applicable

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients</b>	<b>Scheme development and consultation</b>
<b>28.</b>	Works to be carried out in Greater London.	The Mayor of London	Not applicable	Not applicable

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**Appendix 2 – Schedule 6 consultees**

The table below lists those to be served with a copy of the application and documents.

	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients:</b>	<b>Project development and design consultation</b>
<b>1.</b>	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5).	For works – (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	Not applicable
<b>2.</b>	Works affecting the banks or the bed of, or the subsoil beneath a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable
<b>3.</b>	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales.	Not applicable	Not applicable
<b>4.</b>	Works affecting an area under the control of a harbour authority as	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour	Not applicable	Not applicable

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients:</b>	<b>Project development and design consultation</b>
	defined in section 57(1) of the Harbours Act 1964.	area) and the conservancy authority for any adjoining waterway.		
5.	Works which would, or would apart from the making of the order, require a consent to the discharge of water into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	The Environment Agency.	Not applicable	Not applicable
6.	Works likely to affect the volume or character of traffic entering or leaving – (i) a special road, a trunk road; or (ii) any other classified road.	(i) For works - (a) in England, the Secretary of State for Transport (marked “for the attention of the Highways Agency”); and (b) in Wales, the National Assembly for Wales. (ii) The relevant highway authority.	Not applicable	Not applicable
7.	The construction of a transport system involving the placing of equipment in or over a road (except a level crossing).	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the road at, the part of the road in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Not applicable	Not applicable
8.	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976 (interpretation)	The Theatres Trust.	Not applicable	Not applicable
9.	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable	Not applicable

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients:</b>	<b>Project development and design consultation</b>
	otherwise) specifically named therein.			
10.	The compulsory purchase of ecclesiastical property (as defined in section 12(a) of the Acquisition of Land Act 1981).	The Church Commissioners	Not applicable	Not applicable
11.	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Not applicable	Not applicable
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner or occupier of the land, other than an owner or occupier named in the book of reference as having a right or interest in or over that land.	Applicable	Phases 1 and 2 public consultation was widely publicised, and through this consultation, the impacts of the Scheme were explained.  Engagement with the public will continue throughout the duration of the construction period.
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Applicable	Royal Mail was consulted at Phases 3, 4 and 5 stakeholder (statutory) consultation.
14.	Works in an area of coal working notified to the planning authority by	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to	Applicable	The Coal Authority was consulted at Phases 3, 4 and

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	<b>Authority sought for:</b>	<b>Documents to be served on:</b>	<b>Proposed recipients:</b>	<b>Project development and design consultation</b>
	the British Coal Corporation or the Coal Authority	certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations)		5 stakeholder (statutory) consultation.
<b>15.</b>	Works for which an environmental impact assessment is required.	For works – (a) in England, the Design Council; and (b) in Wales, the Design Commissioner for Wales	Not applicable	Not applicable
<b>16.</b>	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent enquiry.	Any person who is likely to have a claim under section 10 of the Compulsory Purchase Act 1965.	The phases of public consultation were widely publicised and through these consultations, the impacts of the Scheme were explained. Engagement with the public will continue throughout the duration of the Scheme.

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**Appendix 3 – List of stakeholder (statutory) and public consultees**

**Stakeholder (statutory) consultees**

- Auto-Cycle Union
- British Driving Society
- British Horse Society
- BT Openreach
- Byways and Bridleways Trust
- Cyclists Touring Club
- Environment Agency
- Historic England
- Huddleston with Newthorpe Parish Council (Phase 4 stakeholder (statutory and landowner) and targeted public consultation only)
- Leeds City Council
- Micklefield Parish Council
- Natural England
- North Yorkshire Council (Phase 4 stakeholder (statutory and landowner) and targeted public consultation only)
- Northern Gas Networks
- Northern Powergrid – electricity
- Office of Road and Rail
- Open Spaces Society
- Peak and Northern Footpath Society
- Royal Mail
- The Coal Authority
- The Ramblers
- Transport Focus
- Yorkshire Water



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**Public consultees**

- Aberford Parish Council (consulted at Phase 1 stakeholder (statutory and landowner) and targeted public consultation only)
- Barwick and Scholes Parish Council (consulted at Phase 1 stakeholder (statutory and landowner) and targeted public consultation only)
- Leeds City Council councillors
- Leeds Local Access Forum (not consulted at Phase 3 stakeholder (statutory) consultation)
- Members of Parliament
- Members of the local community and wider public
- Railway Heritage Trust
- The Georgian Group

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**Appendix 4 – Approach to Community Consultation**

**Transpennine Route Upgrade, Cross Gates to Micklefield Scheme: Approach to Consultation**

**Introduction**

Network Rail is proposing to upgrade the rail network between Leeds and Micklefield (“the Scheme”).

The Scheme is a key part of the Transpennine Route Upgrade (TRU), which aims to update the railway between Manchester Victoria and York, improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.

The TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure, and in so doing supports economic growth and “levelling up” opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.

The Scheme encompasses circa 8.5 kilometres of railway between Cross Gates and Micklefield, as well as some works in Leeds City Centre. The Scheme will enable electrification of the railway, achieved through the installation of Overhead Line Equipment (OLE).

A number of interventions within this section of track will facilitate the TRU and enable electrification of the railway. This will be achieved through the closure of three level crossings and provision of new pedestrian and bridleway routes across the railway.

As part of the TRU works, OLE will be installed to allow for the electrification of the line. This will require works to bridges and listed structures along the route and the permanent acquisition of land to create a new Traction Section Cabinet (TSC). Diversion of some utilities is also required.

Network Rail will submit a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport in summer 2023 for permission to build the Scheme.

Network Rail is contacting Leeds City Council on Friday 7 October 2022 to request feedback on its proposed Approach to Community Consultation (AtCC) for the Scheme.

This document sets out the plans and programme for community consultation taking place between October and November 2022.

We would welcome feedback on the AtCC by Tuesday 18 October 2022. Please email your feedback to [Joanna.vanderVeen@aecom.com](mailto:Joanna.vanderVeen@aecom.com) and [Katie.Wadsworth@aecom.com](mailto:Katie.Wadsworth@aecom.com).

**Community consultation**

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This document outlines Network Rail's approach to consulting the local community and interest groups on the Scheme prior to the submission of the TWAO application.

Community consultation will take place in parallel with technical consultation, running for four weeks between October and November 2022. There will also be an information round in early 2023, where consultees will be provided with an update on the outcome of consultation.

We wish to share our AtCC with Leeds City Council to secure feedback regarding the proposed strategy. We are especially keen to receive any insights into the areas we plan to target and the relevant interest groups in the region, as part of the development of a comprehensive non-statutory stakeholder list.

The purpose of community consultation is to inform local people as well as interested stakeholders about the overall scheme. The consultation will also give them an opportunity to help shape the final plans by providing feedback on any issues they would like addressed by the Scheme. This will be covered by the following activities:

- launching the plans to consultees and engaging in an open, transparent and meaningful way;
- collating comments from the public, community groups and stakeholders;
- reviewing feedback from all consultees and grouping responses into themes/actions;
- making amendments to the Scheme, if feasible, in response to consultation responses; and
- reporting back on the changes made.

We will consult people living in the vicinity of the Scheme who are likely to have an interest. We will directly publicise the consultation to those living within one kilometre of each element of the Scheme along the railway in Cross Gates, Garforth and Micklefield, and within 200 metres of the smaller interventions we are consulting on in Leeds City Centre (see map later in this document). Furthermore, the community consultation is open to anyone with an interest and we will advertise the consultations in the local media, so as many people as possible are made aware of the plans.

In addition to community consultation, we will consult with statutory TWAO consultees. Statutory consultees include those whose land is impacted by the Scheme, as well as local and national statutory authorities, including Leeds City Council. They are included in a separate, statutory engagement process; however, they will also be invited to engage in all wider consultation activities.

### **Consultation activity**

The consultation will focus on the following aspects of the proposal:

- overview of the Scheme design;
- overview of the Scheme benefits;
- the views of members of the public; and
- timeline for the application process.

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July 2023**

There will then be an information update following the conclusion of the consultation to feedback on consultation findings.

A range of consultation tools and techniques will be used to help engage stakeholders and the local community. These include:

- the distribution of postal invitations to promote the Scheme and consultation to those living closest to the proposals;
- targeted paid-for social media adverts to promote the consultation and the events;
- press releases and a bespoke media briefing;
- a series of in person consultation events with discipline experts across the affected areas, featuring information boards and visuals;
- virtual consultation room, available online throughout the consultation period;
- if requested, briefings with local councillors and MPs;
- a dedicated webpage on the Network Rail website containing information about the Scheme and access to the consultation hub: <http://www.networkrail.co.uk/leeds-micklefield>
- posters for display at local libraries and railway stations promoting the consultation and events; and
- an information round in April 2023 before submission of the TWA0.

## **Programme**

The following timeline sets out the indicative consultation programme. This takes into account bank holidays and major school holidays, which have been avoided wherever possible. The programme may change over the lifetime of the Scheme as the detail of the scheme evolves.

<b>Proposed date</b>	<b>Activity</b>
October 2022	Meetings with councillors and stakeholders as requested.  Press announcements.  Postcards distributed with details of consultation and events.  Posters displayed with details of consultation and events.  Paid-for adverts in local media.
October – November 2022	Consultation launch (running for four weeks).  Scheme and consultation information on website.  Virtual consultation room launched.  Consultation events in Cross Gates, Micklefield and Garforth, including boards about the Scheme and visuals.
December – January 2022	Analysis of consultation feedback.

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July 2023**

Early 2023	Community information update.  Website updated.  Public information leaflet issued.
June – July 2023	TWAO submission.

### **Consultation feedback**

Consultees will be able to submit feedback in various ways:

1. online via [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield), as well as via email at: [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk);
2. by post to FAO Leeds to Micklefield Enhancements Scheme, Transpennine Route Upgrade, Network Rail, George Stephenson House, Toft Green, York, YO1 6JT; and
3. using hard copies of the questionnaires, which will be available at the consultation events or on request.

In October 2022, information about the Scheme will be made available for consultation. A deadline date will be shared on the consultation literature so that consultees are aware of the timeframe for responding. A period of at least four weeks will be given from the start of the consultation process.

We will collate the consultation feedback and review comments. We have allocated an analysis period following the consultation, which will provide sufficient time to fully assess the comments and, where appropriate, modify the Scheme.

### **Reporting consultation feedback**

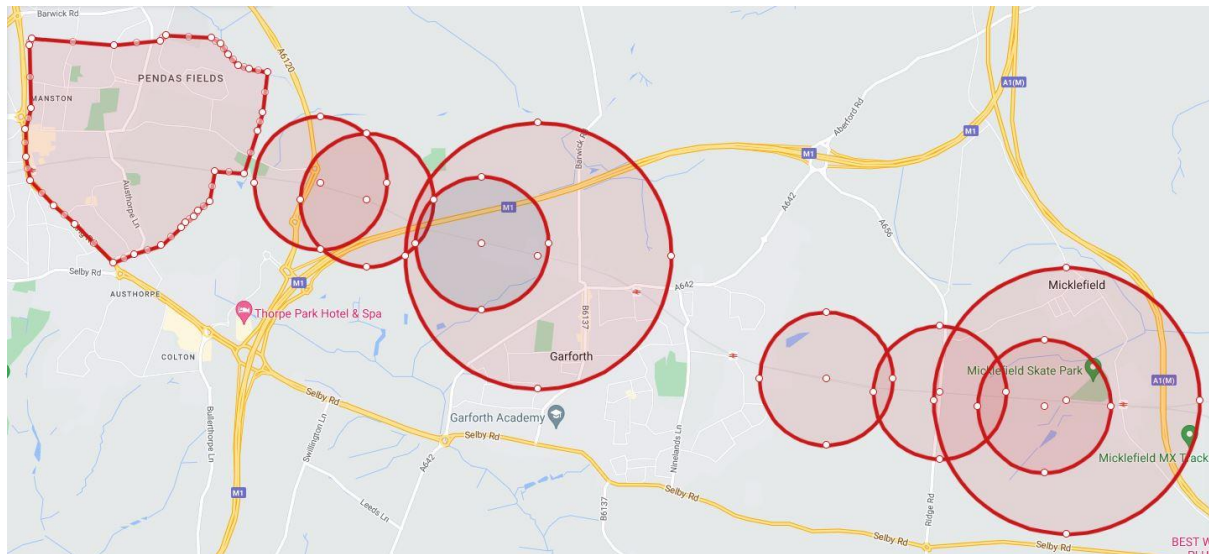
The findings of the pre-application consultation will be documented as part of our formal submission of a Transport and Works Act Order. The submission will set out:

- all consultation activity undertaken;
- overview of the feedback submitted; and
- information on how we have responded to comments made.

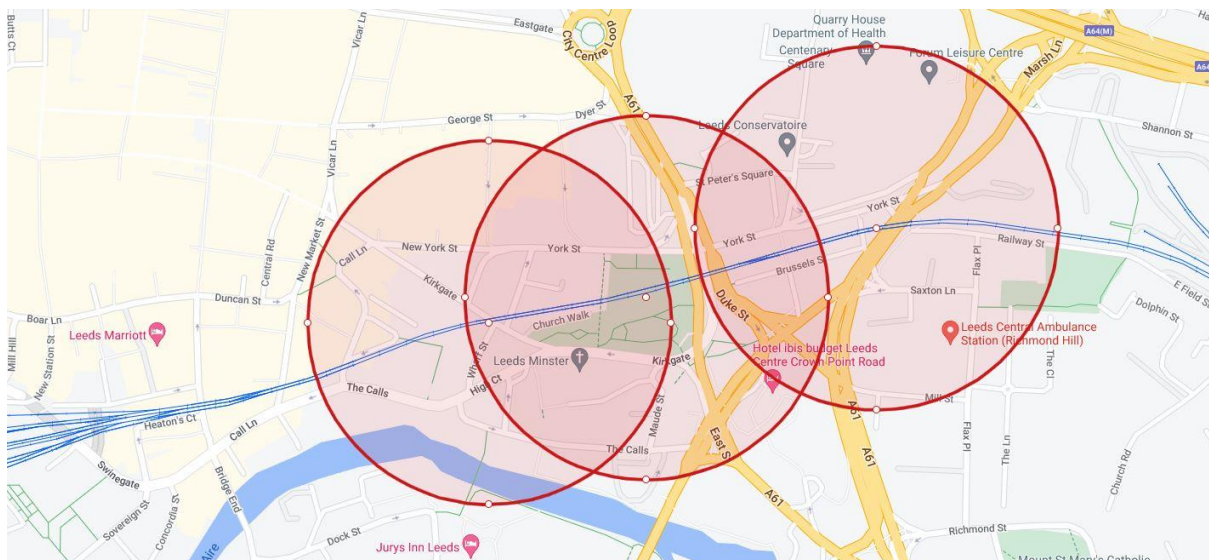
### **Target consultation area: map**

The geographical extent of the communities we propose to consult is shown in the consultation map below. Following Leeds City Council's feedback and possible amendments, we will distribute relevant collateral via Royal Mail.

# **The Network Rail (Leeds to Micklefield Enhancements) Order NR07 – Consultation Report July 2023**



**Figure 1: Cross Gates, Garforth and Micklefield mailing areas**



**Figure 2: Leeds works mailing areas**

We also recognise that people living outside this area will have an interest in the Scheme and we will make efforts to inform the wider communities of the consultation through media releases and advertising, so they can also feedback comments via online channels or at events

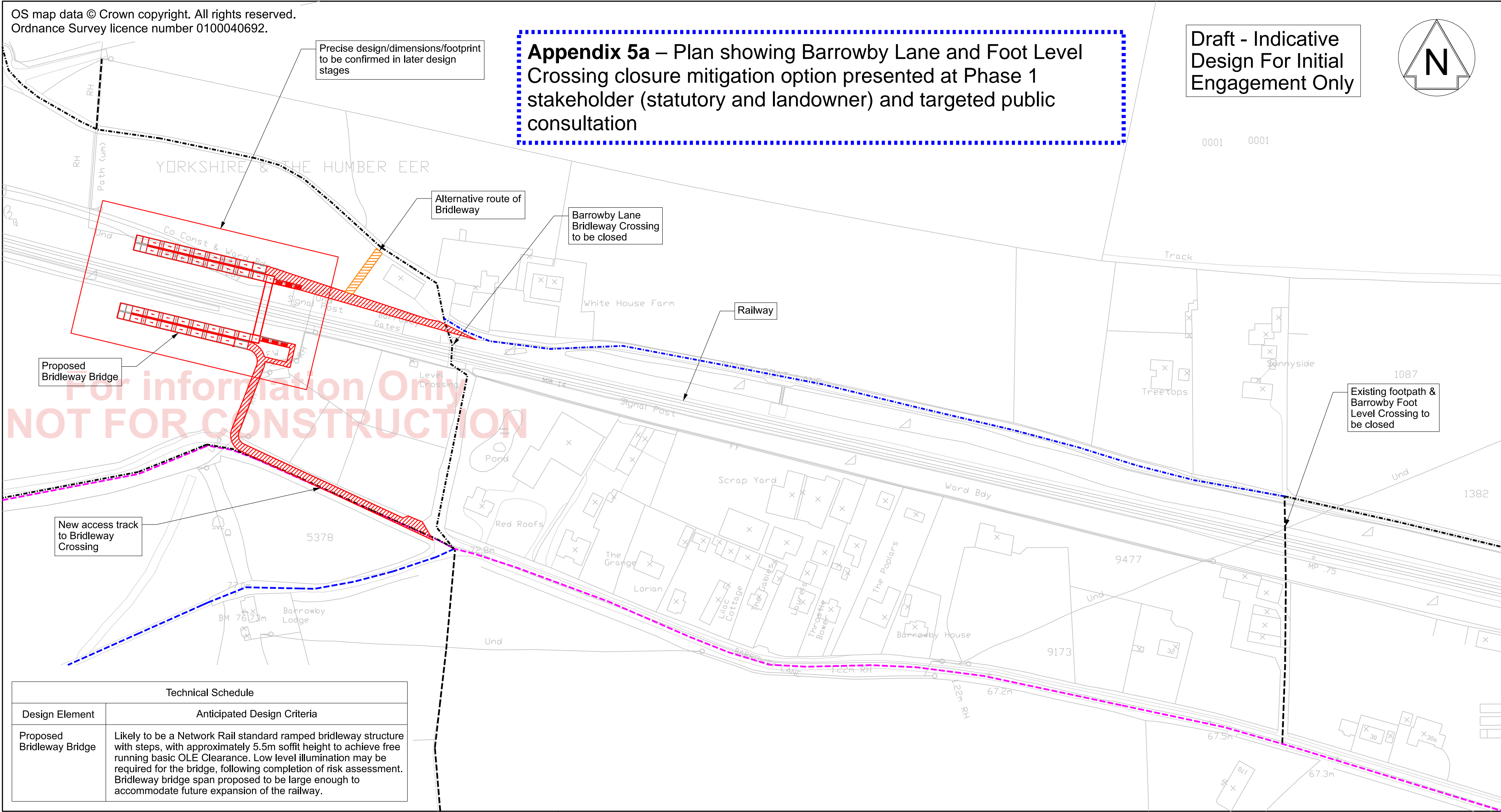
**The Network Rail (Leeds to Micklefield Enhancements) Order  
NR07 – Consultation Report  
July 2023**

**Appendix 5: Design plan presented during Phase 1 stakeholder (statutory and landowner) and targeted public consultation**

- 5a – Plan showing Barrowby Lane and Foot Level Crossing closure mitigation
- 5b – Plan showing Peckfield Level Crossing closure mitigations

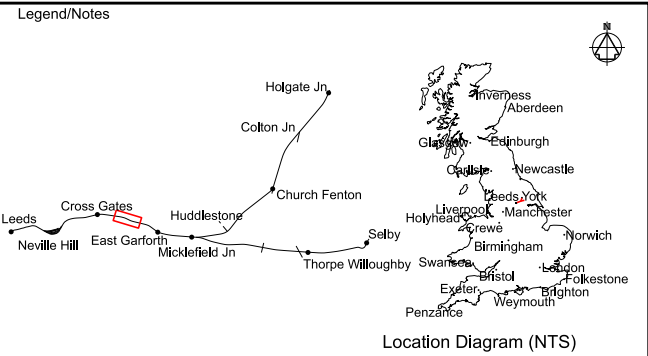
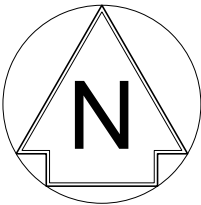


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**Appendix 5a – Plan showing Barrowby Lane and Foot Level Crossing closure mitigation option presented at Phase 1 stakeholder (statutory and landowner) and targeted public consultation**

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Key:

Grey	Ordnance Survey Data
Red	Proposals
Orange	Alternative Proposals
--- (thick black)	Definitive Footpath
--- (dashed black)	Definitive Bridleway
--- (blue dashed)	Non-definitive Footpath
--- (blue dashed)	Non-definitive Bridleway
--- (pink dashed)	Recreational Footpath

P01	27/09/21	First Issue	OM	MW	MW
P02	14/10/21	Second Issue	OM	MW	MW
P03	11/11/21	Third Issue	OM	MW	MW
P04	15/11/21	Fourth Issue	OM	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Status  
**Fit for Information** **S2**



Authorised		Signed	Electronically Signed	Date
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Contractor(s)  
**TRU Alliance**

Location	AREA BDY MICKLEFIELD TO LEEDS CITY STATION		
Type	CAD Drawing	Sub-type	Plan
Role	Rail Engineering	Sub-Role	Signalling
Zone	Crossgates - Garforth		
Phasing	Proposed	Project Stage	GRIP 4

Project  
**Transpennine Route Upgrade**

Contract No.  
**151666**

Contract Title  
**East of Leeds**

Drawing Title  
**Barrowby Lane and Barrowby Foot Level Crossing Closure Mitigation Scheme**

Designed	O.McIntosh	Signed	Electronically Signed	Date	15/11/21
Drawn	O.McIntosh	Signed	Electronically Signed	Date	15/11/21
Checked	M.Westwood	Signed	Electronically Signed	Date	15/11/21
Approved	M.Westwood	Signed	Electronically Signed	Date	15/11/21

Scale(s)	1:1500	ELR & Mileage	14.0088	to	14.0088
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Alternative Reference		Sheet		of	
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Drawing Number	151666-TRA-80-HUL4-DRG-R-SG-000001	Revision	P04
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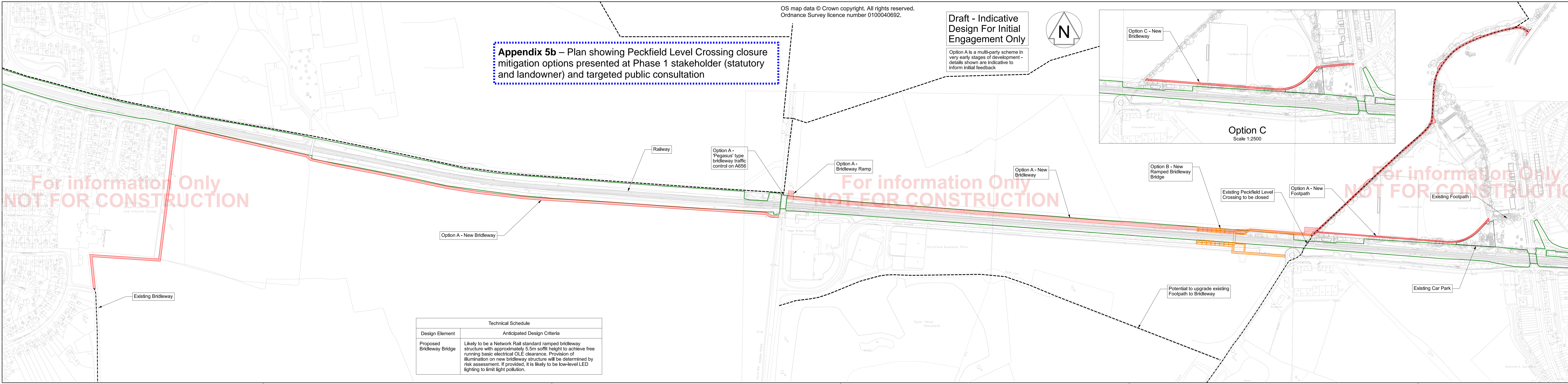
Technical Schedule	
Design Element	Anticipated Design Criteria
Proposed Bridleway Bridge	Likely to be a Network Rail standard ramped bridleway structure with steps, with approximately 5.5m soffit height to achieve free running basic OLE Clearance. Low level illumination may be required for the bridge, following completion of risk assessment. Bridleway bridge span proposed to be large enough to accommodate future expansion of the railway.



NOT FOR CONSTRUCTION

For information Only

151666-TRA-82-HUL4-DRG-R-SG-000001 P04

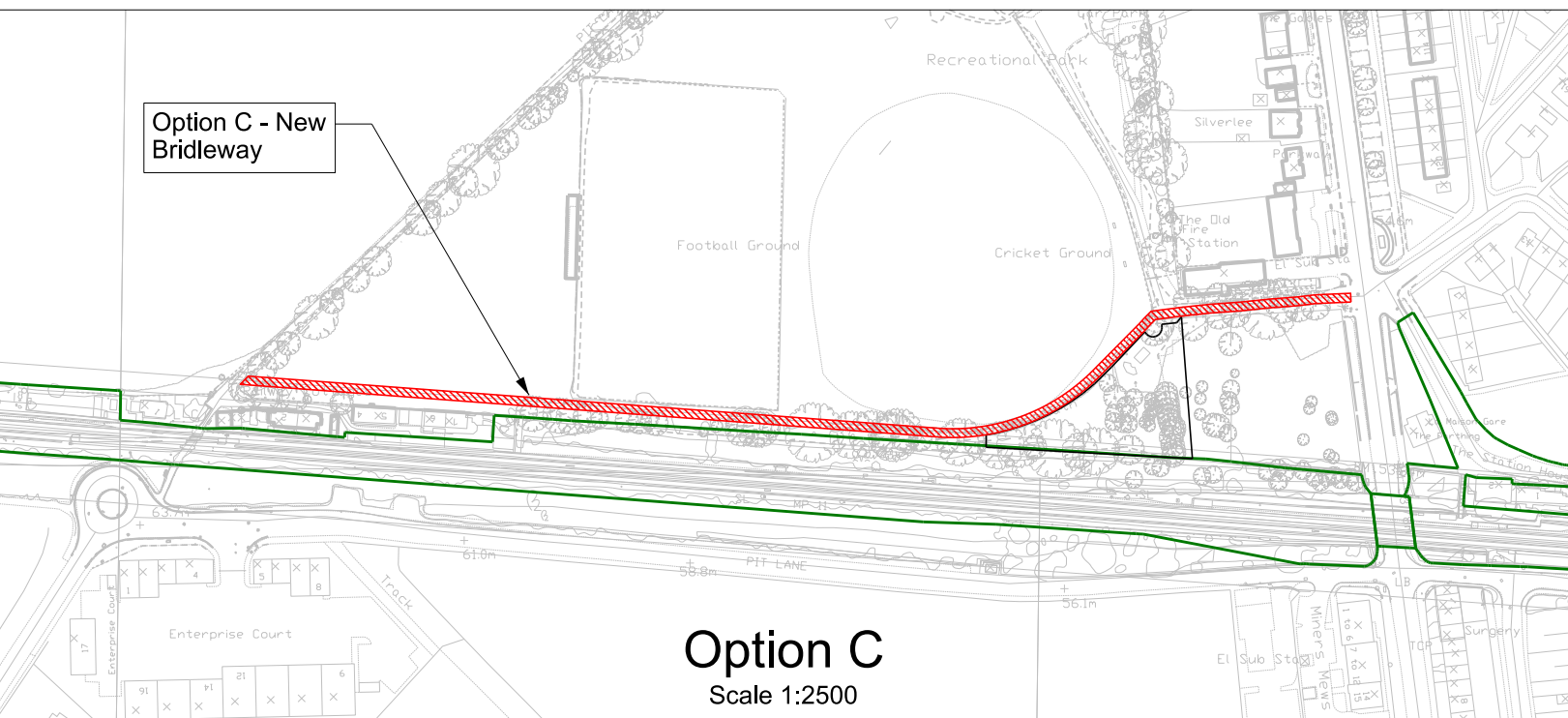
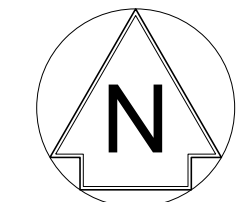


**Appendix 5b** – Plan showing Peckfield Level Crossing closure mitigation options presented at Phase 1 stakeholder (statutory and landowner) and targeted public consultation

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**Draft - Indicative Design For Initial Engagement Only**

Option A is a multi-party scheme in very early stages of development - details shown are indicative to inform initial feedback



Technical Schedule	
Design Element	Anticipated Design Criteria
Proposed Bridleway Bridge	Likely to be a Network Rail standard ramped brideway structure with approximately 5.5m soffit height to achieve free running basic electrical OLE clearance. Provision of illumination on new brideway structure will be determined by risk assessment. If provided, it is likely to be low-level LED lighting to limit light pollution.

Legend/Notes

Key:

- Grey: Ordnance Survey Data / Topographical Survey
- Red: Option A
- Orange: Option B
- Green: Option C
- Green: Green
- : Definitive Footpath
- - - - -: Definitive Bridleway

Location Diagram (NTS)

Rev: P01, P02, P03, P04

Date: 21/09/21, 14/10/21, 12/11/21, 15/11/21

Status: Final Issue, Second Issue, Third Issue, Fourth Issue

OM, MW, MW, OM, MW, MW, OM, MW, MW, OM, MW, MW

Drawn: [Signature], Chkd: [Signature], Appr: [Signature]

Fit for Information

S2

Network Rail

Authorised: [Signature], Signed: [Signature], Date: [Date]

Contractor(s): TRU Alliance

Location: AREA BDY MICKLEFIELD TO LEEDS CITY STATION

Type: CAD Drawing

Sub-type: General Arrangement

Role: Rail Engineering

Sub-role: Signalling

Zone: Garforth - Micklefield

Phasing: Proposed

Project Stage: GMP 4

Project: Transpennine Route Upgrade

Contract No: 151666

Contractor: East of Leeds

Drawing Title: Peckfield Level Crossing Closure Mitigation Scheme - Options

Designed: O.McIntosh, Signed: [Signature], Date: 15/11/21

Drawn: O.McIntosh, Signed: Electronically Signed, Date: 15/11/21

Checked: M.Westwood, Signed: Electronically Signed, Date: 15/11/21

Approved: M.Westwood, Signed: Electronically Signed, Date: 15/11/21

Scale(s): 1:2500

ELR & M&W: 11.0264

to: 11.0264

Alternative Reference: [Blank]

Drawing Number: 151666-TRA-82-HUL4-DRG-R-SG-000001

Sheet: P04

of: [Blank]

Revision: [Blank]



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July 2023**

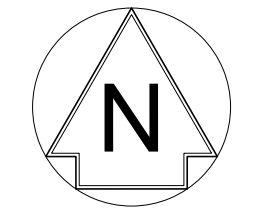
**Appendix 6: Design plans presented during Phase 2 stakeholder (statutory) and targeted public consultation**

- 6a – Plan showing all the potential proposals to mitigate the closure of Peckfield Level Crossing.
- 6b – Plan showing the recreation diversion.
- 6c – Plan showing the recreation ground diversion with new bridleway and footpath to the north
- 6d – Plan showing the recreation ground diversion with new bridleway to the south
- 6e – Plan showing the recreation ground diversion with new stepped footbridge

**Appendix 6a** – Plan showing all potential components of proposals to mitigate the closure of Peckfield Level Crossing, shared as part of Phase 2 stakeholder (statutory) and targeted public consultation

**Draft - Indicative Design For Initial Engagement Only**

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Option C	Upgrade of existing footway through recreation ground to brideway status
Option C1	Upgrade of Pitt Lane surface with passing places and vehicular parking/turning area
Option C2 (Section 1)	Provision of new brideway (entry and return - no through route)
Option C2 (Section 2)	Provision of new footpath to create circular walking route
Option C3	Upgrade of existing footpath to brideway status
Option C4	Provision of new stepped footbridge

Legend/Notes

Key:

- Grey: Ordnance Survey Data / Topographical Survey
- Red: Option C
- Blue: Option C1
- Green: Option C2 (Section 1)
- Yellow: Option C2 (Section 2)
- Magenta: Option C3
- Orange: Option C4
- Dark Green: Land Boundary
- Red dashed line: Proposed Diversionary Route
- Black dashed line: Definitive Footpath
- Black dotted line: Definitive Brideway

Location Diagram (NTS)

P01	27/05/22	First Issue		OM	MW	MW
P02	22/06/22	Updated to comments		OM	MW	MW
Rev	Date	Description of Revisions		Drawn	Chkd	Appr

Status: **Fit for Information** **S2**

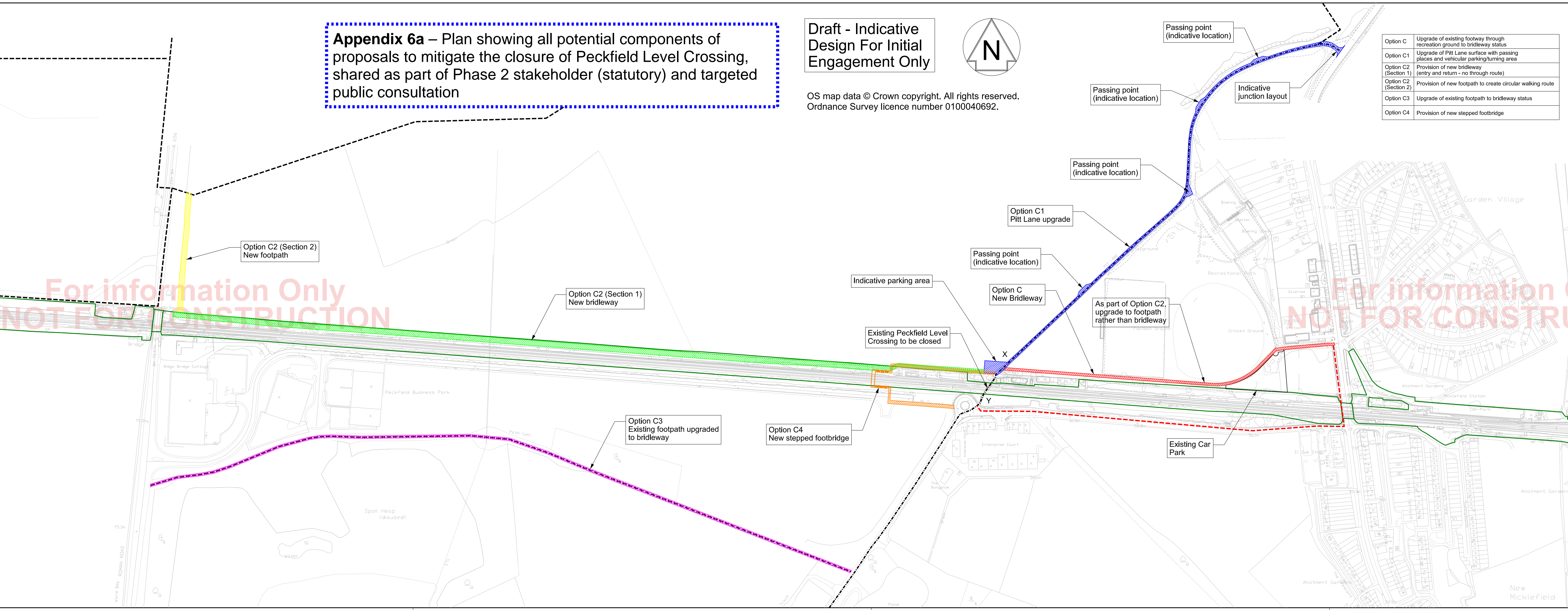
**NetworkRail**

Authorised		Signed		Date	
Contractor(s): <b>TRU Alliance</b>					
Location: <b>AREA BDY MICKLEFIELD TO LEEDS CITY STATION</b>					
Type	CAD Drawing	Sub-type	Plan		
Role	Rail Engineering	Sub-Role	Signalling		
Zone	Garforth - Micklefield				
Phasing	Proposed			Project Stage	GRIP 4
Project: <b>Transpennine Route Upgrade</b>					
Contract No.: <b>151666</b>					
Contract Title: <b>TRU - East of Leeds</b>					
Drawing Title: <b>Peckfield Option C Variations</b>					

Designed	O.McIntosh	Signed		Date	22/06/22
Drawn	O.McIntosh	Signed	Electronically Signed	Date	22/06/22
Checked	M.Westwood	Signed	Electronically Signed	Date	22/06/22
Approved	M.Westwood	Signed	Electronically Signed	Date	22/06/22

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Alternative Reference				Sheet	

Drawing Number	151666-TRA-82-HUL4-DRG-R-SG-000003	Revision	P02
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Draft - Indicative  
Design For Initial  
Engagement Only

Existing Car  
Park

Existing Car  
Park

### Indicative junction layout

Existing Car  
Park

Key:

Grey	Ordnance Survey Data / Topographical Survey
Red	Option C
Blue	Option C1
Dark Green	Network Rail Land Boundary
---	Proposed Diversionary Route
---	Definitive Footpath
---	Definitive Bridleway

P01	22/06/22	First Issue	OM	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Fit for Information S2



Authorised		Signed	Date
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TRU Alliance

Type	CAD Drawing	Sub-type Plan	
Role	Rail Engineering	Sub-Role Signalling	
Zone	Garforth - Micklefield		
Phasing		Project Stage	

# Project Transpennine Route Upgrade

Contract No.  
151666

TRU - East of Leeds

Peckfield Option C and C1

Designed	O.McIntosh	Signed	Date
Drawn	O.McIntosh	Electronically Signed	22/06/22
Checked	M.Westwood	Electronically Signed	22/06/22
Approved	M.Westwood	Electronically Signed	22/06/22
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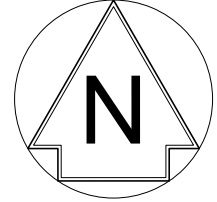
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Drawing Number	Revision
151666-TRA-82-HUL4-DRG-R-SG-000004	P01

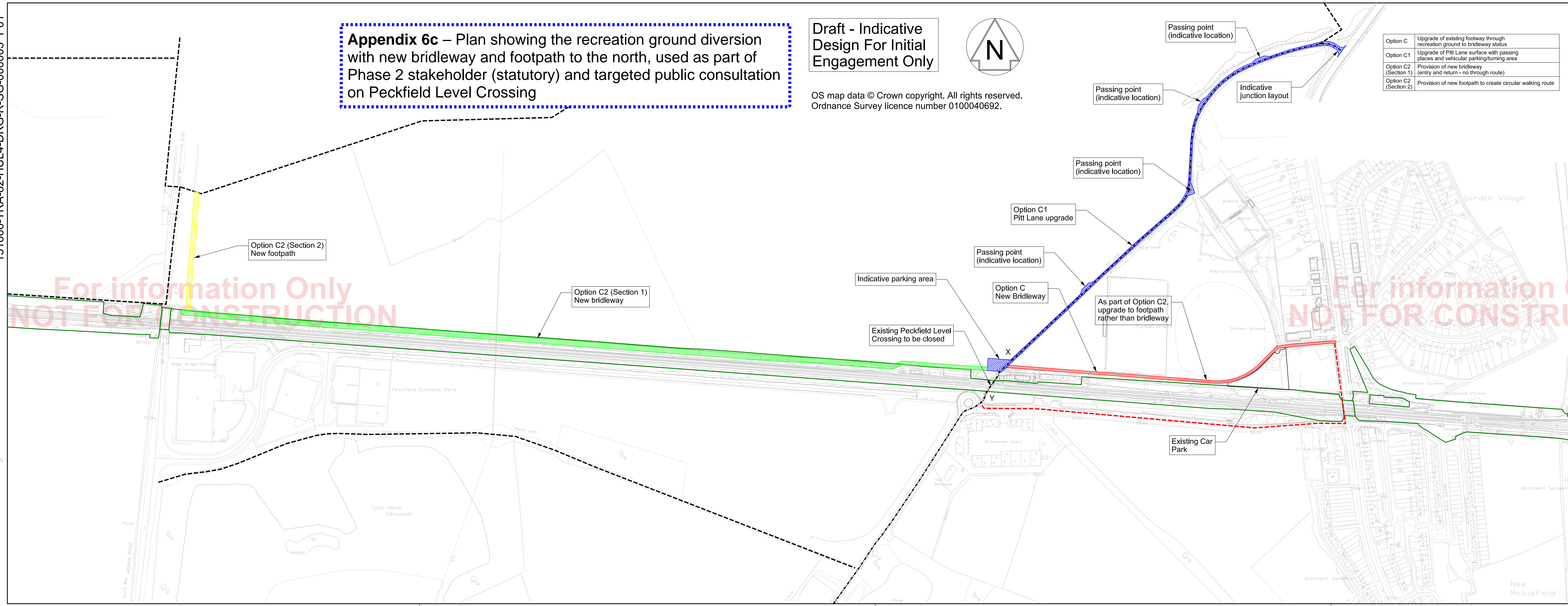


**Appendix 6c** – Plan showing the recreation ground diversion with new bridleway and footpath to the north, used as part of Phase 2 stakeholder (statutory) and targeted public consultation on Peckfield Level Crossing

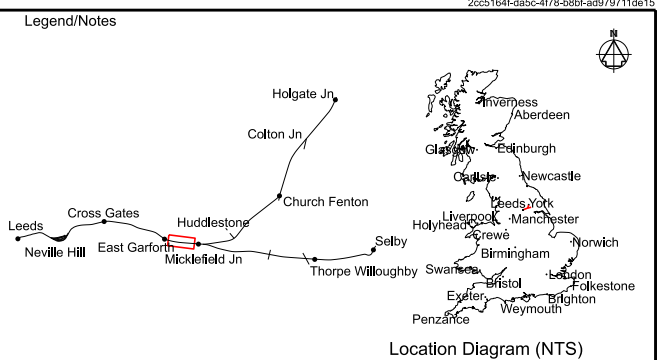
Draft - Indicative Design For Initial Engagement Only



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Option C	Upgrade of existing footway through recreation ground to bridleway status
Option C1	Upgrade of Pitt Lane surface with passing places and vehicular parking/turning area
Option C2 (Section 1)	Provision of new bridleway (entry and return - no through route)
Option C2 (Section 2)	Provision of new footpath to create circular walking route



Key:

Grey	Ordnance Survey Data / Topographical Survey
Red	Option C
Blue	Option C1
Green	Option C2 (Section 1)
Yellow	Option C2 (Section 2)
Dark Green	Network Rail Land Boundary
---	Proposed Diversionary Route
---	Definitive Footpath
---	Definitive Bridleway

P01	22/06/22	First Issue		OM	MW	MW
Rev	Date	Description of Revisions		Drawn	Chkd	Appr
Status	Fit for Information					S2

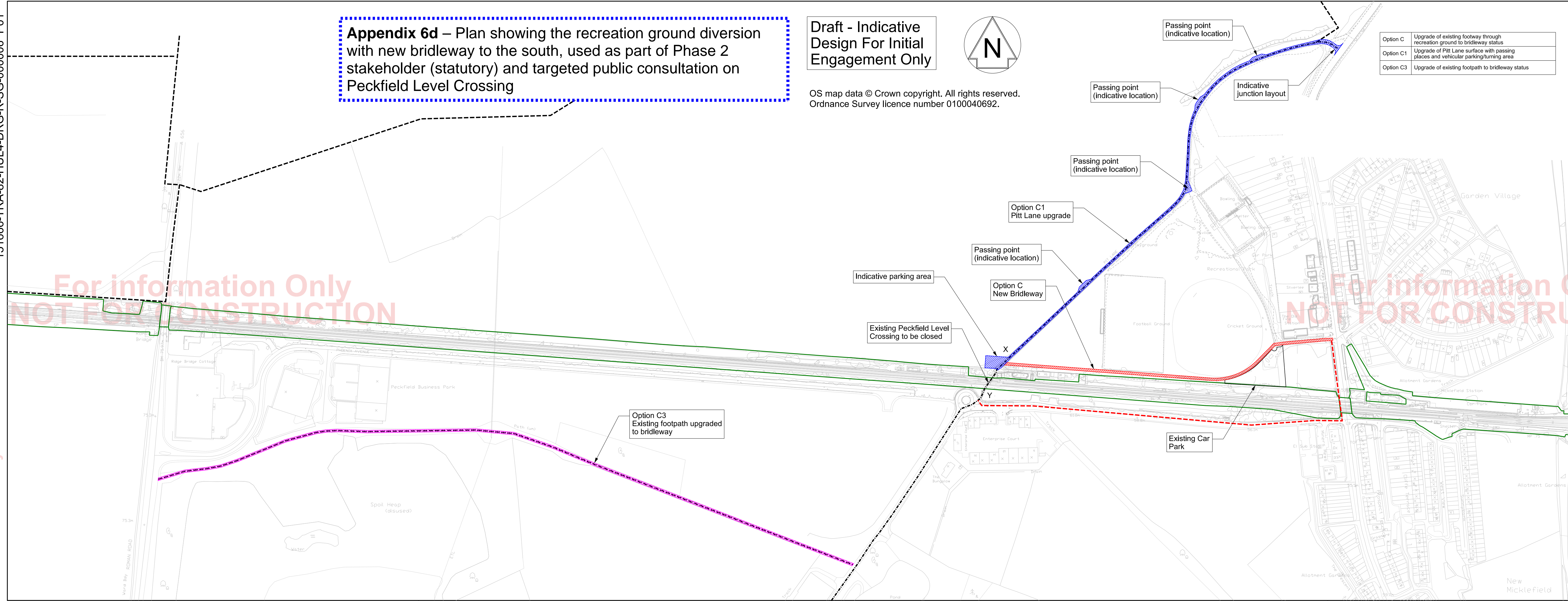


Authorised		Signed		Date	
Contractor(s) <b>TRU Alliance</b>					
Location					
Type	CAD Drawing	Sub-type	Plan		
Role	Rail Engineering	Sub-Role	Signalling		
Zone	Garforth - Micklefield				
Phasing	Project Stage				
Project <b>Transpennine Route Upgrade</b>					
Contract No. <b>151666</b>					
Contract Title <b>TRU - East of Leeds</b>					
Drawing Title <b>Peckfield Option C, C1 and C2</b>					

Designed	O.McIntosh	Signed		Date	22/06/22
Drawn	O.McIntosh	Signed	Electronically Signed	Date	22/06/22
Checked	M.Westwood	Signed	Electronically Signed	Date	22/06/22
Approved	M.Westwood	Signed	Electronically Signed	Date	22/06/22
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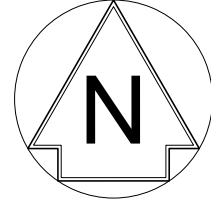


For information Only  
NOT FOR CONSTRUCTION



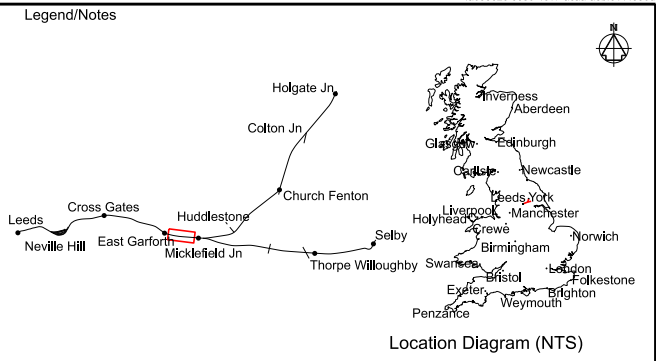
**Appendix 6d** – Plan showing the recreation ground diversion with new brideway to the south, used as part of Phase 2 stakeholder (statutory) and targeted public consultation on Peckfield Level Crossing

Draft - Indicative Design For Initial Engagement Only



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Option C	Upgrade of existing footway through recreation ground to brideway status
Option C1	Upgrade of Pitt Lane surface with passing places and vehicular parking/turning area
Option C3	Upgrade of existing footpath to brideway status



Key:

Grey	Ordnance Survey Data / Topographical Survey
Red	Option C
Blue	Option C1
Magenta	Option C3
Dark Green	Network Rail Land Boundary
Red dashed line	Proposed Diversionary Route
Black dashed line	Definitive Footpath
Black dotted line	Definitive Bridleway

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	22/06/22	First Issue			

Status: **Fit for Information** **S2**



Authorised		Signed		Date	
Contractor(s)					
TRU Alliance					
Location					
Type	CAD Drawing		Sub-type	Plan	
Role	Rail Engineering		Sub-Role	Signalling	
Zone	Garforth - Micklefield				
Phasing			Project Stage		

Project	<b>Transpennine Route Upgrade</b>				
Contract No.	<b>151666</b>				
Contract Title	<b>TRU - East of Leeds</b>				
Drawing Title	<b>Peckfield Option C, C1 and C3</b>				

Designed	O.McIntosh	Signed		Date	22/06/22
Drawn	O.McIntosh	Signed	Electronically Signed	Date	22/06/22
Checked	M.Westwood	Signed	Electronically Signed	Date	22/06/22
Approved	M.Westwood	Signed	Electronically Signed	Date	22/06/22
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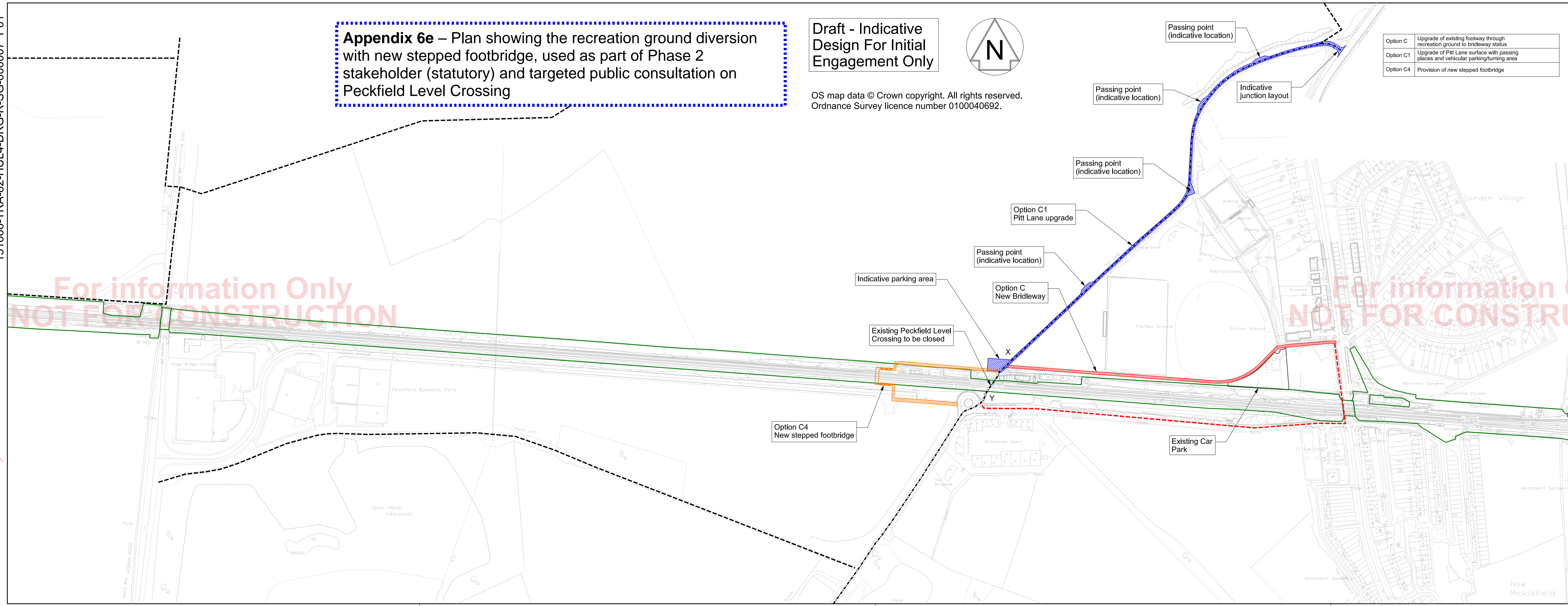
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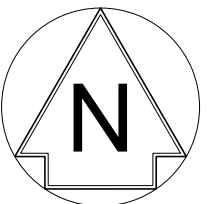
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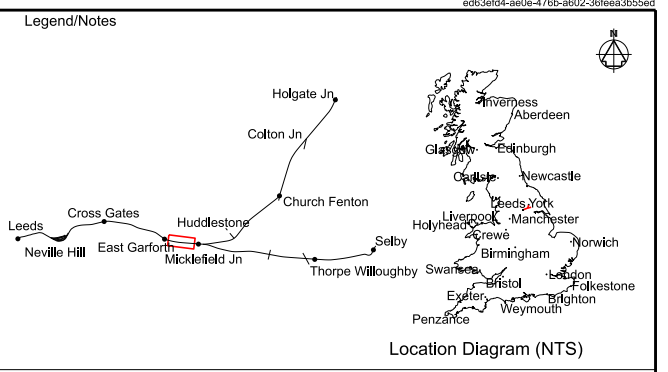
**Appendix 6e** – Plan showing the recreation ground diversion with new stepped footbridge, used as part of Phase 2 stakeholder (statutory) and targeted public consultation on Peckfield Level Crossing

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Option C	Upgrade of existing footway through recreation ground to bridleway status
Option C1	Upgrade of Pitt Lane surface with passing places and vehicular parking/turning area
Option C4	Provision of new stepped footbridge



Key:

Grey	Ordnance Survey Data / Topographical Survey
Red	Option C
Blue	Option C1
Orange	Option C4
Dark Green	Network Rail Land Boundary
Red dashed line	Proposed Diversionary Route
Black dashed line	Definitive Footpath
Black dotted line	Definitive Bridleway

P01	22/06/22	First Issue		OM	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr	
Status	Fit for Information					S2



Authorised		Signed		Date
Contractor(s)				
TRU Alliance				
Location				
Type	CAD Drawing	Sub-type	Plan	
Role	Rail Engineering	Sub-Role	Signalling	
Zone	None			
Phasing	Proposed		Project Stage	
			GRIP 4	
Project				
Transpennine Route Upgrade				
Contract No.				
151666				
Contract Title				
TRU - East of Leeds				
Drawing Title				
Peckfield Option C, C1 and C4				

Designed	O.McIntosh	Signed		Date	22/06/22
Drawn	O.McIntosh	Signed	Electronically Signed	Date	22/06/22
Checked	M.Westwood	Signed	Electronically Signed	Date	22/06/22
Approved	M.Westwood	Signed	Electronically Signed	Date	22/06/22
Scale(s)		ELR & Mileage			
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Alternative Reference				Sheet	
				of	
Drawing Number				Revision	
151666-TRA-82-HUL4-DRG-R-SG-000007				P01	

**The Network Rail (Leeds to Micklefield Enhancements) Order  
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July 2023**

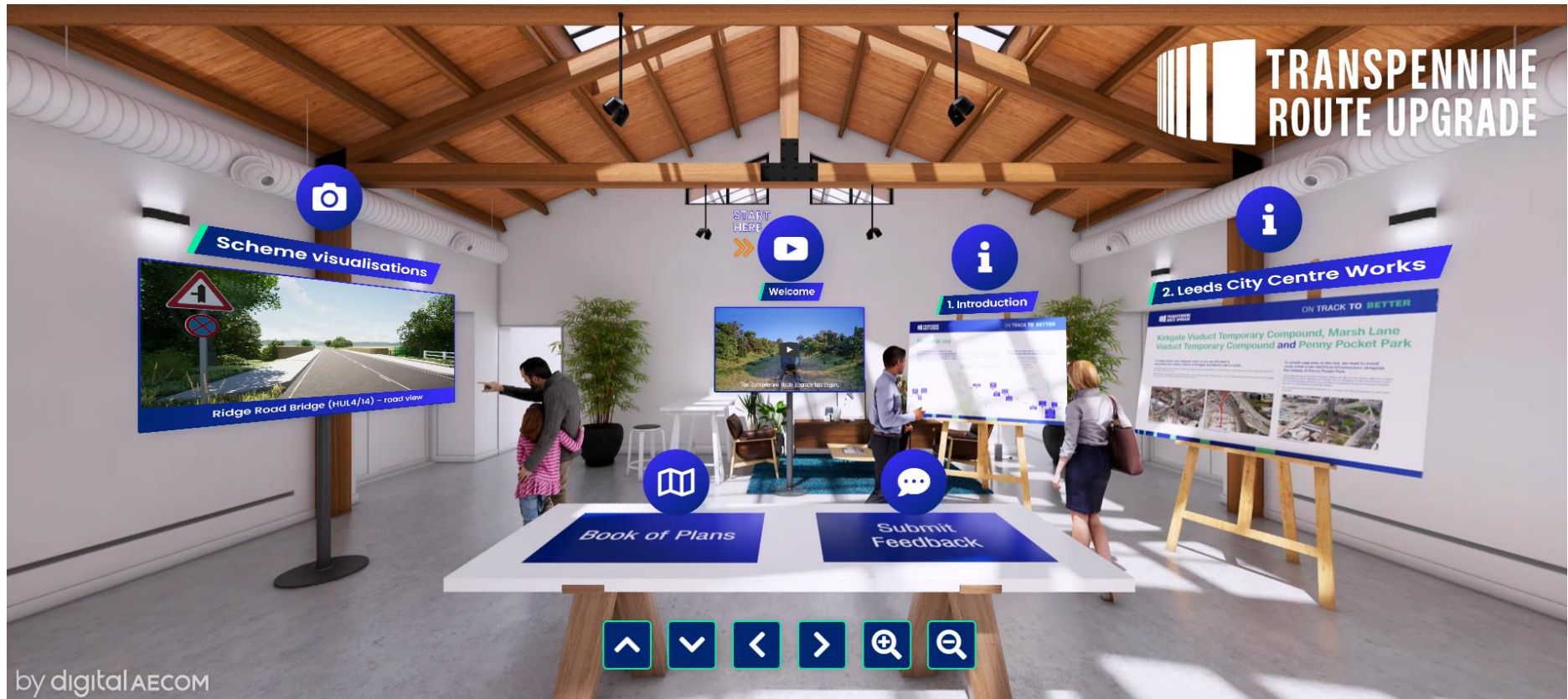
**Appendix 7: Public consultation materials for Phase 1 consultation**

- 7a – virtual consultation room
- 7b – A5 double-sided flyer
- 7c – A3 poster
- 7d – consultation boards
- 7e – consultation response form



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Appendix 7a – virtual consultation room



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**Appendix 7b – A5 double-sided flyer and mailing area maps**



To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes replacing three level crossings with safer alternatives; raising, reconstructing or removing a number of bridges to enable electrification; and installing some small-scale infrastructure. We are also proposing a number of temporary work compounds to help us carry out these essential improvements.

We are keen to share the proposals with the local community and hear your feedback on our plans.

## HAVE YOUR SAY

You will be able to view our proposals and share your views by visiting our virtual public consultation room at [www.networkrail.co.uk/leeds-micklefield](https://www.networkrail.co.uk/leeds-micklefield) between Monday 24 October and Friday 18 November 2022.

We will also be holding the following public events for you to see our plans and chat to our project team.

Fri 28 October 2022	Mon 7 November 2022	Wed 9 November 2022
4pm-7pm	4pm-7pm	4pm-7pm
Garforth Saint Benedict's Catholic Church, Aberford Road, Garforth, LS25 1PX	Micklefield Micklefield C of E Primary School, Great North Road, Micklefield, LS25 4AQ	Cross Gates The Newman Centre, Station Road, Cross Gates, LS15 7JY

Following the consultation process, we will consider all the feedback received and aim to submit the final designs for planning approval in Summer 2023.

Over the coming years we will be making further improvements too, and the works presented in this public consultation do not represent the entirety of the upgrade between Leeds and Micklefield.

**For further information:**

Visit [networkrail.co.uk/leeds-micklefield](https://networkrail.co.uk/leeds-micklefield)  
or email [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41



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## Map of Leeds City Centre mailing area

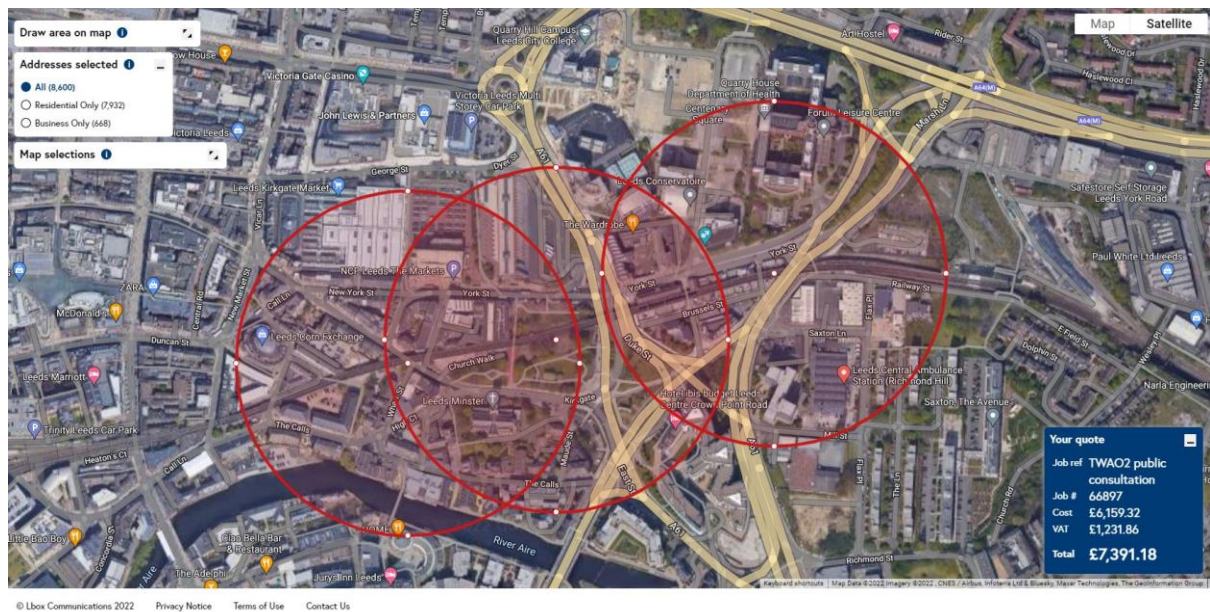


Figure 3: Leeds City Centre mailing area

## Map of Cross Gates to Micklefield mailing area

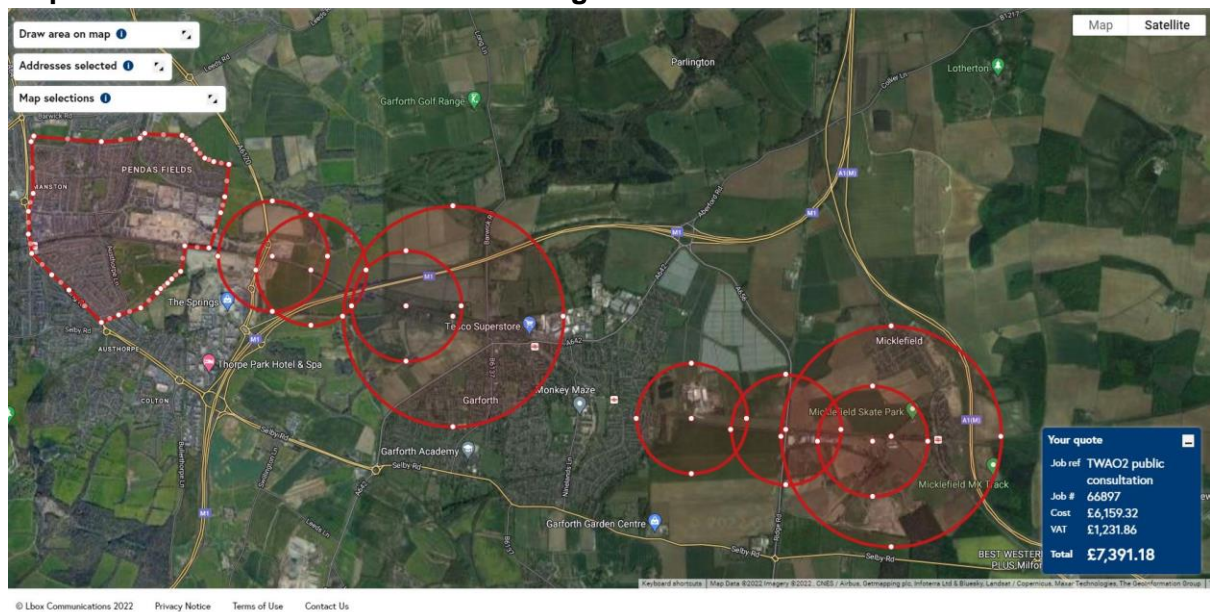



Figure 4: Cross Gates to Micklefield mailing area

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**Appendix 7c – A3 poster**




**TRANSPENNINE  
ROUTE UPGRADE**

ON TRACK TO **BETTER**

HAVE YOUR SAY

## Major railway improvement works in Leeds, Cross Gates, Garforth and Micklefield

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.



To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes replacing three level crossings with safer alternatives; raising, reconstructing or removing a number of bridges to enable electrification; and installing some small-scale infrastructure. We are also proposing a number of temporary work compounds to help us carry out these essential improvements.

We are keen to share the proposals with the local community and hear your feedback on our plans.

You will be able to view our proposals and share your views by visiting our virtual public consultation room at [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield) between **24 October and 18 November 2022**.

Over the coming years we will be making further improvements too, and the works presented in this public consultation do not represent the entirety of the upgrade between Leeds and Micklefield.

We will also be holding face-to-face public events in Cross Gates, Garforth and Micklefield for you to see our plans and chat to our project team.

**Friday 28 October 2022 4pm-7pm Garforth**  
Saint Benedict's Catholic Church, Alberford Road, Garforth, LS25 1PX

**Monday 7 November 2022 4pm-7pm Micklefield**  
Micklefield C of E Primary School, Great North Road, Micklefield, LS25 4AQ

**Wednesday 9 November 2022 4pm-7pm Cross Gates**  
The Newman Centre, Station Road, Cross Gates, LS15 7JY

**For further information:**

visit [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield) or email [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)  
You can also call Network Rail's 24-Hour National Helpline on **03457 11 41 41**



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## Appendix 7d – consultation boards



## ON TRACK TO BETTER

## Have your say

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements. It will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.

To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes replacing three level crossings with safer alternatives; raising, reconstructing or removing a number of bridges to enable electrification; and installing some small scale infrastructure. We are also proposing a number of temporary work compounds to help us carry out these essential improvements.

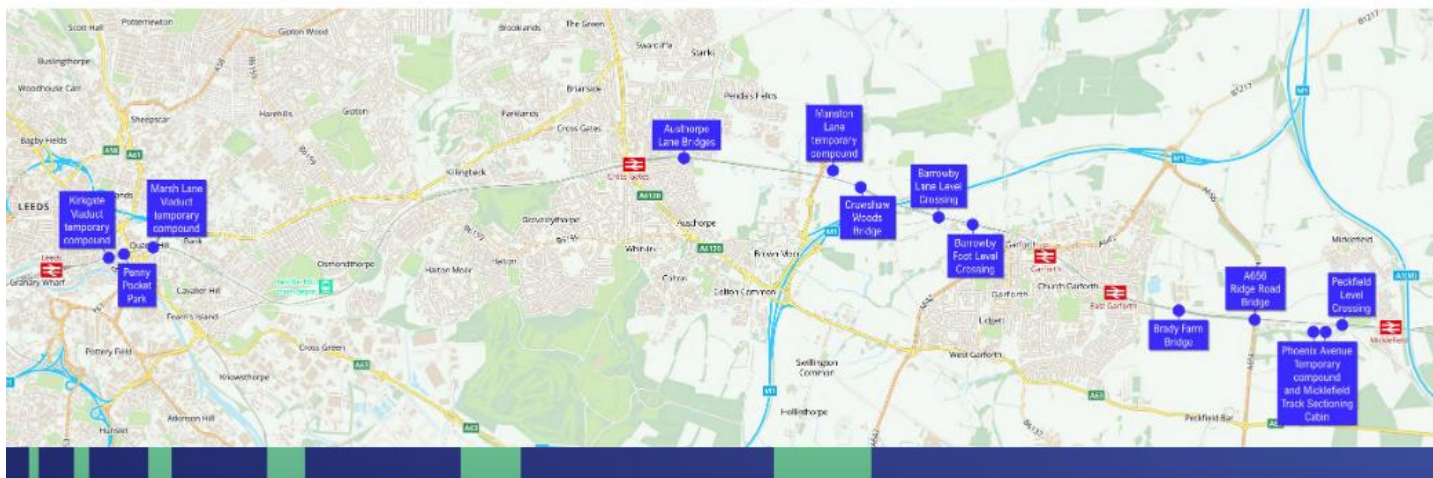
Over the coming years we will be making further improvements too, and the works presented here do not represent the entirety of the upgrade between Leeds and Micklefield.

**We are keen to share the proposals with the local community and hear your feedback on our plans.**

Below are the locations where we're proposing to carry out essential work to enable us to deliver the Transpennine Route Upgrade.

On the following boards, we'll explain in more detail

- **What** we plan to do at each location
- **Why** we need to carry out the work, and
- **How** the work may impact you



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ON TRACK TO **BETTER**

## Kirkgate Viaduct Temporary Compound, Marsh Lane Viaduct Temporary Compound and Penny Pocket Park

To enable faster, more frequent trains to run, we will need to reconstruct the railway viaduct at Kirkgate and Marsh Lane in Leeds.

Land directly adjacent to the bridges at Kirkgate and Marsh Lane has been identified as suitable sites for use as temporary work compounds while this work takes place in the future.

While the wider Transpennine Route Upgrade project will be making changes to these bridges, only the construction compounds form part of this public consultation and the Transport & Works Act Order it relates to.



Aerial view of Kirkgate Viaduct, facing west.



Aerial view of Marsh Lane Viaduct, facing west.

To enable upgrades to the line, we need to install some small scale electrical infrastructure alongside the railway at Penny Pocket Park.

Land alongside the line between Kirkgate Viaduct and Marsh Lane Viaduct, adjacent to Penny Pocket Park, has been identified as a suitable site for installation of this infrastructure. Plans are to install signalling infrastructure, including a replacement signal structure and cabinets mounted on metal platforms along the railway.

The new infrastructure will be located next to, or nearby, the railway boundary on both sides of the line.



Aerial view of Penny Pocket Park, facing east.

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ON TRACK TO **BETTER**

## Austhorpe Lane Bridges

To allow us to install overhead wires to power cleaner, quieter electric trains, we need to reconstruct the road bridge at Austhorpe Lane and divert a gas main. There are three separate components to the proposals at Austhorpe Lane:

- a Grade II listed structure which carries the public highway;
- a footbridge which runs parallel to the road bridge; and
- a Northern Gas Networks high pressure gas main, which is attached to Austhorpe Lane Bridge.



Aerial view of Austhorpe Lane Bridges, facing west.



Aerial view of Austhorpe Lane Bridges, facing east.

We are proposing to demolish the existing bridges and install a new combined road and footbridge in the location of the existing road bridge.

The bridge would be reconstructed with a 4.5 metre wide single way carriageway and a two metre wide footway on the east side of structure, to provide replacement pedestrian access. The works will require widening of the existing bridge abutments.

The new bridge is being designed to be sensitive to the local area, and the current bridge's listed status.

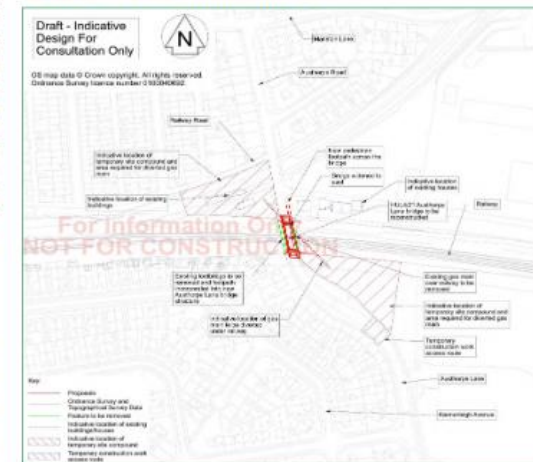
The gas main will be diverted under the railway line via a bored tunnel.

### Highways

The full demolition and reconstruction of the bridge will require a temporary closure of Austhorpe Lane, which will have an impact on traffic flow in the surrounding area.

The closure is expected to last between two and four months, with a diversion via Station Road. We will aim to minimise inconvenience to the local community and businesses when planning this road closure.

This plan shows our proposed works at Austhorpe Lane. To consult the plan in greater detail, please take a look at the Book of Plans included in this consultation. You can also see a visualisation of what the bridge might look like as part of our consultation materials.





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ON TRACK TO **BETTER**

## Manston Lane Temporary Work Compound and Crawshaw Woods Bridge

To enable us to upgrade the tracks between Leeds and Micklefield, we need to set up a temporary work compound in Manston.

Land adjacent to the line at Manston Lane has been identified as a suitable site for this. The site will be used to facilitate the renewal of the track, store materials and provide welfare facilities for our teams.



Aerial view of the proposed site of the Manston Lane compound. The indicative location of the compound can be seen on the plan to the right.

To allow us to install overhead wires to power cleaner, quieter electric trains, we are proposing to rebuild Crawshaw Woods Bridge to enable electrification of the railway.

Crawshaw Woods bridge is a Grade II listed structure with private vehicular rights and a Public Right of Way running over it. Our proposals will be mindful of the bridge's listed status.



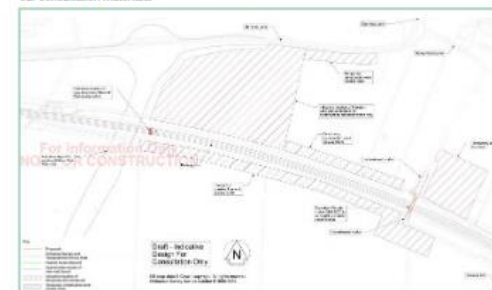
Aerial views of Crawshaw Woods Bridge as it is today.

### Public Rights of Way

The Public Right of Way that runs across the bridge will need to be temporarily diverted during demolition and reconstruction. This would not be a permanent diversion and details of the route are still under development.

A temporary works compound is also proposed to enable the work, including use of a crane during construction.

This plan shows our proposed works at Crawshaw Woods, and the location of the Manston Lane compound. To consult the plan in greater detail, please take a look at the Book of Plans included in this consultation. You can also see a visualisation of what the bridge might look like as part of our consultation materials.





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ON TRACK TO **BETTER**

## Barrowby Lane and Barrowby Foot Level Crossings

We are proposing to close Barrowby Lane and Barrowby Foot Level Crossings and divert users across the railway via a new ramped brideway bridge close to the location of the existing Barrowby Lane Level Crossing.

Barrowby Lane and Barrowby Foot Level Crossings are both located west of Garforth.

Barrowby Lane Level Crossing is a brideway crossing that connects Barrowby Lane to the south of the railway to Nanny Goat Lane to the north of the railway.

Barrowby Foot Level Crossing is a Public Right of Way, accessed by steps, located approximately 430 metres to the east of Barrowby Lane Level Crossing.

The main component of the proposals is a new brideway bridge, which will provide replacement access over the railway line for pedestrians, cyclists and horse riders. It will provide this for both of the existing Barrowby Level Crossings, both of which will be closed.



Aerial view of Barrowby Lane Level Crossing, facing west.



Aerial view of Barrowby Foot Level Crossing, facing west.

### Early Engagement

Early engagement has been undertaken with organisations representing user groups to enable us to develop our proposed scheme.

### Proposed diversions

Proposals are to close both level crossings and divert the Public Rights of Way across the railway via a new ramped brideway bridge. The new brideway bridge will be located approximately 190 metres to the west of the existing Barrowby Lane Level Crossing. The route will be suitable for pedestrians, cyclists and horse riders.

The plan at the bottom of this board shows four points (labelled A, B, C and D) which have been used to work out the journey times which are explained below.

The route from point A to point B, shown on the plan below in **light blue**, is approximately 640 metres, with a journey time of approximately 5 minutes by horse, or 8 minutes on foot.

The route from point C to point D, shown on the plan below in **orange**, via the new bridge, is approximately 1530 metres, with a journey time of approximately 14 minutes by horse, or 19 minutes on foot.

The alternative route from Barrowby Foot level crossing, via Barwick Road, is approximately 780 metres, with a journey time of approximately 7 minutes by horse, or 10 minutes on foot.



This plan shows our proposed works at the Barrowby Level Crossings. To consult the plan in greater detail, please take a look at the Book of Plans included in this consultation. You can also see a visualisation of what the bridge might look like as part of our consultation materials.

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ON TRACK TO **BETTER**

## Brady Farm Bridge

To allow us to install overhead wires to power cleaner, quieter electric trains, we are proposing to demolish this bridge.

Brady Farm Bridge is a Grade II listed structure, located approximately 1.5 kilometres east of Garforth Station.



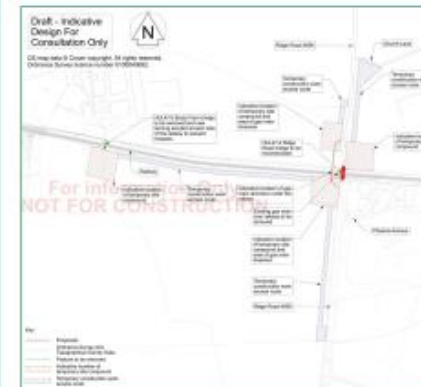
Aerial view of Brady Farm Bridge as it is today, facing east.



Aerial view of Brady Farm Bridge as it is today, facing west.

### Public Rights of Way

There is no public access over the bridge; however, the Public Right of Way running north of the railway line will need to be diverted temporarily during demolition. This would not be a permanent diversion. Details of the temporary diversion route are still under development.



This plan shows our proposed works at Brady Farm Bridge and the A656 Ridge Road Bridge (see A656 Ridge Road board for more information). To consult the plan in greater detail, please take a look at the Book of Plans included in this consultation. You can also see a visualisation of what the A656 Ridge Road Bridge might look like as part of our consultation materials.

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ON TRACK TO **BETTER**

## A656 Ridge Road Bridge

**To allow us to install overhead wires to power cleaner, quieter electric trains, we are proposing to reconstruct this bridge.**

Ridge Road Bridge is located 1.6 kilometres east of East Garforth Railway Station.

It is a Grade II listed structure, which carries the A656 public highway, as well as a footpath. Northern Gas Networks also has a high pressure gas main that runs via a pipe bridge, located next to the road bridge.

Our proposals are to demolish and reconstruct the bridge. The gas main pipe bridge will be diverted via microtunnel under the railway.

Works will be carried out to divert the utility services which run across the bridge. A temporary pedestrian footpath diversion will be provided while these works are carried out.

A plan of our proposed works here can be found on the consultation board for Brady Farm Bridge, and an indicative visualisation is also included with our consultation materials.



Aerial view of the A656 Ridge Road Bridge, facing south.

### Highways

Highway works will be required to enable the reconstruction of the bridge. We will aim to minimise inconvenience to the local community and businesses when planning this road closure.

We anticipate that this will require road closures of the A656. Closures would be kept to a minimum and it is expected that traffic will be diverted via the A63 and A642.



Aerial view of the A656 Ridge Road Bridge, facing east.

### Public Rights of Way

There is a Public Right of Way that follows along the A656, to the north of the railway, and also runs parallel to the railway line to the west of the A656. It is likely that this would need to be diverted temporarily while construction works are going on. This would not be a permanent diversion.

Details of the temporary diversion route are still under development.

## Phoenix Avenue Temporary Compound and Micklefield Track Sectioning Cabin

Land at Phoenix Avenue, Micklefield, will be used as a temporary works compound to support a range of Transpennine Route Upgrade works.

The location of the compound has been chosen due to its proximity to an existing access point on land to the south of the railway. It will be used to support:

- track renewals;
- drainage works;
- lineside civil engineering works, including overhead line equipment foundations, earthworks and cable troughing;
- culvert works;
- works to structures, including replacement and repair works;
- installing overhead lines; and
- upgrading signalling.

To enable the electrification of the railway line, we need to construct a Track Sectioning Cabin, or TSC. This will safely regulate the power supply to the overhead electric wires in the local area.

Construction of the TSC, which will include culvert works, is proposed for an area of land on the north side of Phoenix Avenue, west of Peckfield Level Crossing.

A plan of our proposed works is on the consultation board for Peckfield Level Crossing.



*Aerial view of the proposed compound location and TSC site, facing east.*



*Aerial view of the proposed compound location and TSC site, facing west. See the plan on the consultation board for Peckfield Level Crossing for additional details.*



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ON TRACK TO **BETTER**

## Peckfield Level Crossing

**Our proposals are to close Peckfield Level Crossing and divert the Public Right of Way across the railway via one of two options.**

Peckfield Level Crossing is located a short distance to the west of Micklefield Railway Station.

It provides access between Pit Lane to the north of the railway (also known as Lower Peckfield Lane) and Pit Lane to the south of the railway. It also forms part of a brideway route.

There are five cottages which are near to the railway boundary and the level crossing. To the south of the railway, there are various business located on the Enterprise Court industrial estate.

Both options include:

- a new brideway diversion, to provide replacement brideway access across the railway;
- upgrades to Pit Lane to the north of the railway;
- construction of a car parking area for residents of the railway cottages; and
- a temporary construction compound.



### Option 1

This option, shown on the above plan in blue, would involve diverting the brideway through Micklefield recreation ground, running east from the current level crossing, parallel to the railway line.

The brideway would then connect up to the Great North Road.

The brideway diversion proposed in Option 1 is approximately 910 metres, with a journey time of approximately 8 minutes by horse, or 11 minutes on foot.



### Option 2

This option, shown on the above plan in orange, would see the brideway diverted through Micklefield recreation ground, running diagonally from north to south east, between the playground and playing courts.

A footpath would also be provided through the recreation ground, running east from the current level crossing, parallel to the railway line. Both the brideway and footpath would then join up and connect to the Great North Road.

The brideway diversion proposed in Option 2 is approximately 805 metres, with a journey time of approximately 7 minutes by horse, or 10 minutes on foot.

The footpath diversion proposed in Option 2, running through the recreation ground parallel to the railway line, is the same length as the brideway diversion proposed in Option 1, with a journey time of approximately 11 minutes on foot.

**Please share your views on these two options by filling in our 'Have your say' form.**

To consult these plans in greater detail, please take a look at the Book of Plans included in this consultation. Comments can be submitted between 24 October and 18 November 2022.

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ON TRACK TO **BETTER**

## The environment

**We understand our responsibility to consider and minimise the impact our work has on the environment.**

We have a sustainability strategy and will be completing environmental work that will help show how our designs will enable these major improvements to the railway to take place, while respecting the natural and human environment.

To understand the existing environment between Leeds and Micklefield and inform our designs, we are undertaking various surveys and assessments. These include topics such as traffic, noise and vibration, visual impacts, landscape, heritage, ecology and water.



### Wildlife

Surveys have been carried out to identify any habitats or protected wildlife in the local area. Where protected species are recorded and may be affected by the scheme, measures will be put in place to minimise any impacts, in-line with national guidelines. We will continue our assessments as the scheme progresses.

### Plants and trees

Some vegetation removal may be required to enable works to take place. Any replacement planting will be sympathetic to the surrounding area and will incorporate native plant species that have benefits for wildlife, wherever possible.

Arboricultural (tree) surveys are being undertaken to inform our plans. Tree felling will only occur where it is not possible for the scheme to avoid the trees.

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ON TRACK TO **BETTER**

## Construction

Temporary construction compounds are proposed to enable work to take place on the bridges at Kirkgate Viaduct, Marsh Lane Viaduct, Austhorpe Lane, Manston Lane, Crawshaw Woods, Brady Farm and Ridge Road; at Phoenix Avenue; and at Barrowby Lane and Peckfield Level Crossings.

The layouts and use of these compounds will be carefully planned and managed to minimise their impact, and we will make every effort to keep any noise or disturbance to a minimum.

The compounds, which will be protected by security and a boundary fence, will include:

- hard standing or geo-bound areas for material storage and parking;
- temporary buildings and welfare facilities;
- on-site resources for the storage and removal of waste and water; and
- electrical connections or on-site hybrid electricity generation; and
- gated access points for security.

Bulk materials will be delivered directly to the site via rail where possible, with any deliveries by road being co-ordinated from our new logistics hub at Gascoigne Wood near Sherburn-in-Elmet. These measures minimise the impact and effects on the surrounding road network.



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ON TRACK TO **BETTER**

## Have your say and next steps

You can share your views on our proposals by filling out the *'Have your say'* form.

Comments can be submitted between 24 October and 18 November 2022.

### Next steps

A Transport and Works Act Order (TWAO) is required to deliver the elements of the Transpennine Route Upgrade we are currently consulting on. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

This is your chance to view and feed back on our proposals before we submit our TWAO application in Summer 2023.

### For further information,

Visit  
[networkrail.co.uk/leeds-micklefield](https://networkrail.co.uk/leeds-micklefield)

or email  
[TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)

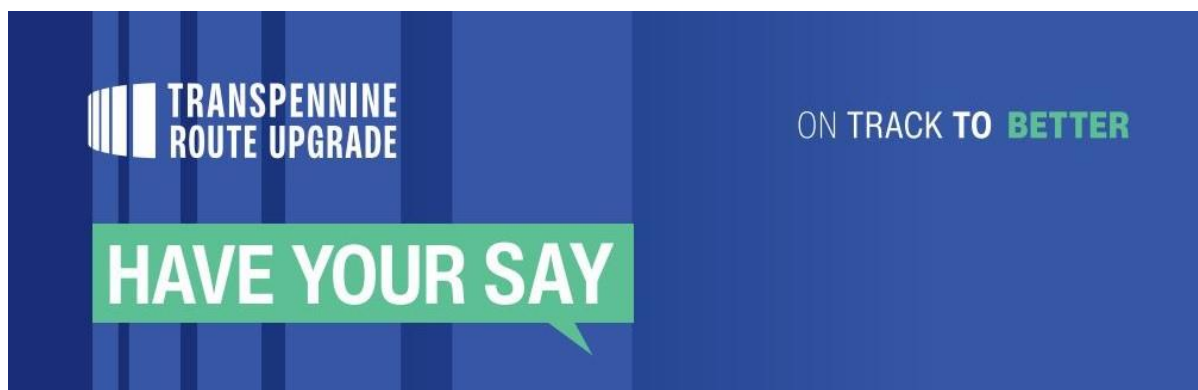
You can also call Network Rail's 24-Hour  
National Helpline on **03457 11 41 41**





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**Appendix 7e – consultation response form**



**Thank you for visiting our online public consultation event about major railway improvement works in Leeds, Cross Gates, Garforth and Micklefield.**

The Transpennine Route Upgrade is a major, multi-billion pound programme which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.

To enable this to happen in your area, we are proposing to replace a number of level crossings with a safer alternative; raise the height of some bridges and listed structures over the railway and remove others to enable us to install overhead electric lines and install a number of temporary work compounds to help us carry out these essential improvements. The diversion of some utilities is also required.

We have been engaging with land and homeowners in the area who will be impacted by the proposals, and the proposals we have presented to you have already been shaped through this engagement. We are now keen to share the proposals with the local community and hear your feedback on our plans.

We would appreciate it if you could complete this short survey, which should take no longer than five minutes to complete. You can also read our consultation materials and complete this form online at [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield)

Comments can be submitted between **Monday 24 October & Friday 18 November 2022.**

A Transport and Works Act Order (TWAO) is required to deliver the elements of the Transpennine Route Upgrade we are currently consulting on. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work. Following this consultation process, we will consider all the feedback received before we submit our Transport and Works Act Order application early next year.

Over the coming years we will be making further improvements too, and the works presented here do not represent the entirety of the upgrade between Leeds and Micklefield.

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**About The Scheme**

**Do you currently use any of the following bridges or level crossings where we are planning to carry out work?**

*Please tick all that apply, letting us know how often*

	Daily	Weekly	Monthly	Infrequently
Austhorpe Lane Bridges				
Crawshaw Woods Bridge				
Barrowby Lane Level Crossing				
Barrowby Foot Level Crossing				
A656 Ridge Road Bridge				
Peckfield Level Crossing				

**If infrequently, please let us know how often:**

**Why do you currently use them?**

*please tick all that apply*

	Getting to/from work	Getting to/from school	Visiting family/friends	Shopping	Leisure	Other
Austhorpe Lane Bridges						
Crawshaw Woods Bridge						
Barrowby Lane Level Crossing						
Barrowby Foot Level Crossing						
A656 Ridge Road Bridge						
Peckfield Level Crossing						

**If 'other', please let us know what for**

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**How do you currently cross the bridges or level crossings where we are planning to carry out work?**

*please tick all that apply*

	On foot	In a wheelc hair or mobility scooter	By bicycle	By car, van or motorbi ke	By large or agricult ural vehicle	By horse	Other
Austhorpe Lane Bridges							
Crawshaw Woods Bridge							
Barrowby Lane Level Crossing							
Barrowby Foot Level Crossing							
A656 Ridge Road Bridge							
Peckfield Level Crossing							

If 'other', please let us know by what means you travel

**How would you be affected by the closure of the bridges or level crossings where we are planning to carry out work?**

*Please note that most will only be closed temporarily*

**To what extent do you agree with our plans to replace Barrowby Lane and Barrowby Foot Level Crossings in Garforth with a safer, accessible bridleway bridge over the railway?**

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/ Don't know

**Please explain your answer:**

**Which of the presented options are you in favour of for the safer replacement of Peckfield Level Crossing?**

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**Option 1 (Shown in blue on the plan):** This option would involve diverting the bridleway through Micklefield recreation ground, running east from the current level crossing, parallel to the railway line. The bridleway would then connect up to Great North Road.

**Option 2 (shown in orange on the plan):** This option would see the bridleway diverted through Micklefield recreation ground, running diagonally from north to south east, between the playground and playing courts. A footpath would also be provided through the recreation ground, running east from the current level crossing, parallel to the railway line. Both the bridleway and footpath would then join up and connect to the Great North Road.

**Option 1**

**Option 2**

**Neither**

**No opinion**

**Please explain your answer:**

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**Do you have any comments on our proposed construction compounds?**

Temporary construction compounds are proposed to enable work to take place on the bridges at Kirkgate Viaduct, Marsh Lane Viaduct, Austhorpe Lane, Manston Lane, Crawshaw Woods, Brady Farm and Ridge Road; at Phoenix Avenue; and at Barrowby Lane and Peckfield Level Crossings.

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**Do you have any comments relating to our proposals at Penny Pocket Park?**

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**Do you have any comments on our proposed changes to Austhorpe Lane Bridges?**

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**Do you have any comments on our proposed changes to Crawshaw Woods Bridge?**

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**Do you have any further comments on our plans to replace Barrowby Lane and Barrowby Foot Level Crossings?**

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**Do you have any comments on our proposed changes to Brady Farm Bridge?**

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**Do you have any comments on our proposed changes to the A656 Ridge Road Bridge?**

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**Do you have any further comments on our plans to replace Peckfield Level Crossing?**

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**About you**

**What is your connection to this scheme?**

*Please tick all that apply*

Local resident

Landowner potentially affected by the scheme

Local ward or parish councillor *please state* \_\_\_\_\_

Local business or organisation *please state* \_\_\_\_\_

Other *please state* \_\_\_\_\_

Prefer not to say

**It's useful for us to know which area you live in. Please leave your postcode here:**

---

**Working With You**

To help us improve how we consult in future, we would be grateful if you could answer the questions below.

**How did you hear about the consultation?**

*Please tick all that apply*

Postcard received in the post

Poster

Facebook

Twitter

Instagram

Word of mouth

Other *please state* \_\_\_\_\_

**How useful did you find our consultation materials in helping you understand the scheme?**

<b>Very useful</b>	<b>Quite useful</b>	<b>Neutral</b>	<b>Not very useful</b>	<b>Not useful at all</b>	<b>Undecided/ Don't know</b>
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**Do you have any comments on how we can improve our consultation materials?**

*For example, is there anything else you think we should be including, or any aspects you think could be improved?*

---

**The Network Rail (Leeds to Micklefield Enhancements) Order  
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July 2023**

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**Privacy statement**

Network Rail will consider all feedback and confirm your personal data is not required unless you are content for Network Rail to be able to identify you as the source and the location of the feedback provided.

Any feedback provided will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. It will be used by Network Rail solely for purposes and duration in connection with the development of the design and securing any consent application, including publication of the final consultation report, as may be required, for the Leeds to Micklefield Enhancements Scheme.

If you wish to be contacted by Network Rail with further information, or to discuss the feedback you have provided on the scheme, then please tick here

Please confirm by providing your details below:

---







**The Network Rail (Leeds to Micklefield Enhancements) Order  
NR07 – Consultation Report  
July 2023**

**Appendix 8: Design plans presented during Phase 3 stakeholder (statutory) and Phase 1 public consultation (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

- 8a – Plan showing Austhorpe Lane Bridge, Austhorpe Lane Footbridge, Austhorpe Lane gas main diversion
- 8b – Plan showing Crawshaw Woods Bridge and Manston Lane Compound
- 8c – Plan showing Barrowby Lane and Foot Level Crossing closure mitigation
- 8d – Plan showing Brady Farm Bridge, Ridge Road Bridge and Ridge Road gas main
- 8e – Plan showing Option 1 for the Peckfield Level Crossing closure mitigation, Phoenix Avenue compound and Micklefield TSC
- 8f – Plan showing Option 2 for the Peckfield Level Crossing closure mitigation, Phoenix Avenue compound and Micklefield TSC

## Appendix 8a – Plan from Phase 3 stakeholder (statutory) and Phase 1 public consultation showing Austhorpe Lane Bridge, Austhorpe Lane Footbridge and Austhorpe Lane gas main diversion

Kennerleigh Avenue

	Proposals
	Ordnance Survey and Topographical Survey Data
	Feature to be removed
	Indicative location of existing buildings/houses
	Indicative location of temporary site compound
	Temporary construction work access route

Location Diagram (NTS)

1. Note that the design/arrangement of the proposed Authorpe Lane bridge is not yet finalised. Therefore the land requirements are subject to change.

P01	25/07/22	First Issue	OM	CA	OM
P02	12/09/22	Updated to Comments	OM	MW	MW
P03	10/10/22	Updated to Comments	OM	MW	MW
P04	13/10/22	Updated to Comments	CA	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status				Suitability	
Fit for Information				S2	

## Fit for Information

S2



Authorised		Signed	Date
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Contractor(s)	
---------------	--

TRU Alliance

Location	AREA BDY MICKLEFIELD TO LEEDS CITY STATION
----------	--

Type	CAD Drawing	Sub-type Plan	
Role	Rail Engineering	Sub-Role Signalling	
Zone	Crossgates - Garforth		
Phasing	Proposed	Project Stage GRIP 4	

Project	Transpennine Route Upgrade
---------	----------------------------

Contract No.  
**151666**

Contract Title	TRU - East of Leeds
----------------	---------------------

Drawing Title
HUL4/21 Austhorpe Lane Bridge, HUL4/21A Austhorpe Lane Footbridge and HUL4/21B Austhorpe Lane Gas Diversion

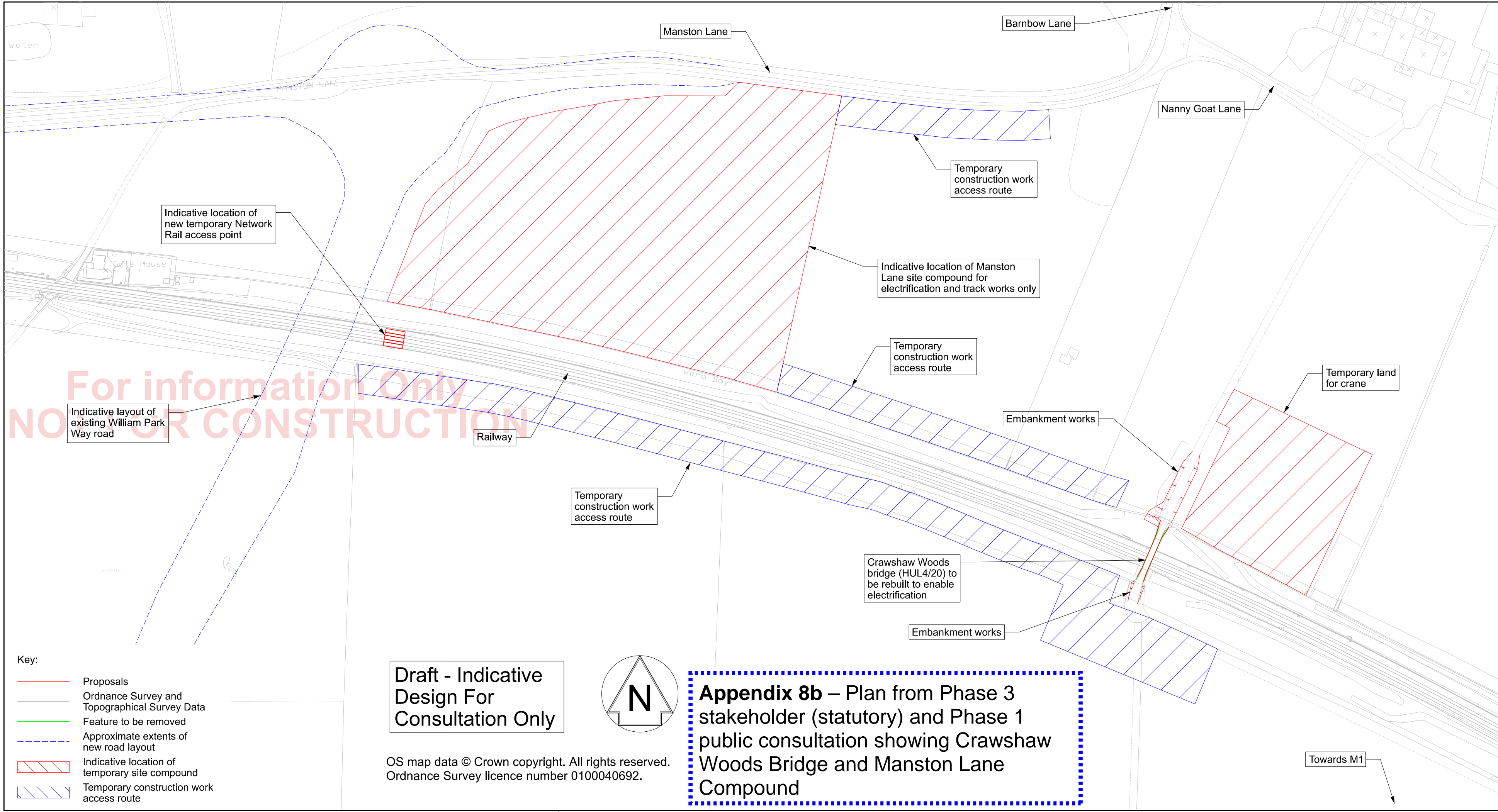
Designed	O. McIntosh	Signed <a href="#">Electronically Signed</a>	Date 13/10/22
Drawn	C. Archdale	Signed <a href="#">Electronically Signed</a>	Date 13/10/22
Checked	M. Westwood	Signed <a href="#">Electronically Signed</a>	Date 13/10/22
Approved	M. Westwood	Signed <a href="#">Electronically Signed</a>	Date 13/10/22

Scale(s)	ELR & Mileage
1:1500	15.1408 to 0

Alternative Reference	Sheet
	of

Drawing Number	Revision
151666-TRA-80-HUL4-DRG-R-SG-000005	P04





Legend/Notes

Notes:

1. Note that the design/arrangement of the proposed Crawshaw Woods bridge is not yet finalised. Therefore the land requirements are subject to change.

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	
P01	25/07/22	First Issue		OM	CA	OM
P02	12/09/22	Updated to Comments		OM	MW	MW
P03	11/10/22	Updated to Comments		OM	MW	MW

Status

Fit for Information S2

**NetworkRail**

Authorised: \_\_\_\_\_ Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Contractor(s): **TRU Alliance**

Location: AREA BDY MICKLEFIELD TO LEEDS CITY STATION

Type: CAD Drawing Sub-type: Plan

Role: Rail Engineering Sub-Role: Signalling

Zone: Crossgates - Garforth

Phasing: Proposed Project Stage: GRIP 4

Project: Transpennine Route Upgrade

Contract No.: 151666

Contract Title: TRU - East of Leeds

Drawing Title: HUL4/20 Crawshaw Woods Bridge and Manston Lane Compound

Designed	Signed	Date
O.McIntosh	Electronically Signed	11/10/22

Drawn	Signed	Date
O.McIntosh	Electronically Signed	11/10/22

Checked	Signed	Date
M.Westwood	Electronically Signed	11/10/22

Approved	Signed	Date
M.Westwood	Electronically Signed	11/10/22

Scale(s): 1:1500 ELR & Mileage 14.1078 to 0

Alternative Reference: \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_

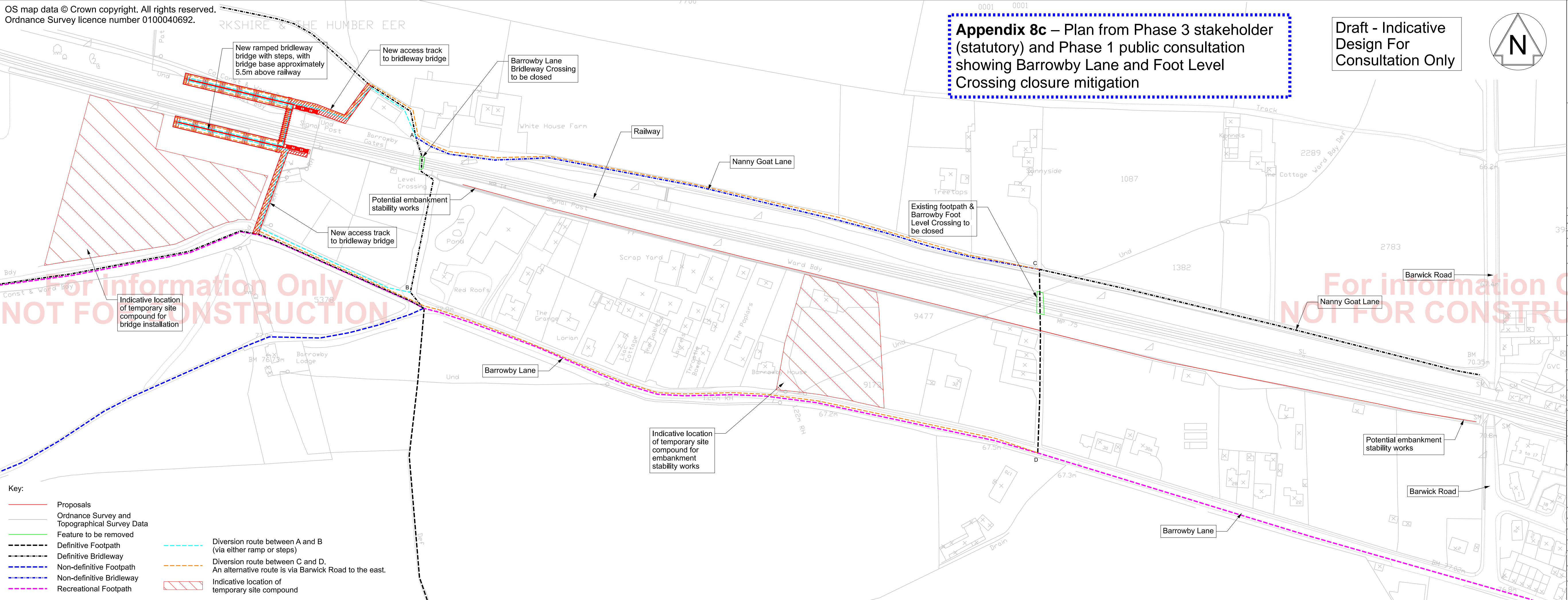
Drawing Number: 151666-TRA-80-HUL4-DRG-R-SG-000004 Revision: P03



NOT FOR CONSTRUCTION

151666-TRA-80-HUL4-DRG-R-SG-000001 P09

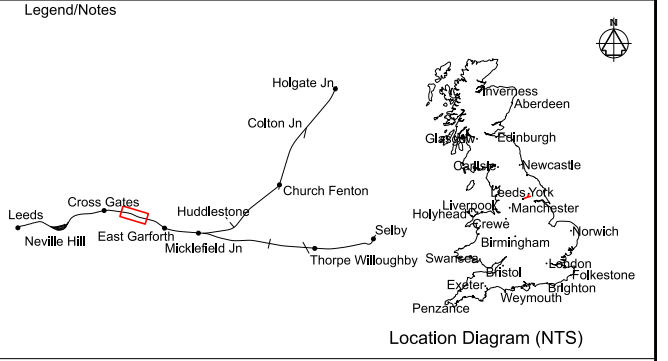
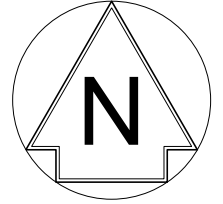
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Ordnance Survey licence number 0100040692.



- Key:
- Proposals
  - Ordnance Survey and Topographical Survey Data
  - Feature to be removed
  - Definitive Footpath
  - Definitive Bridleway
  - Non-definitive Footpath
  - Non-definitive Bridleway
  - Recreational Footpath
  - Diversion route between A and B (via either ramp or steps)
  - Diversion route between C and D. An alternative route is via Barwick Road to the east.
  - Indicative location of temporary site compound

**Appendix 8c – Plan from Phase 3 stakeholder (statutory) and Phase 1 public consultation showing Barrowby Lane and Foot Level Crossing closure mitigation**

Draft - Indicative Design For Consultation Only



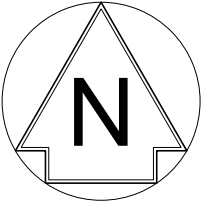
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P07	12/09/22	Updated to Comments	OM	MW	MW
P08	11/10/22	Updated to Comments	OM	MW	MW
P09	13/10/22	Updated to Comments	CA	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Status: **Fit for Information** **S2**

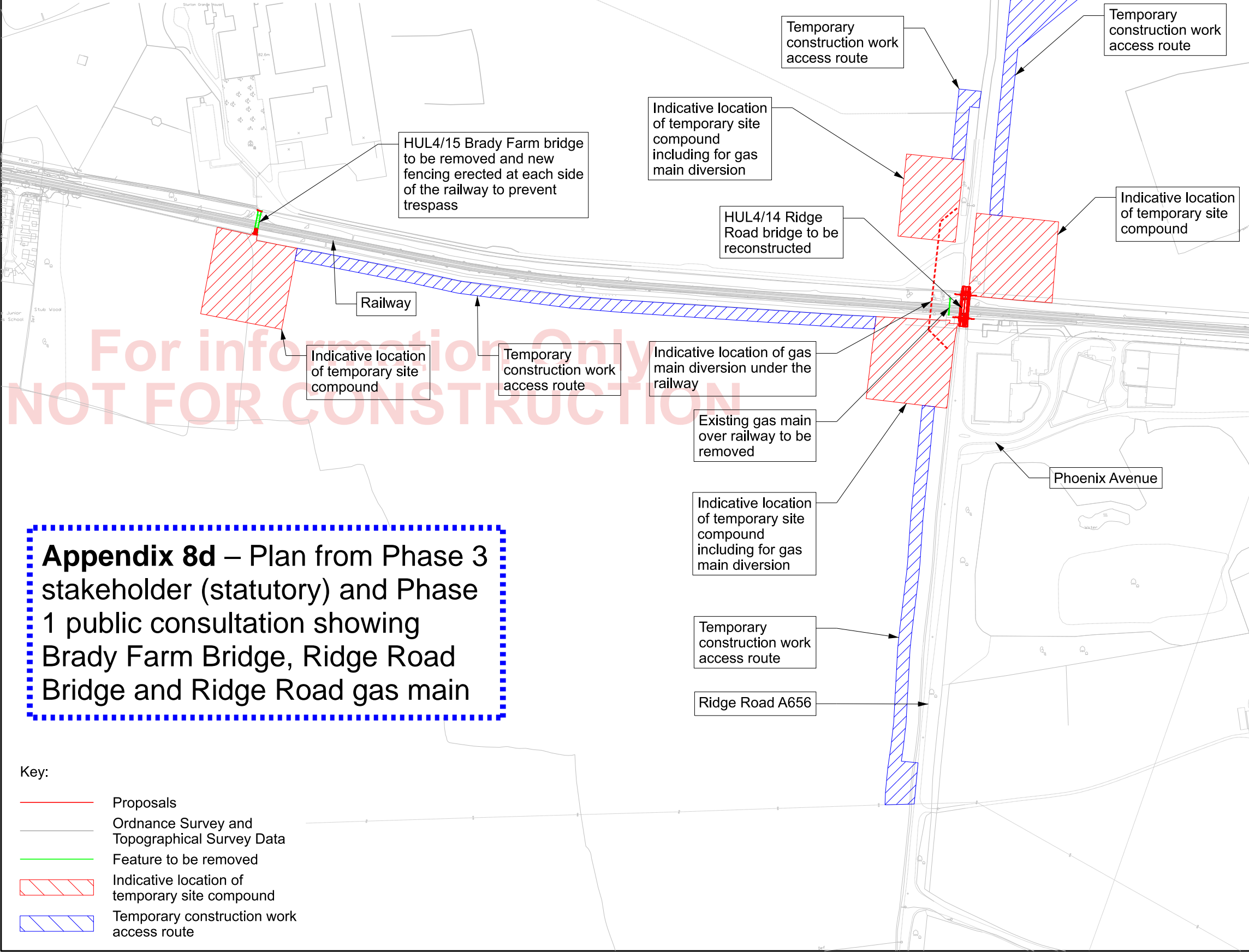


Authorised		Signed		Date	
Contractor(s)					
TRU Alliance					
Location					
AREA BDY MICKLEFIELD TO LEEDS CITY STATION					
Type	CAD Drawing	Sub-Type	Plan		
Role	Rail Engineering	Sub-Role	Signalling		
Zone	Crossgates - Garforth				
Phasing	Proposed	Project Stage	GRIP 4		
Project					
Transpennine Route Upgrade					
Contract No.					
151666					
Contract title					
TRU - East of Leeds					
Drawing Title					
Barrowby Lane and Barrowby Foot Level Crossing Closure Mitigation Scheme					
Designed	O.McIntosh	Signed	Electronically Signed	Date	13/10/22
Drawn	C.Archdale	Signed	Electronically Signed	Date	13/10/22
Checked	M.Westwood	Signed	Electronically Signed	Date	13/10/22
Approved	M.Westwood	Signed	Electronically Signed	Date	13/10/22
Scale(s)	1:1500	ELR & Mileage	14.0088	to	14.0088
Alternative Reference				Sheet	
Drawing Number				of	
151666-TRA-80-HUL4-DRG-R-SG-000001				Revision	P09

Draft - Indicative Design For Consultation Only



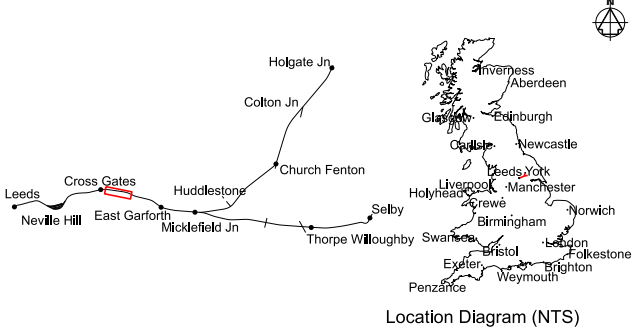
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Ordnance Survey licence number 0100040692.



**Appendix 8d – Plan from Phase 3 stakeholder (statutory) and Phase 1 public consultation showing Brady Farm Bridge, Ridge Road Bridge and Ridge Road gas main**

- Key:
- Proposals
  - Ordnance Survey and Topographical Survey Data
  - Feature to be removed
  - Indicative location of temporary site compound
  - Temporary construction work access route

Legend/Notes



Notes:

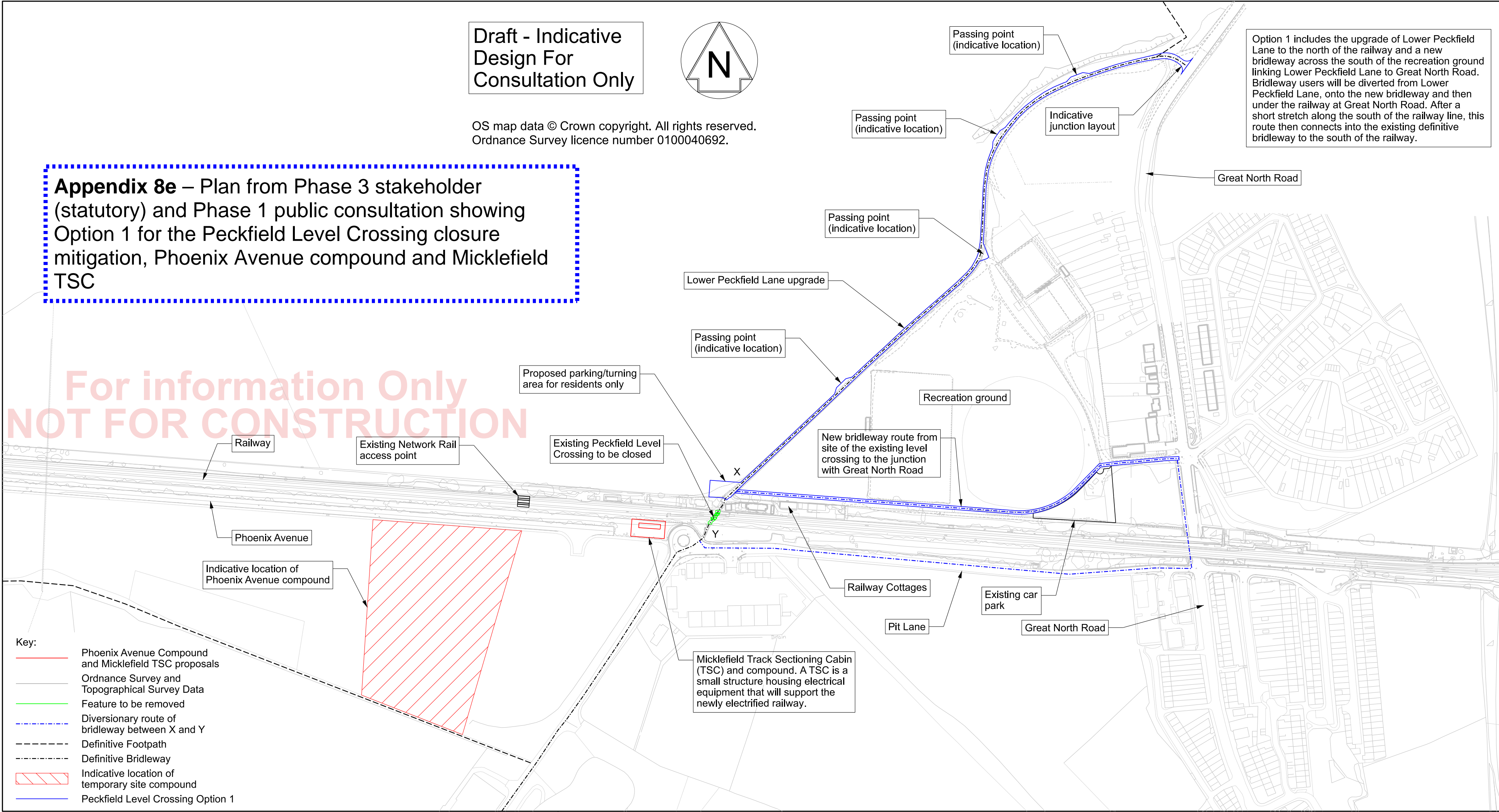
1. Note that the design/arrangement of the removal of Brady Farm bridge and the proposals for Ridge Road bridge are not yet finalised. Therefore the land requirements are subject to change.

P01	26/07/22	First Issue	OM	CA	OM
P02	12/09/22	Updated to Comments	OM	MW	MW
P03	10/10/22	Updated to Comments	OM	MW	MW
P04	13/10/22	Updated to Comments	CA	MW	
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Fit for Coordination					S1



Authorised		Signed		Date	
Contractor(s)					
TRU Alliance					
Location					
AREA BDY MICKLEFIELD TO LEEDS CITY STATION					
Type	CAD Drawing	Sub-type Plan			
Role	Rail Engineering	Sub-Role Signalling			
Zone	Garforth - Micklefield				
Phasing	Proposed	Project Stage GRIP 4			
Project					
Transpennine Route Upgrade					
Contract No.					
151666					
Contract Title					
TRU - East of Leeds					
Drawing Title					
HUL4/15 Brady Farm Bridge, HUL4/14 Ridge Road Bridge and HUL4/14A Ridge Road Gas Main					
Designed	O.McIntosh	Signed	Electronically Signed	Date	13/10/22
Drawn	C.Archdale	Signed	Electronically Signed	Date	13/10/22
Checked	M.Westwood	Signed	Electronically Signed	Date	13/10/22
Approved		Signed		Date	
Scale(s)		ELR & Mileage			
1:1500		12.0471		to	0
Alternative Reference				Sheet	
				of	
Drawing Number					Revision
151666-TRA-82-HUL4-DRG-R-SG-000010					P04





Legend/Notes

Location Diagram (NTS)

Notes:

- Note that the design/arrangement of the proposed Peckfield Level Crossing mitigation is not yet finalised.
- Access routes to work areas are also being considered and this is likely to be along Phoenix Avenue to access the proposed compound and TSC.

P01	22/06/22	First Issue	OM	MW	MW
P02	21/09/22	Updated to Comments	OM	MW	MW
P03	12/10/22	Updated to Comments	OM	MW	MW
P04	13/10/22	Updated to Comments	CA	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Status

**Fit for Information** **S2**

**NetworkRail**

Authorised: \_\_\_\_\_ Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Contractor(s): **TRU Alliance**

Location: \_\_\_\_\_

Type	CAD Drawing	Sub-type	Plan
Role	Rail Engineering	Sub-Role	Signalling
Zone	Garforth - Mickelfield		
Phasing		Project Stage	

Project: **Transpennine Route Upgrade**

Contract No.: **151666**

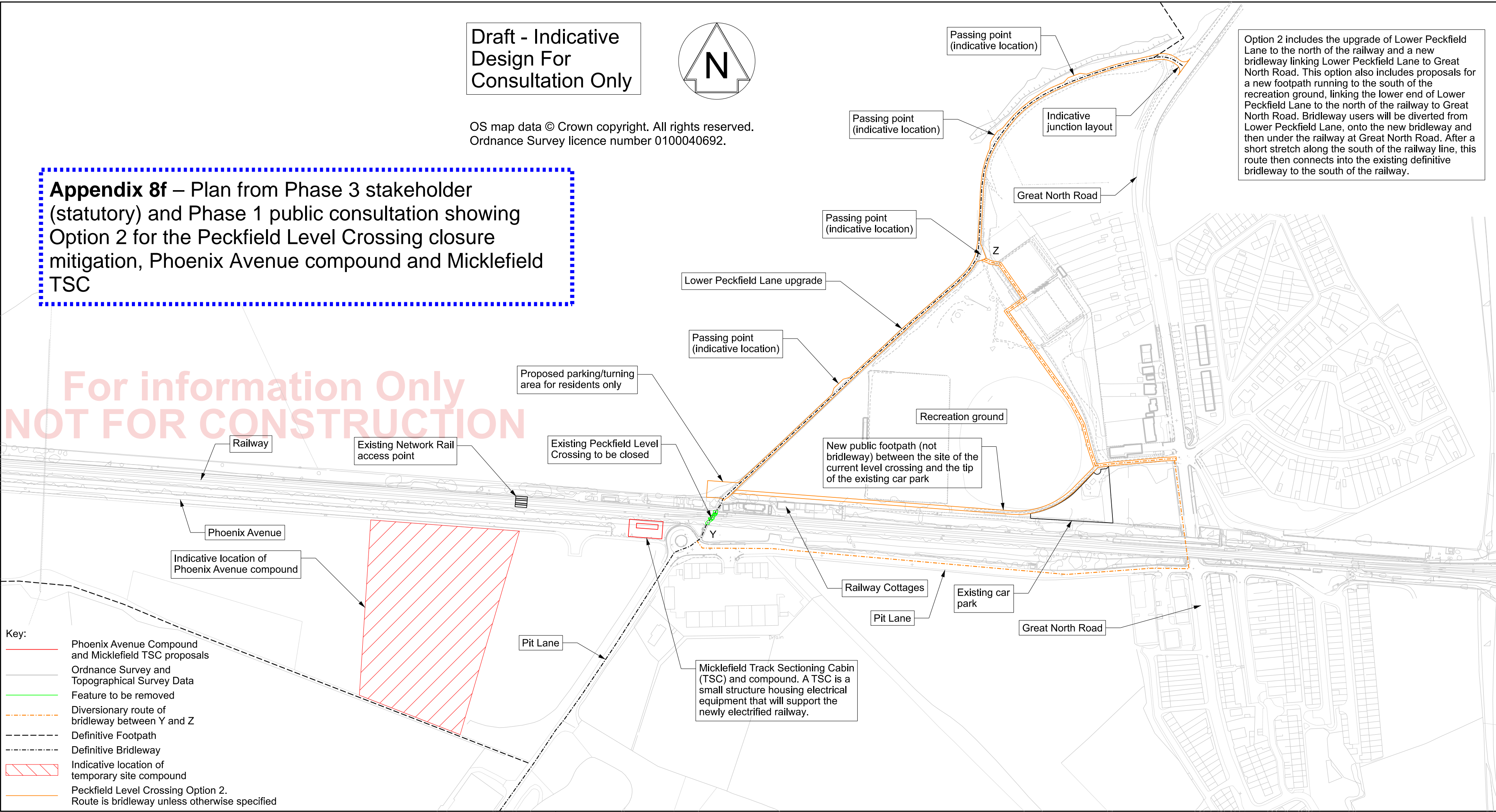
Contract Title: **TRU - East of Leeds**

Drawing Title: **Peckfield Option 1, Phoenix Avenue Compound and Mickelfield TSC**

Designed	O.McIntosh	Signed	Electronically Signed	Date	13/10/22
Drawn	C.Archdale	Signed	Electronically Signed	Date	13/10/22
Checked	M.Westwood	Signed	Electronically Signed	Date	13/10/22
Approved	M.Westwood	Signed	Electronically Signed	Date	13/10/22

Scale(s)	1:2500	ELR & Mileage	11.0264	to	11.0264
Alternative Reference				Sheet	
Drawing Number	151666-TRA-82-HUL4-DRG-R-SG-000004			of	Revision
					P04





Legend/Notes

Notes:

- Note that the design/arrangement of the proposed Peckfield Level Crossing mitigation is not yet finalised.
- Access routes to work areas are also being considered and this is likely to be along Phoenix Avenue to access the proposed compound and TSC.

P01	25/07/22	First Issue	OM	CA	OM
P02	21/09/22	Updated to Comments	OM	MW	MW
P03	12/10/22	Updated to Comments	OM	MW	MW
P04	13/10/22	Updated to Comments	CA	MW	MW
Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Status

**Fit for Information S2**

**NetworkRail**

Authorised \_\_\_\_\_ Signed \_\_\_\_\_ Date \_\_\_\_\_

Contractor(s) **TRU Alliance**

Location **AREA BDY MICKLEFIELD TO LEEDS CITY STATION**

Type **CAD Drawing** Sub-type **Plan**

Role **Rail Engineering** Sub-Role **Signalling**

Zone **Garforth - Micklefield**

Phasing **Proposed** Project Stage **GRIP 4**

Project **Transpennine Route Upgrade**

Contract No. **151666**

Contract Title **TRU - East of Leeds**

Drawing Title **Peckfield Option 2, Phoenix Avenue Compound and Micklefield TSC**

Designed	O.McIntosh	Signed	Electronically Signed	Date	13/10/22
Drawn	C.Archdale	Signed	Electronically Signed	Date	13/10/22
Checked	M.Westwood	Signed	Electronically Signed	Date	13/10/22
Approved	M.Westwood	Signed	Electronically Signed	Date	13/10/22

Scale(s) **1:2500** ELR & Mileage **11.0264** to **11.0264**

Alternative Reference \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_

Drawing Number **151666-TRA-82-HUL4-DRG-R-SG-000008** Revision **P04**

Location Diagram (NTS)

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**Appendix 9: Responses received during Phase 3 stakeholder (statutory) consultation (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

The table below summarises feedback received from the Phase 3 stakeholder (statutory) consultation. The feedback is grouped by consultee, with comments ordered by theme.

Item	Theme	Issue raised by consultee	Network Rail's position
1.	Public Rights of Way <b>HUL4/14 Ridge Road</b>  <b>Peckfield Level Crossing</b>	<p>Consultee: British Horse Society</p> <p>Preference for Option A - a new bridleway on the northern side of the railway line connecting to the A656 Ridge Road with a Pegasus crossing across Ridge Road; and a new bridleway on the southern side of the railway line creating a new route west from the A656 Ridge Road. Noted a 'bolt on bridge' on the A656 Ridge Road for all non-motorised users (NMU), would negate the need to travel directly on the vehicular bridge by all NMU users, removing the diagonal crossing aspect and safety concerns.</p> <p>Noted that, in the Society's opinion, this provides the best use of public funds for public good by creating a new multi-user safe off-road bridleway with greater connectivity than other options put forward.</p>	<p>Network Rail acknowledges BHS's preferred option for the closure of Peckfield Level crossing as Option A. However, this option was previously discounted by Network Rail during the option selection process on the grounds of safety and is not part of the Order works.</p> <p>Following a Road Safety Review and discussions with the local highway authority, Leeds City Council (LCC), it was determined that a Pegasus crossing of the A656 Ridge Road with a fixed crossing movement was the best approach for ensuring a safe crossing and that such an approach was not supported by LCC, due to the road speed and insufficient width to accommodate a shared footway safely.</p> <p>Network Rail notes BHS's suggestions to mitigate the concerns of crossing the A656, however, as noted above, the crossing of the A656 is not part of the Order works.</p>
2.	Public Rights of Way <b>Peckfield Level Crossing</b>	<p>Consultee: British Horse Society</p> <p>Acknowledged concerns with a diagonal crossing of the A656 Ridge Road but noted the potential solution in Figure 3 (ref to consultation Appendix A) seems to be a logical way forward and one which has our agreement.</p> <p>Proposed the following mitigations:</p> <ul style="list-style-type: none"> <li>• A new bridleway on the northern side of the railway line to the A656 Ridge Road.</li> <li>• A widened shared use footway on the eastern side of the carriageway (on site observations suggest that the existing bridge would not be sufficiently wide to accommodate a</li> </ul>	<p>Following a Road Safety Review and discussions with LCC (as set out above), it was determined that a Pegasus crossing of the A656 Ridge Road with a fixed crossing movement was the best approach for ensuring a safe crossing and that such an approach was not supported by the local authority, due to the road speed and insufficient width to accommodate a shared footway safely.</p> <p>Network Rail notes BHS's suggestions to mitigate the concerns of crossing the A656, however, the crossing of the A656 is not part of the current proposals.</p>

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Item	Theme	Issue raised by consultee	Network Rail's position
		<p>widened shared use footway and two-way traffic operation).</p> <ul style="list-style-type: none"> <li>• A raised parapet on the railway overbridge (adjacent to the widened footway).</li> <li>• Traffic signal control with 'shuttle' working (southbound traffic / northbound traffic / crossing).</li> <li>• A Pegasus crossing across Ridge Road.</li> <li>• A new bridleway on the southern side of the railway line travelling east from A656 Ridge Road.</li> </ul>	
3.	Public Rights of Way <b>Peckfield Level Crossing</b>	<p>Consultee: British Horse Society</p> <p>Note routes must be planned, designed, built and maintained to be inclusive.</p>	<p>Network Rail notes BHS's comments on providing an inclusive route. All routes will be designed in accordance with the appropriate design criteria and appropriate signage will be used for all Public Rights of Way.</p>
4.	Flooding <b>HUL4/47 Kirkgate Viaduct</b> <b>HUL4/40 Marsh Lane Viaduct</b> <b>Penny Pocket Park</b>	<p>Consultee: Environment Agency</p> <p>Noted that where the proposed works fall within Flood Zones 2 and 3 would recommend situating any new development outside of them. If not possible, a site-specific flood risk assessment should be prepared.</p>	<p>Network Rail notes the comments made by the Environment Agency (EA). The deemed planning application boundary for the installation of small-scale electrification and signalling infrastructure mounted on metal staging structures between Kirkgate Viaduct (HUL4/47) and Marsh Lane Viaduct (HUL4/44) at Penny Pocket Park in Leeds City Centre has been adjusted to avoid Flood Zones 2/3. As detailed in the Flood Risk and Drainage report (NR16, Chapter 13 and Appendix 13), all of the relevant works components of the Scheme lie within land classified as being within Flood Zone 1 and outside Flood Zones 2 and 3.</p>
5.	Environment – water <b>Scheme wide</b>	<p>Consultee: Environment Agency</p> <p>Noted considerations under groundwater protection which will need to be addressed within the Geo-environmental Phase 1 Assessment, ground investigations and coal mining assessments.</p>	<p>Network Rail notes the comments made by the EA concerning groundwater protection. Network Rail concurs that a geo-environmental Phase 1 assessment is required where the source-pathway-receptor linkage is established.</p> <p>Where the works in question are the subject of Deemed Planning Permission (DPP), this information is included in the Environmental Report (NR16) submitted with the Order</p>



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Item	Theme	Issue raised by consultee	Network Rail's position
			<p>application. Where they are not subject to DPP, in compliance with Network Rail's Contractor Responsible Engineering (CR-E), the relevant geo-environmental Phase 1 work shall be conducted and incorporated into environmental design for the works as applicable but not submitted for consideration in the Order application.</p> <p>Network Rail notes the EA's position statements on groundwater and shall use them in reference for the applicable work.</p>
6.	Environment – water <b>Scheme wide</b>	<p>Consultee: Environment Agency</p> <p>Noted any potential dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests.</p>	<p>It is unlikely that dewatering will be required. If dewatering activities are required in connection to planning permission works, which exceeds 20 cubic metres a day, then Network Rail will apply for a water abstraction licence from the Environment Agency.</p>
7.	Environment – waste <b>Scheme wide</b>	<p>Consultee: Environment Agency</p> <p>Noted it should be ensured that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear.</p>	<p>Network Rail notes the comments made by the EA concerning land contamination (risk management and good practice) and has referred to the applicable guidance in compiling the Environmental Report (NR16) submitted with the Order application.</p>
8.	Environment <b>Scheme wide</b>	<p>Consultee: Environment Agency</p> <p>Noted it would encourage the applicant to liaise with the Environment Agency as appropriate at each subsequent stage in the development, and in particular during the drafting of the Summary Environment Report. As part of this it would welcome the opportunity to review a pollution prevention plan, construction methodology and any drainage plans.</p> <p>Specific advice was given on silt pollution and foul water prevention.</p>	<p>Network Rail notes the comments made on pollution prevention including the containment and control of silt and broadly concurs with the statements made. A Code of Construction Practice (CoCP) Part A (NR17) has been submitted as part of the Order application and sets out general environmental controls that will be in place during the construction phase, as well as commitments relating to the various items highlighted in the EA's guidance.</p> <p>Network Rail welcomes further engagement with the EA over matters that concern them and will liaise accordingly as requested.</p>

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Item	Theme	Issue raised by consultee	Network Rail's position
			<p>The Order application includes an Outline Drainage Strategy and Network Rail would welcome any comment from the EA and will liaise accordingly as requested (see Environment Report (NR16)).</p> <p>It should be noted that the CoCP (NR17) Part A includes a commitment to submit various environmental documents for conditional discharge by LCC, in advance of construction works. These environmental documents form Part B of the CoCP (NR17) which will be drafted if the Order is made by the Secretary of State.</p> <p>Network Rail can confirm that a Pollution Prevention and Incident Control Plan (PPICP) will be one of the recommended environmental plans that must be submitted to and approved by LCC as a pre-commencement activity. Network Rail will liaise with the EA and give it the opportunity to comment on the draft PPICP in advance of submitting it to LCC for conditional discharge.</p> <p>The draft Order includes disapplication of permitting requirements in connection to discharge as highlighted by the EA, for works that are confirmed as requiring DPP. Network Rail will be required to comply with the relevant protective provisions given to the EA, as stated in the draft Order.</p> <p>For all other works Network Rail will comply with the Environmental Permitting Regulations 2016 as stated by the EA.</p> <p>Network Rail notes the comments made by the EA regarding foul water disposal and shall comply with the General Binding Rules or otherwise acquire the relevant permit as identified by the EA.</p>
9.	Environment <b>Scheme wide</b>	<p>Consultee: Environment Agency</p> <p>Provided links to additional guidance on foul pollution prevention, waste, groundwater protection and flood risk.</p>	<p>Network Rail notes the comments made by the EA.</p>

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Item	Theme	Issue raised by consultee	Network Rail's position
10.	Heritage <b>HUL4/21 Austhorpe Lane and HUL4/14 Ridge Road Bridges</b>	Consultee: Georgian Group <sup>4</sup> Noted Austhorpe Lane and Ridge Road bridges should be rebuilt in solid masonry, replicating the original design.	Network Rail notes the comments made on the bridge materials. During the optioneering process Network Rail assessed the possibility of rebuilding the arches at Ridge Road and Austhorpe Lane at a higher level in order to achieve the necessary clearance for new overhead line equipment, or of rebuilding the bridge in stone with an alternative arch. Both bridge jacking and complete rebuilding were considered.  However, due to the highway arrangements at both locations, the required gradient to encompass the arches could not be accommodated. This is principally due to the proximity of highway junctions and slew of the existing road.
11.	Heritage <b>HUL4/15 Brady Farm Bridge</b>	Consultee: Georgian Group Strongly object to the total loss of Brady Farm Bridge.	Brady Farm Bridge will be removed in its entirety. The bridge in its current form cannot accommodate the clearance required for new overhead line equipment. There is currently no adopted Public Right of Way across the bridge. Network Rail has concluded that the demolition of the bridge can be offset by the re-use of stonework elsewhere within the Scheme, particularly to heighten the parapets at Ridge Road and Austhorpe Lane Bridges. Material of historic interest removed from the structure will be re-used elsewhere within the Scheme.
12.	Heritage <b>Scheme wide</b>	Consultee: Georgian Group Raised significant concerns over the proposals to demolish and replace the four Grade II listed bridges, noting this work would cause harm to their architectural and historical significance. Noted the bridges may have group value as a set of 1830s railway bridges, original to the Leeds-Selby railway. Noted that if the structures must be altered as part of the scheme, they should be carefully dismantled with as much	Network Rail understands the importance of the bridges designed as part of the Leeds to Selby Railway and their unusual design. Where possible it has minimised the loss of historic fabric resulting from the Scheme and undertaken extensive optioneering as part of this process.  Network Rail has been successful in limiting impacts to four listed bridges along the route, although it will be necessary to

<sup>4</sup> The Georgian Group is an Amenity Society. Although not a statutory consultee as set out in Schedule 5 and Schedule 6 of the Application Rules, the Group's feedback was taken into consideration alongside the stakeholder (statutory) responses.

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		historic material conserved as possible for reconstruction to the existing historic design.	undertake significant works to these to deliver the electrification of the route.  Network Rail has, as part of good design principles, introduced mitigation measures to minimise the impacts and offset the harm caused as far as possible.  Robust consultation and engagement has been ongoing with Historic England and LCC regarding heritage assets affected by the Scheme.
13.	Heritage <b>Scheme wide</b>	Consultee: Georgian Group Noted that the present scheme fails to meet the requirements of NPPF (National Planning Policy Framework) paragraphs 199, 200, 201, and 202 and that if it was submitted in its present form for LBC and Planning Permission, The Georgian Group would object.	Network Rail notes the Georgian Group's comments. Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme. Network Rail acknowledges that there will be loss of designated assets as part of the project, but this has been limited through appropriate design solutions.  In accordance with the NPPF this harm to the historic environment needs to be weighed against the public benefits of the project. These benefits will be clearly articulated within the application package for the Listed Building Consents (LBC), in order for a balanced planning judgement to be made.
14.	Heritage <b>HUL4/21 Austhorpe Lane</b>	Consultee: Historic England Noted would welcome further consultation on this aspect of the scheme and the opportunity to advise on the proposed mitigation.	Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme. Four meetings have been held with Historic England to discuss matters, including the design at Austhorpe Lane Bridge and engagement will continue throughout the Scheme development.
15.	Heritage <b>HUL4/20 Crawshaw Woods Bridge</b>	Consultee: Historic England Advised that as a minimum the existing structure should be repaired and refurbished to a high standard befitting its Grade II listed status. A detailed schedule of repair including timescales, materials and techniques to be used, should be submitted with the Order and the LBC application.	Network Rail recognises the specific importance of Crawshaw Woods Bridge and its role in the development of the railway. Proposals are to raise this structure to achieve the necessary clearance, while retaining the historic ironwork. This work will include the repair and refurbishment of the historic fabric to help ensure the prolonged life of the reconstructed bridge.

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			Network Rail has undertaken a condition survey of the bridge. The details, including a schedule of repair, are included in the Order application and LBC application.
16.	Heritage <b>HUL4/14 Ridge Road</b>	Consultee: Historic England Noted previously welcomed a hybrid approach with a contemporary steel supporting arch and rebuilt parapets using reclaimed stone. However, drew attention to the lack of evidence regarding whether an option to rebuild the bridge entirely in stone, or stone with a concrete core, with a similar basket arch at a higher level has been considered and discounted. Reiterate this advice and would welcome some information on this as an option.	Network Rail has examined the possibility of rebuilding the bridge entirely in stone, or with a stone facing, at a higher level. Unfortunately, due to the height needed to achieve the basket arch, it cannot be accommodated within the existing highway arrangement. There is no feasible way of reconciling the two transport elements while adhering to safety constraints. This will be further explained in the optioneering work to support the LBC.  Mitigation will be put in place to secure the archaeological recording of the structure prior to works commencing and mitigation will be secured through the LBC.
17.	Heritage <b>HUL4/15 Brady Farm</b>	Consultee: Historic England Noted previously accepted in principle the bridge's demolition, subject to adequate justification being provided	Network Rail notes Historic England's acceptance in principle of the demolition of Brady Farm Bridge. It is not possible to keep the bridge in its current form in order to accommodate the necessary electrification and a complete rebuild would be required. The full justification for the need for the works can be viewed in the Environment Report (NR16).  The proposal includes the re-use of fabric from Brady Farm Bridge elsewhere within the Scheme and this stone has already been incorporated into the designs for the Ridge Road and Austhorpe Lane Bridges. This will be secured through the Order application.  Network Rail's approach to mitigation will also include the securing of archaeological recording of the structure prior to works commencing.
18.	Heritage <b>HUL4/47 Kirkgate Viaduct</b>	Consultee: Leeds City Council Noted the viaduct affects the setting of the Grade I Minster and is a key view in the Conservation Area. Therefore there is	Works to replace the structure are not part of the Order application. However, the sensitivity of the structure's location is acknowledged and will be taken into consideration in the

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		potential for a significant impact depending on the design for the replacement bridge.	design of the replacement structure as part of the wider TRU project.
19.	Highways <b>HUL4/47 Kirkgate Viaduct</b>	<p>Consultee: Leeds City Council</p> <p>Highways concerns raised over:</p> <ul style="list-style-type: none"> <li>• loss of private parking;</li> <li>• impact on on-street pay and display, including disabled parking;</li> <li>• impact on local road network one-way system, including public transport use; and</li> <li>• Christmas road closure associated with bridge deck installation.</li> </ul>	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail will liaise with LCC on detailed work planning and LCC will be consulted on the detailed proposals in advance of the works taking place.</p> <p>The bridge will be pre-assembled at Shannon Street compound and driven in on self-propelled modular transporters in a 78-hour rail blockade in 2025.</p> <p>The construction routes for the works will be agreed with LCC in advance of construction work and detailed in a Construction Traffic Management Plan (CTMP), which will be submitted to and approved by LCC.</p>
20.	Land and property <b>HUL4/47 Kirkgate Viaduct</b>	<p>Consultee: Leeds City Council</p> <p>Noted no objection to the construction compound.</p>	Network Rail notes LCC's comment.
21.	Highways <b>HUL4/40 Marsh Lane Viaduct</b>	<p>Consultee: Leeds City Council</p> <p>Highways concerns raised over Christmas road closure associated with bridge deck installation - noted no details of the reconstruction works have been provided.</p> <p>Requested confirmation the works do not form part of the Order.</p>	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail will liaise with LCC on detailed work planning and LCC will be consulted on the detailed proposals in advance of the works taking place.</p> <p>The bridge will be pre-assembled at Shannon Street compound and driven in on self-propelled modular transporters in a 78-hour rail blockade in 2025.</p> <p>The construction routes for the works will be agreed with the LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC.</p> <p>Network Rail confirms that the bridge reconstruction works do not form part of the Order.</p>

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22.	Land and property <b>HUL4/40 Marsh Lane Viaduct</b>	Consultee: Leeds City Council Noted no site-specific designations in Local Plan for this compound site.	Network Rail notes LCC's comment.
23.	Land and property <b>Penny Pocket Park</b>	Consultee: Leeds City Council Noted unclear what implications (if any) the works would have for the function of the park, which is designated as Green Space by the Site Allocations Plan, but understand it will be minimal. Note Network Rail to confirm if any notices are required at Penny Pocket Park, given the work on green space. As the land is part of a park, LCC requests that any new infrastructure is installed within the railway boundary. Noted the park is owned Wades Charity, not by LCC. Any works to the land or over sailing of the land would require Network Rail to consult with Wades as the landowner.	Small parcels of land will be required immediately adjacent to the railway line for the installation of new railway assets, including a new signal gantry and a number of railway cabinets. The installation cannot be accommodated within the existing railway boundary but will not reduce the amount of publicly accessible green space for users. Installation works will take place from the railway to minimise impact on the green space. Network Rail will consider the requirement for notices associated with the status of the land. Network Rail has made contact with the landowner and will continue to engage with them on the Scheme as an affected landowner.
24.	Environment <b>HUL4/21 Austhorpe Lane Bridge</b>	Consultee: Leeds City Council Noted land identified as compound to the south should not be used as it is woodland contributing to Green Park and part of the Leeds Habitat Network. An alternative location should be identified.	There will be a small but unavoidable loss of trees to accommodate the widened bridge. Some more extensive tree loss, again unavoidable, will be required in the compound to the south as this is where the gas main must be diverted. Compounds and other temporary land take to facilitate the works have been adjusted to include grassland areas to enable tree loss to be minimised. The DPP will include a condition for a Landscape and Ecological Management Plan (LEMP) which will be submitted and approved by LCC. Unavoidable tree loss will be taken into account within a LEMP and separately the Biodiversity Net Gain (BNG) assessment.



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25.	Heritage <b>HUL4/21 Austhorpe Lane Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted the demolition of a listed building constitutes substantial harm/ a major impact.</p>	<p>The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm and this harm will be weighed against the public benefits delivered by the Scheme.</p> <p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p> <p>An LBC application will be submitted outlining the impact on the heritage significance of structures affected by the Scheme. Network Rail has and will continue to engage with Historic England regarding the Scheme.</p>
26.	Highways <b>HUL4/21 Austhorpe Lane Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted the bridge dimensions are inadequate and raise highway safety concerns.</p> <p>Noted the bridge must be replaced with one which:</p> <ul style="list-style-type: none"> <li>• is 5.5m wide;</li> <li>• has a safe cycling route; and</li> <li>• has a 2m wide footway on either side of the bridge, which link to existing paths on either side.</li> </ul> <p>Noted concerns about significant diversions and length of bridge closure. Key points include access to schools, nurseries, the green park and local amenities. Request from councillors and ward members that the works take place out of term time as the roads would be quieter.</p> <p>Noted the Austhorpe Lane footbridge isn't part of a Public Right of Way (PRoW), but are instead part of the adopted highway.</p>	<p>Network Rail notes LCC's concerns and has engaged with LCC on this matter. Following discussions between Network Rail and LCC, the proposals for the bridge have been revised to make provision for a 5.5m wide two-way carriageway road with a 2.0m wide footpath located on the western side of the bridge. The bridge will have a 7.5 tonne weight limit as an environmental restriction, but the structure will be designed for a higher standard.</p> <p>This is the maximum practicable size of structure that can be provided within the site constraints. Subject to formal acceptance in principle, this option will be developed into the Form F (formerly Form 006) submission for acceptance by LCC.</p> <p>The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period.</p> <p>Some night-time closures will be required during preparation and follow up works. The full closure of all access (including pedestrians and cyclists) will be scheduled outside school term time to minimise disruption.</p> <p>The works at Austhorpe Lane are programmed to happen prior to any works at Station Road, making use of the existing dual</p>

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			carriageway provision over Station Road for the increased traffic created by the diversion for Austhorpe Lane. Diversion routes for the works will be agreed with LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC.
27.	Land and property <b>HUL4/21 Austhorpe Lane Bridge</b>	Consultee: Leeds City Council Noted unclear what the implications are for existing buildings within the construction compound area (to the north) and what use the buildings are in. Note does not appear to impact the newly developed housing, but that there is potential for noise/disruption.	Network Rail has and will continue to engage with affected landowners. Options for mitigating any disruption to access are being reviewed and proposals are under consideration for relocating these buildings so access can be maintained throughout the works.
28.	Land and property <b>HUL4/21 Austhorpe Lane Bridge</b>	Consultee: Leeds City Council Requested notices are also served on LCC as the landlord, as well as the tenant. Noted any works required to the adopted highways will require the appropriate licenses through the LCC Highways team or via the Order.	Notices will be served on all statutory consultees as defined in Schedules 5 and 6 of the Transport and Works Act 1992 Application Rules. This includes LCC as an affected freeholder. Network Rail acknowledges LCC's comments regarding the adopted highways. Where occupation is sought via licence agreement, Network Rail will liaise with LCC to confirm if it wishes to be a formal party to this agreement.
29.	Land and property <b>Manston Lane compound</b>	Consultee: Leeds City Council Noted part of the land proposed for the compound is formally allocated as part of the East Leeds Extension and the council may require this land for other purposes. Requested meeting to discuss this site. Also noted that LCC may need the site back by early 2027, rather than winter 2027. Noted there seems to be some permanent land take next to the bridge and the LCC land and property team have not been approached on this and would require best consideration for the disposal of this land to Network Rail. Requested notice is also served on LCC as the landlord, as well as the tenant.	Network Rail acknowledges LCC's concerns and a multi-party meeting has been held with LCC and other interested parties to discuss the interface between the Scheme, East Leeds Extension and the Brownmoor Development. These discussions have led to the revision of the compound area, north of the railway line. The permanent land take shown is for the purposes of carrying out embankment works to the bridge. There may be an opportunity to hand this land back to LCC upon completion of the works. Where land is permanently acquired via the Order, mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on land. Network Rail will follow the statutory compensation code in assessing any

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			claim for compensation where mitigation does not remove the impact on directly affected landowners. Notices will be served on all statutory consultees as defined in Schedules 5 and 6 of the Transport and Works Act 1992 Application Rules. This includes LCC as an affected freeholder.
30.	Heritage <b>HUL4/20 Crawshaw Woods Bridge</b>	Consultee: Leeds City Council Noted the demolition of a listed building constitutes substantial harm/ a major impact. Noted councillors and ward members request the structure is retained as it is historic.	The Scheme proposals include lifting Crawshaw Woods Bridge, which will retain its historic fabric and provide the opportunity for restoration of the cast iron elements. It is not considered that this will cause substantial harm to the structure. An LBC application will be submitted outlining the impact on the heritage significance.
31.	Highways <b>HUL4/20 Crawshaw Woods Bridge</b>	Consultee: Leeds City Council Noted that AIP is required, with submission of Form NR/L2/CIV/003/F006 (Roads/Highways Authority Agreement to Bridgeworks) to the highway authority for approval.	Network Rail has noted this request. The exact submission requirements will be agreed in conjunction with LCC's Highways and PRow officers.
32.	Land and property <b>HUL4/20 Crawshaw Woods Bridge</b>	Consultee: Leeds City Council Requested notices are also served on LCC as the landlord, as well as the tenant.	Notices will be served on all statutory consultees as defined in Schedules 5 and 6 of the Transport and Works Act 1992 Application Rules. This includes LCC as an affected freeholder. Where occupation is sought via licence agreement, Network Rail will liaise with LCC to confirm if it wishes to be a formal party to this agreement.
33.	Environment <b>Barrowby Lane and Foot Level Crossings</b>	Consultee: Leeds City Council Noted both level crossings are in the Green Belt, with no site-specific designation in Site Allocation Plan. Noted the new bridleway at Barrowby Lane runs over land designated as G9 (Leeds Habitat Network).	The DPP will include a condition for a LEMP which will be submitted and approved by LCC. Mitigation for environmental effects will be provided through the LEMP and an Outline LEMP Figure is provided as part of the Order submission. Any compounds and works that will be acquired and implemented through Network Rail's Part 4 General Permitted Development will be returned to the state at the moment they were occupied to the satisfaction of the landowner. However, outline landscape plans will also be produced for these sites for

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			reference, in consideration of the aspects raised by LCC in its comments.
34.	Environment – tree loss <b>Barrowby Lane and Foot Level Crossings</b>	<p>Consultee: Leeds City Council</p> <p>Noted the loss of veteran trees should be avoided, including the two trees near Nanny Goat Lane and south of that location. Suggest location of the design/ access ramp are reconsidered to retain them.</p> <p>Noted requirement to engage with LCC to ensure the compound is moved to avoid trees.</p>	<p>The specific trees at Nanny Goat Lane and to the south of that location will now be retained, as the temporary land take has been extended as mitigation to enable retention of the trees.</p> <p>Network Rail will make all practicable effort to minimise tree and vegetation removal in relation to the delivery of the Order scheme and its DPP elements. Where tree removal is unavoidable, this shall be mitigated through implementation of a detailed LEMP that is intended to mitigate landscape and also ecological effects. It should also be noted that the commitment to a BNG of 10% safeguards mitigation for any unavoidable tree removal.</p>
35.	Highways <b>Barrowby Lane and Foot Level Crossings</b>	<p>Consultee: Leeds City Council</p> <p>Noted that AIP is required, with submission of Form NR/L2/CIV/003/F006 (Roads/Highways Authority Agreement to Bridgeworks) to the highway authority for approval.</p>	<p>Network Rail has noted this request. The exact submission requirements will be agreed in conjunction with LCC's Highways and PRoW officers.</p>
36.	Land and property <b>Barrowby Lane and Foot Level Crossings</b>	<p>Consultee: Leeds City Council</p> <p>Requested notices are also served on LCC as the landlord, as well as the tenant.</p> <p>Noted there seems to be some permanent land take next to the bridge and LCC Land and Property team have not been approached on this and would require best consideration for the disposal of this land to Network Rail.</p>	<p>Notices will be served on all statutory consultees as defined in Schedules 5 and 6 of the Transport and Works Act 1992 Application Rules. This includes LCC as an affected freeholder.</p> <p>Where occupation is sought via licence agreement, Network Rail will liaise with LCC to confirm if it wishes to be a formal party to this agreement.</p> <p>Network Rail has met with LCC to discuss the Order land requirements, including proposals for this location. Details were also included in a land requirements schedule issued to LCC, alongside land plans. Network Rail will follow the statutory compensation code in assessing any claim for compensation on directly affected landowners.</p>
37.	PRoW	Consultee: Leeds City Council	Network Rail welcomes LCC's support for the proposed option.

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	<b>Barrowby Lane and Foot Level Crossings</b>	<p>Noted that, although proposals would result in the loss of one crossing point, the alternative bridleway bridge provides a safer way for users to cross the railway.</p> <p>Would welcome the dedication of the unrecorded section of Nanny Goat Lane.</p> <p>Requested that the two gates across Nanny Goat Lane are either removed or fitted with a bridle latch if it's demonstrated they need to remain.</p> <p>Noted the bridleway bridge design will need to be accessible to all users.</p>	<p>Network Rail can confirm the unrecorded section of Nanny Goat Lane will be formally recorded as a public bridleway as part of the Order application.</p> <p>Discussions are underway with the landowner at White House Farm regarding their requirements for gates on Nanny Goat Lane. Network Rail proposes to relocate one or both of the existing field gates to locations where gated bridleway passing places could be provided. Further information will be provided to LCC on this point when further information is available.</p> <p>The bridleway bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and compliance with accessibility guidelines.</p>
38.	Environment <b>HUL4/14 Ridge Road Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted compound to the east of Ridge Road forms part of a wider area of Strategic Green Infrastructure. Would not be happy with the removal of all trees and recommend Network Rail to look at a different area for the compound.</p>	<p>Network Rail concurs that tree loss should be avoided where practicable to do so. The gas main diversion will inevitably result in tree loss given the current location of the gas main and where the diversion must occur. However, temporary land take to support the work includes additional space in order to reduce overall tree loss.</p> <p>The Outline LEMP Figure identifies areas of land targeted for mitigation planting and the commitment to BNG will ensure that all habitat loss is offset with a minimum 10% increase in habitat value added.</p> <p>The LEMP as a recommended planning condition will require Network Rail to agree a final re-planting regime with LCC in connection to the DPP elements of the scheme.</p>
39.	Heritage <b>HUL4/14 Ridge Road Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted the demolition of a listed building constitutes substantial harm/ a major impact.</p>	<p>The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm, and this harm will be weighed against the public benefits delivered by the Scheme.</p> <p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p>

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			An LBC application will be submitted outlining the impact on the heritage significance.
40.	Highways <b>HUL4/14 Ridge Road Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted details required on levels after reconstruction of the new bridge and any extents on proposed surfacing works for carriageways and footways.</p> <p>Questions include:</p> <ul style="list-style-type: none"> <li>• What is the increase in deck height?</li> <li>• What is the extent of surfacing required both North and South of the bridge to accommodate the new height?</li> <li>• Will further works be required to stabilise the road given that the land to either side is at a significantly lower level?</li> </ul>	Network Rail notes LCC's questions. All details on the extent of works/ road levels have been included in the Form F (formerly Form 006) submission following discussion with LCC's Highway Officers at the Highways Working Group (HWG).
41.	Highways <b>HUL4/14 Ridge Road Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted that AIP is required, with submission of Form NR/L2/CIV/003/F006 (Roads/Highways Authority Agreement to Bridgeworks) to the highway authority for approval.</p>	Network Rail has noted this request. The exact submission requirements will be agreed in conjunction with LCC's Highways and PRow officers.
42.	PRow <b>HUL4/14 Ridge Road Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted that there needs to be a view on whether pedestrians should be accommodated during the closure, as there is no footway to the north side of the bridge.</p> <p>Questioned whether a diversion via Phoenix Avenue, Pit Lane, Great North Road and Church Lane would be acceptable to cyclists (assuming Phoenix Avenue to Pit Lane could be made accessible/suitable).</p>	<p>The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period. Some night-time closures will be required during preparation and follow up works. The full closure of all access will be kept to a minimum and will be related to demolition and lifting operations where exclusion zones are required for public safety.</p> <p>Diversion routes for the works will be agreed with LCC in advance of construction work and detailed in a CTMP which will be submitted to and approved by LCC.</p>
43.	Heritage <b>HUL4/15 Brady Farm Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted the demolition of a listed building constitutes substantial harm/ a major impact.</p>	The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm, and this harm will be weighed against the public benefits delivered by the Scheme.



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			<p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p> <p>An LBC application will be submitted outlining the impact on the heritage significance and presenting the needs case for the Scheme.</p>
44.	Highways <b>HUL4/15 Brady Farm Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted that AIP is required, with submission of Form NR/L2/CIV/003/F006 (Roads/Highways Authority Agreement to Bridgeworks) to the highway authority for approval.</p>	<p>Network Rail has noted this request and a meeting was held with Highways officers as part of the HWG. It has been agreed by LCC and Network Rail that no Form F (formerly Form 006) needs to be submitted for this structure.</p>
45.	Highways <b>HUL4/15 Brady Farm Bridge</b>	<p>Consultee: Leeds City Council</p> <p>Noted the potential highways impacts of the construction compound and access, as well as the temporary diversion of the PRoW running north of the railway.</p>	<p>Diversion routes for the works – both PRoW and highways – will be agreed with LCC, in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC.</p>
46.	Environment <b>Phoenix Avenue compound</b>	<p>Consultee: Leeds City Council</p> <p>Noted that the Phoenix Avenue Compound is part of the Leeds Habitat Network and ecologically valuable (may include some calcareous grassland). State its loss will require bespoke compensation.</p>	<p>The use of the compound will be in compliance with Network Rail's permitted development rights. As a requirement of these rights, the land will be returned to the landowner in a similar state to that when it was acquired.</p> <p>Ecological surveys were carried out in this area in 2022 and noted very few signs of calcareous indicator species being present. The grassland was classified as species-poor semi-improved, as the sward contained primarily neutral species and relatively low species density.</p> <p>Network Rail will liaise with LCC as the landowner in agreeing how the land will be returned and how it will be re-seeded once its use as a construction compound is completed.</p>
47.	Land and property <b>Phoenix Avenue compound</b>	<p>Consultee: Leeds City Council</p> <p>Noted that planning policy object to the location of this compound, as the site is allocated for Employment Use. Response notes that this compound does not appear to be site specific.</p>	<p>Network Rail acknowledges LCC's concerns, and a meeting has been held with LCC to discuss the points raised. Network Rail has provided an impact assessment on the implications for the Scheme not having access to this site and LCC has removed its objection to the use of this land.</p>



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		Noted LCC Land and Property are however in support of the proposals, but advise that approval is required from the Coal Authority and Homes England on the temporary and permanent land use. Also noted that LCC are looking at alternative access via Pit Lane.	Network Rail acknowledges and welcomes the Land and Property Team's support for the proposals at this site. Network Rail has been engaging with the Coal Authority for approval of the site's use and will continue to seek the relevant permissions for temporary and permanent use from the organisations outlined by LCC.
48.	Environment <b>Micklefield TSC</b>	Consultee: Leeds City Council Noted that the Micklefield TSC boundary should not affect the amenity of the residents of the adjoining travelling show people site. Noted the need to ensure suitable boundary treatment to ensure it does not adversely impact on amenity of residents on this site as it forms part of Habitat Network (G9).	Due to the limited space available for the TSC between the railway line and the Phoenix Avenue footpath, all vegetation will need to be removed in this location.  The potential for reducing visual impact through hard landscaping and fencing is identified on the Outline LEMP Figure that will be submitted with the Order and then agreed in detail with LCC in the LEMP by condition.  In addition, the loss of vegetation will be accounted for in the BNG Strategy so that the final scheme will offset the habitat value of vegetation loss and add 10% habitat value.
49.	Highways <b>Micklefield TSC</b>	Consultee: Leeds City Council Noted the section of Phoenix Avenue adjacent to the TSC is currently not adopted but is an ongoing S38 site, and clarification is required as to what the final extents of adoption would be, as this may affect the proposed location of the TSC.	Network Rail is currently in negotiations with LCC's Land and Property Team on this matter. The Heads of Terms provisionally agreed to include a right of way along the unadopted section of road, for as long as the road is unadopted.
50.	Environment – discounted options <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Noted land to east of Elder Garth is part of the Leeds Habitat Network.	Network Rail notes LCC's comments, however the route referred to in its response is an option discounted at an earlier stage of options development.
51.	PRoW <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Expressed preference for Option 1 - noting Option 2 more significantly impacts on the function of the recreation ground and introduces traffic/ danger for users.	Two options for Peckfield Level Crossing have been included in the Order application. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road. As this route is already

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		Questioned if Network Rail has considered using a bridge over the railway for the PRow, rather than diverting through the recreation ground.	<p>walked and the new PRow would only give provision for pedestrians, Network Rail considers this will be a simple enhancement of the route. The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground. As level crossing survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the function of the recreation ground.</p> <p>A bridleway bridge in the location of the existing level crossing was considered but was discounted during option selection. It was rejected due to concerns over the visual impact of the structure, particularly on nearby residents and the land take required. It was also discounted on the basis of cost and the limited benefit it would provide given the diversionary routes available at-grade via Pit Lane.</p>
52.	PRow <b>Peckfield Level Crossing</b>	<p>Consultee: Leeds City Council</p> <p>Noted the proposed closure of Peckfield Level Crossing would effectively sever Public Bridleway Micklefield No. 8, which subsists on Pit Lane. States there is a clear requirement to adequately address the needs of bridleway users with regard to either Option 1 or 2 for diversion eastwards under the Order.</p>	Network Rail acknowledges LCC's concerns but considers that alternative available public routes are acceptable.
53.	PRow <b>Peckfield Level Crossing</b>	<p>Consultee: Leeds City Council</p> <p>Noted the new bridleway route will need to provide suitable connectivity and safe access between either end of Pit Lane.</p> <p>Noted using the section of Pit Lane leading to Enterprise Court, without the provision of a parallel, segregated bridleway route alongside the adopted road may attract objections from user groups. Potential reasons for objection are noted as its unsuitability as a bridleway or because an existing highway may be viewed as providing no additional benefit to the public.</p>	<p>Network Rail acknowledges LCC's comments regarding the safety of pedestrians and bridleway users. During the most recent level crossing user survey no equestrian users were recorded.</p> <p>A safety assessment is being undertaken to consider the safety of highway users along the alternative route along (Great North Road) once the level crossing is closed. The outputs of this assessment will be shared with stakeholders.</p>

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		Noted that the use of the main road by bridleway users raises safety concerns (feasibility of safe pedestrian/ horse/ cycle use of the road, points of ingress and egress).	
54.	PRoW <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Noted that Pit Lane carries co-existing public and private rights and the proposed surface improvements in general are to be welcomed.	Network Rail confirms Pit Lane carries full private rights and bridle public rights.
55.	PRoW <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Referenced ward councillors who have concerns about the closure of the level crossing and do not believe up-to-date data has been used to justify the severance of the PRoW.	Network Rail notes LCC's comments. Works associated with electrification of the TRU line together with increases in speed and frequency of services that will be delivered by TRU, are expected to further increase risks to both level crossing users and train passengers. As such, Peckfield Level Crossing needs to be closed in order to reduce these risks and provide safer access for current level crossing users.  Network Rail has existing usage data for the level crossing and has also undertaken an Origin and Destination survey to provide further justification for the diversion of the PRoW.
56.	PRoW <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Noted that the proposed footpath link in Option 2 is welcomed as it would serve as an additional benefit for local pedestrians.	Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road. The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.
57.	PRoW <b>Peckfield Level Crossing</b>	Consultee: Leeds City Council Noted that any proposed new route would need to be a minimum of 2m wide for footpaths and 5m for bridleways. It would also need to be signposted and waymarked.	All routes will be designed in accordance with the appropriate design criteria. Appropriate signage will be used for all PRoW.
58.	Design <b>Scheme wide</b>	Consultee: Leeds City Council Noted that parapet heights should be considered for the safety of all users. Example given that the height of someone on a horse is higher than a pedestrian.	For any new bridge structure, the parapets will be designed in accordance with the appropriate requirements/ standards for the anticipated users and protection of the proposed electrification of the railway.

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59.	Environment <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted the need to understand how engagement with Environmental Health and local residents will be carried out, including timescales.</p> <p>Noted that Network Rail will be submitting a noise and vibration management plan, using Best Practicable Means (BPM) and assessing the noise using the construction noise guidance.</p>	<p>A Noise and Vibration Management Plan (NVMP) will be submitted to and approved by LCC by way of a condition under DPP.</p> <p>The NVMP will outline amongst other matters:</p> <ul style="list-style-type: none"> <li>• though the NVMP will relate to DPP elements, mitigation as outlined in the following bullet points will apply to all works;</li> <li>• strategy in submitting Section 61 application(s) in compliance with the Control of Pollution Act 1971 a minimum 28 days in advance of specified works;</li> <li>• the standard approach of assessing works in compliance with BS5228 and BPM;</li> <li>• recommended formal meeting arrangements between the project delivery team and LCC Environmental Health (Network Rail recommends once every 2 months); and</li> <li>• letter drop arrangements (Network Rail standard extent is to 200m distance from works and a minimum two weeks in advance of specified works).</li> </ul> <p>The Environmental Report (NR16) also identifies a commitment to complete an External Communication Plan, and this too will be a recommended condition to be agreed with LCC. This plan will amongst other matters identify any further pre-construction meetings or briefings of local residents / communities in advance of letter drops that occur immediately before works as outlined above.</p>
60.	Environment <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted concerns and considerations for arboricultural assessment, including:</p> <ul style="list-style-type: none"> <li>• need to comply with BS5837, which states that trees within A-C categories should be considered for retention;</li> <li>• tree replacement should be a last resort and in line with emerging LCC policies;</li> </ul>	<p>An AIA is being prepared in accordance with BS5837 and LCC guidance.</p> <p>Trees will be retained as far as practicable. A Tree Constraints Plan has been prepared and arboriculturists have worked with the design team to avoid tree loss where practicable. Where possible, compounds have been located to avoid tree loss.</p>

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		<ul style="list-style-type: none"> <li>that an Arboricultural Impact Assessment (AIA) will be required (noting on the BS5837 default barrier with scaffold framework will be accepted for tree protection on site);</li> <li>supervision tasks must be evidenced and reported back to the Local Planning Authority (LPA); and</li> <li>a landscape management plan is required for new planting.</li> </ul>	<p>Where tree loss is required within temporary or permanent land take mitigation and compensation will be provided.</p> <p>Mitigation for tree loss will be in accordance with the adopted planning policy at the time of Order submission.</p> <p>Reference to the only acceptable form of tree protection barrier is noted.</p> <p>Arboricultural supervision will be provided and included in the CoCP (NR17).</p> <p>Mitigation for impacts will be provided through the LEMP, to be prepared as a planning condition. An outline LEMP Figure will be provided as part of the Order.</p> <p>Compound areas and temporary land take will be further reviewed throughout detailed design stage to minimise impact and avoid loss of trees as far as practicable.</p>
61.	Environment <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted LCC's Contaminated Land team understand the scheme will be built outside the planning process so will be unable to recommend appropriate planning conditions and directions to secure the required information from Network Rail. Therefore they can only offer advice and recommendations, which should be taken into consideration when undertaking land contamination risk assessments for the scheme.</p> <p>Advice/ recommendations:</p> <ol style="list-style-type: none"> <li>1. An environmental search request should be made to the Contaminated Land team for each site as part of the Phase 1 Desk Study.</li> <li>2. All soils and/or soil forming materials should be appropriately sampled, tested and risk assessed in order to demonstrate that they will be safe and suitable for their intended use.</li> <li>3. Where any soils and/or forming materials need to be imported for use, it is expected that all soils and or soil</li> </ol>	<p>The Order will outline the DPP elements and in general this will apply to structures and some land, but the majority of work will be carried out under of Network Rail's Permitted Development rights.</p> <p>The Environmental Report (NR16) submitted with the Order includes a geo-environmental section where controls related to land, material and waste will be detailed with specific reference to the elements of the Scheme that are the subject of DPP.</p> <p>It is worth noting that in general works on TRU that are conducted under Permitted Development but must comply with Network Rail's 'Contract Requirements – Environment', which amongst other matters details how contractors must deal with material and waste.</p> <p>Contractors working for Network Rail must comply with environmental legislation.</p> <p>General working requirements on all environmental aspects are detailed in the CoCP (NR17) Part A, which has been submitted with the Order application.</p>

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		<p>forming materials will be appropriately sampled, tested and risk assessed in order to demonstrate that they will be safe and suitable for their intended use, with respect to being protective of human health.</p> <p>4. Assurance required that a copy of all site investigation, remediation strategy and verification report(s) for all sites requiring detailed inspection should be provided to the Contaminated Land team in order to enable the team to review the information and provide comment and/or raise any concerns as and when required.</p> <p>5. The Contaminated Land team should be consulted with in order to agree any remediation strategy for any unexpected contamination before any remedial works commence.</p>	<p>Network Rail responds to LCC's advice/recommendations as follows.</p> <ol style="list-style-type: none"> <li>1. The advice is noted, and Network Rail shall seek information as may contribute to the relevant assessment.</li> <li>2. Network Rail intend to make use of CL:AIRE and Definition of Waste Code of Practice and there will be a mandatory requirement in compliance with this process for self-certification of reuse of materials.</li> <li>3. Network Rail concurs with this statement.</li> <li>4. Should contaminated land be identified in consideration of the required testing as described above, Network Rail concurs with the statement made by LCC and would liaise accordingly with the Contaminated Land team.</li> <li>5. Network Rail would deal with any unexpected but isolated hotspots of contamination that are excavated and would sample and dispose of this in accordance with waste regulation. Should the contamination prove to be more widespread than just the local area, Network Rail would liaise with LCC and confirm intended remediation or method for disposal.</li> </ol>
62.	Environment <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted that the latest version of the Biodiversity Metric Calculator should be used to measure impacts and have the objective to achieve a minimum 10% BNG within the same LPA area as the impacts.</p> <p>Noted that, where impacts need to be compensated for, this needs to be on land as agreed with the LPA, and a legal agreement put in place to ensure positive management of that land to achieve the target numbers of Biodiversity Units for perpetuity.</p>	<p>For consistency across the TRU programme of work it is intended to use the metric calculator version 3.0, which has been used on other parts of the scheme.</p> <p>Network Rail is committed to deliver 10% BNG for the overall TRU works. To accumulate the required units, Network Rail will follow the guidance in the BNG Metric technical guidance and where necessary, will agree environmental covenants with landowners for the purpose.</p> <p>Whilst the 10% commitment is required as part of TRU in addition, a Biodiversity Strategy to deliver 10% BNG and a Landscape and Ecological Management Plan will be produced to cover the relevant works components requiring planning permission as a recommended condition that will be agreed with LCC.</p>



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			It should be noted that the commitment and condition ensure this will be achieved but that at the time of submission the detail has not been identified, and hence environmental covenants have not been agreed.
63.	Environment – tree loss <b>Scheme wide</b>	Consultee: Leeds City Council Requested confirmation of the tree replacement compensation for Carbon function.	<p>The carbon comment is noted. Network Rail would like to note that the Order facilitates the electrification of the route and while tree removal will be minimised, the operation of a new railway reduces carbon output in line with Network Rail strategy for its main rail routes.</p> <p>Mitigation for tree loss will be in accordance with the adopted planning policy at the time of the Order being made.</p> <p>Tree loss within temporary land take areas will be avoided as far as practicable and temporary land take areas have been extended into grassland and other areas where possible to minimise tree loss.</p>
64.	Highways <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted that further details will need to be provided with regards to extent of changes to the adopted highway (carriageway and footway) and any construction details. Note requirement to get LCC's agreement as the LHA prior to any development beginning.</p> <p>Requested more detailed information on haul routes, a Construction Management Plan and Construction Logistics Plan.</p> <p>Noted that the scope of the Transport Statement should be agreed with LCC prior to its preparation.</p> <p>Request detailed plans of how the highway will be changed at a 'proper scale'.</p>	<p>The Order seeks powers to include all required permanent and temporary closures of roads and Network Rail will continue to engage with LCC through the HWG. This ensures that all road closures required and defined in the Order are coordinated as part of the group that has been set up for the purpose.</p> <p>In addition, Network Rail proposes that the DPP includes a condition for a CTMP where the agreed measures will be included for LCC approval.</p> <p>The CTMP will also detail mandatory haul routes that will be agreed via the HWG.</p> <p>The detail of how the Scheme will be built will be included as applicable in any relevant environmental plan that will be submitted by condition as part of the CoCP (NR17) Part B.</p> <p>The relevant plans will be as follows:</p> <ul style="list-style-type: none"> <li>• NVMP;</li> <li>• CTMP; and,</li> </ul>



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			<ul style="list-style-type: none"> <li>Nuisance Management Plan.</li> </ul>
65.	Landscape and visual <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted that compound areas require special attention given their temporary nature. Considerations/ suggestions include:</p> <ul style="list-style-type: none"> <li>loss of trees for short-term use;</li> <li>noting that compounds can be irregular shapes to minimise impact;</li> <li>noting facilities can be stacked to minimise space;</li> <li>timings of and staggering deliveries to save on space; and</li> <li>noting boundary vegetation could be saved.</li> </ul>	<p>Network Rail will make all practicable efforts to minimise tree and vegetation removal in relation to the delivery of the Order scheme. Where tree removal is unavoidable, for relevant works components of the Scheme requiring planning permission, this shall be mitigated through implementation of a detailed LEMP that is intended to mitigate landscape and also ecological effects. It should also be noted that the commitment to a BNG of 10%, safeguards mitigation for any unavoidable tree removal.</p>
66.	Other <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted that agreement needs to be reached before submission of the Order on how the Council processes will work alongside the Order processes to avoid conflicts.</p>	<p>Network Rail has and will continue to engage with LCC in order to resolve any potential conflicts.</p>
67.	Other <b>Scheme wide</b>	<p>Consultee: Leeds City Council</p> <p>Noted the requirement to ensure collaboration between communications and stakeholder management. Request for a comprehensive stakeholder and communication plan for the Order.</p> <p>Request for information on how the governance workshops will work alongside the Order governance.</p>	<p>Network Rail is committed to ensuring a good working relationship with LCC and we are pleased that a series of ongoing general and targeted meetings have been agreed and arranged with LCC to discuss the Scheme and the Order works.</p>
68.	Design <b>Peckfield Level Crossing</b>	<p>Consultee: Micklefield Parish Council</p> <p>Noted it:</p> <ul style="list-style-type: none"> <li>Objects to both of the Peckfield Level Crossing closure mitigation proposals.</li> <li>Does not believe a replacement bridleway is required – propose horse riders continue along Great North Road.</li> <li>Believes a bridleway in any part of the recreation ground will permanently remove part of the ground from use by the</li> </ul>	<p>Network Rail acknowledges Micklefield Parish Council's (MPC) objection to a replacement bridleway in the recreation ground.</p> <p>As a result of consultation feedback, two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p>

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		<p>general public (and thereby interfere with the general rights of patrons to use any part of the Ground freely) and reserve it permanently for defined users and their rights. Believe it will also segregate the recreation ground.</p> <p>Noted it supports the following options which were previously presented and discounted:</p> <ul style="list-style-type: none"> <li>- to provide a footbridge to link the southern part of the village to the northern part of the village. They note this is increasingly necessary due to the housing development being built on Pit Lane and that it will also provide a non-vehicular route to the local school, local shop, doctors' surgery and workplaces; or</li> <li>- to re-route the bridleway to travel west to Ridge Road, even if it does not continue beyond Ridge Road and link up with other bridleways.</li> </ul>	<p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>As level crossing survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the function of the recreation ground.</p> <p>A stepped footbridge at the level crossing location was considered but discounted due to the land take required, visual impact of the structure and as it would not provide an accessible route for all users.</p> <p>On linking the bridleway to the A656 via a Pegasus crossing, connected to a bridleway to the west, south of the railway, please note this option (referred to as Option A) was previously discounted during the option selection process on the grounds of safety, and is not part of the current proposals.</p> <p>Following a Road Safety Review and discussions with LCC, it was determined that a Pegasus crossing of the A656 Ridge Road with a fixed crossing movement was the best approach for ensuring a safe crossing and that such an approach was not supported by the local authority, due to the road speed and insufficient width to accommodate a shared footway safely.</p>
69.	Environment <b>Scheme wide</b>	<p>Consultee: Natural England</p> <p>Note support for Network Rail's commitment to delivering 10% BNG across the TRU scheme. However, wish to highlight that the pre- and post-development value of the land included within the Leeds to Micklefield Enhancements scheme should be assessed using the most up to date version of the Defra Biodiversity Metric (currently 3.1) to account for biodiversity losses and gains across this section of the scheme.</p>	<p>Network Rail intends to use the Defra Biodiversity Metric 3.0 across the section of the scheme covered by the Order. It is considered appropriate to use a consistent methodology across TRU and on that basis retain 3.0.</p> <p>Network Rail shall seek to achieve a measurable BNG in accordance with the Environment Act 2021 and the National Planning Policy Framework (NPPF) and shall follow the mitigation hierarchy as outlined in Paragraph 180 of the NPPF.</p>
70.	Environment	Consultee: Natural England	<p>Network Rail is aware that forthcoming guidance and legislation on BNG may be released shortly in relation to the</p>

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	<b>Scheme wide</b>	Flagged forthcoming guidance and legislation in relation to the Environment Act 2021 may be released in the interim prior to submission of the Order.	Environment Act 2021 and shall review and comply as may be applicable.
71.	Environment <b>Scheme wide</b>	Consultee: Natural England Note that the scheme crosses two National Character Areas and suggest that the "opportunities" sections of the National Character Area Profiles are consulted for advice on opportunities for nature and on ensuring that the development is in keeping with the character of the regions that it passes through.	Network Rail acknowledges the relevant National Character Areas NE464 and NE402 and shall review these documents to align opportunities and ensure the character of the area is considered.
72.	Utilities <b>HUL4/21 Austhorpe Lane</b>	Consultee: Northern Gas Networks Raised concerns whether Network Rail could confirm it accepted that the new buried gas pipeline at Austhorpe Lane will most likely be at a 45-degree angle when crossing the rail networks.	Network Rail accepts that this is the only route available for diverting the gas pipe under the railway line and is working closely with Northern Gas Networks on the management of these works.
73.	Utilities <b>Scheme wide</b>	Consultee: Northern Gas Networks (NGN) Noted NGN would prefer a private asset agreement rather than relying on the standard provisions which are in the TWAO.	Should the Order be made by the Secretary of State, Network Rail will seek to secure agreement with landowners before the Order is made, but should this not be possible, the powers granted by the Order would be used to acquire the necessary land for the Scheme.
74.	Utilities <b>Scheme wide</b>	Consultee: Northern Powergrid Noted Northern Powergrid engineers have reviewed the plans and have raised no concerns at this stage	Network Rail notes NGN's comment.
75.	Safety <b>Scheme wide</b>	Consultee: Office of Road and Rail Noted it does not comment on individual schemes for the closure of level crossings but does support the closure of level crossings in line with the principles of prevention set out in the Management of Health and Safety at Work Regulations 1999.	Network Rail acknowledges the support of the Office of Road and Rail in relation to the closure of level crossings.

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76.	Public Rights of Way <b>Barrowby Level Crossing</b>	Consultee: Open Spaces Society Noted the design plan shows Nanny Goat Lane, between points A and C as a 'non-definitive bridleway', which implies that it has no formal highway status recorded. FindMyStreet indicates that it is not maintainable at public expense (although to the east of C it is recorded on the definitive map as Garforth Bridleway 6).	Network Rail can confirm the unrecorded section of Nanny Goat Lane will be formally recorded as public bridleway as part of the Scheme. It can also confirm that Barrowby Lane is an existing full public highway (Unique Street Reference Number: 23024071).
77.	Public Rights of Way <b>Peckfield Level Crossing</b>	Consultee: Open Spaces Society (OSS) Note both options 1 and 2 propose to divert Micklefield Bridleway 8, which currently follows a quiet traffic-free (except for access) route, via Great North Road, under the railway bridge and back along Pit Lane. Great North Road is a busy road with narrow footways under the railway bridge that would not accommodate horse riders or cyclists. Similarly, Pit Lane is a vehicular highway serving a number of properties. Bridleway users would be required to cross the junction of Pit Lane, with limited visibility, in order to access the narrow footway or, alternatively, walk in traffic.  Note neither option therefore provides a suitable, safe alternative to the existing bridleway and OSS would object to the proposed diversion of Bridleway 8 as it currently stands.	Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.  The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.  A safety assessment is being undertaken to consider the safety of highway users along the alternative route along (Great North Road) once the level crossing is closed. The outputs of this assessment will be shared with stakeholders.
78.	Public Rights of Way <b>HUL4/21 Austhorpe Lane</b>	Consultee: Peaks and Northern Footpath Society Note no issues with the proposals. Commented that the footbridge is not a PRow, but adopted highway.	Network Rail thanks PNFS for its comments on Austhorpe Lane Footbridge and its status as adopted highway.
79.	Public Rights of Way	Consultee: Peaks and Northern Footpath Society Note would be preferable to retain Barrowby Lane level crossing and questioned whether it would be possible to	Network Rail notes PNFS's preference for both Barrowby level crossings to be retained with automatic gates. The level crossings cannot remain open due to the inherent safety risk.

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	<b>Barrowby Level Crossing</b>	<p>provide gates that are automatically locked whenever a train approaches.</p> <p>Note if gates are not possible, a stepped footbridge would be acceptable for pedestrians.</p> <p>Note the provision of both stepped and ramped access on the bridleway bridge would reduce the distance for walkers, though the stepped access on the visualisations look longer/shallower than they need to be.</p>	<p>Proposals are to close Barrowby Lane and Barrowby Foot Level Crossings. The bridleway across Barrowby Lane Level Crossing will be diverted across the railway via a new ramped bridleway bridge.</p> <p>The bridleway bridge has been designed in accordance with the appropriate requirements and standards for the anticipated users and compliance with accessibility guidelines; this includes the design of the stepped access.</p>
80.	Public Rights of Way <b>Barrowby Level Crossing</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Note would be preferable to retain Barrowby Foot level crossing and questioned whether it would be possible to provide gates that are automatically locked whenever a train approaches. If gates are not possible, questioned if a stepped footbridge can be provided.</p> <p>Note walkers displaced by the level crossing closure have a longer diversion and part of the route would be along the non-definitive section of Nanny Goat Lane which they note could be closed at any time by whoever manages it. Propose if closure goes ahead that this section is dedicated as a definitive bridleway.</p>	<p>Network Rail notes PNFS's preference for both Barrowby level crossings to be retained with automatic gates. The level crossings cannot remain open due to the inherent safety risk.</p> <p>A stepped footbridge is not proposed at Barrowby Foot Level Crossing. The new bridleway bridge will be located approximately 190 m to the west of the existing Barrowby Lane Bridleway Crossing location. The route will be suitable for pedestrians, cyclists and horse riders.</p> <p>Network Rail notes PNFS's feedback on Nanny Goat Lane as a 'non-definitive bridleway' and confirms the unrecorded section of Nanny Goat Lane will be formally recorded as public bridleway as part of the Scheme.</p>
81.	Public Rights of Way <b>HUL4/20 Crawshaw Woods Bridge</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Note there does not appear to be any long-term issues at this location as the works involve rebuilding the bridge</p>	<p>Network Rail thanks PNFS for its comments on Crawshaw Woods Bridge.</p>
82.	Public Rights of Way <b>HUL4/14 Brady Farm</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Note if permission to demolish the bridge is not secured, propose the bridge is dedicated as a definitive footpath link between the existing definitive footpath on the north side of the railway, and the proposed new bridleway on the south side.</p>	<p>Network Rail acknowledges the feedback regarding Brady Farm Bridge, however, the creation of a new PRow is not part of the Scheme's scope. The decision to demolish the bridge is the result of an extensive optioneering process. An LBC application will be submitted outlining the impact on the</p>

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		Even if the bridge is demolished, suggest a new footbridge carrying a definitive footpath is provided.	heritage significance and presenting the needs case for the Scheme.
83.	Design <b>Peckfield Level Crossing</b>	Consultee: Peaks and Northern Footpath Society Note some confusion of the proposals in Appendix A and Appendix B.	Appendix A of the technical consultation pack PNFS received contained the design plans that had been previously discounted, and Appendix B contained those that were being consulted on.
84.	Public Rights of Way <b>Peckfield Level Crossing</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Note that PNFS are of the opinion that the best option for bridleway users is to keep the crossing open. Failing this, a bridge should be provided as the alternative options are much longer and on a busy road.</p> <p>Noted an update to the Society's previous comment that a ramped footbridge may be too expensive, noting that one is proposed at Barrowby. Questioned whether a similar structure at Peckfield would have both stepped and ramped access. Note a stepped access could potentially reduce the extra distance for walkers – but this is difficult to judge because of the lack of detail and absence of a visualisation.</p> <p>Noted previously disagreed with the proposal to make the new link north of the railway towards the A656 a bridleway because it did not actually connect to the A656 but no longer opposed to this link becoming bridleway. However, note consideration should be given to access controls to reduce the intrusion of unauthorised users such as motorcyclists (evidence of illegal motorcycle activity has been observed on the nearby Micklefield 9).</p> <p>Note would not support the upgrading of Micklefield 9 to bridleway and would prefer to see cyclists and equestrians routed onto Phoenix Avenue.</p>	<p>Network Rail notes PNFS's preference to maintain Peckfield Level Crossing or provide a ramped bridge as an alternative option. However, the level crossing cannot remain open due to the inherent safety risk.</p> <p>A bridleway bridge in the location of the existing level crossing was considered but was discounted during option selection. It was rejected due to concerns over the visual impact of the structure, particularly on nearby residents and the land take required. It was also discounted on the basis of cost and the limited benefit it would provide given the diversionary routes available at-grade via Pit Lane and the recreation ground.</p> <p>On linking the bridleway to the A656 via a Pegasus crossing, connected to a bridleway to the west, south of the railway, please note this option (referred to as Option A) was previously discounted during the option selection process on the grounds of safety, and is not part of the current proposals.</p> <p>Following a Road Safety Review and discussions with the local highway authority, LCC, it was determined that a Pegasus crossing of the A656 Ridge Road with a fixed crossing movement was the best approach for ensuring a safe crossing and that such an approach was not supported by the local authority, due to the road speed and insufficient width to accommodate a shared footway safely.</p> <p>Network Rail notes PNFS's objection to the upgrading of Micklefield 9. The option (referred to as Option C3) was also previously discounted on the basis that it would not be creating</p>



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Item	Theme	Issue raised by consultee	Network Rail's position
			a circular bridleway route and safety concerns as it delivers users to the A656. This option is not part of the current proposals.
85.	Other <b>Scheme wide</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Commented that no information has been provided to say:</p> <ul style="list-style-type: none"> <li>that an accident situation exists at any of the level crossing locations; or</li> <li>whether any alternatives to level crossing closures have been considered.</li> </ul>	<p>Network Rail notes PNFS's comments relating to alternative options to the level crossing closures and the view that the level crossings should remain open. An option selection process was followed for each of the Scheme interventions. This process included options analysis by qualified specialists, as well as targeted engagement with statutory stakeholders, including PNFS.</p> <p>Network Rail is responsible for maintaining the railway network, including ensuring the safety of passengers. The TRU will bring faster, more frequent trains to the line and therefore the level crossings in their existing status pose a serious risk to users and cannot be maintained. Peckfield, Barrowby Lane and Barrowby Foot Level Crossings must therefore be closed and replaced with a safer alternative.</p>
86.	Public Rights of Way <b>Scheme wide</b>	<p>Consultee: Peaks and Northern Footpath Society</p> <p>Note that temporary diversions should be kept as short as possible and be clearly signed throughout their duration. When paths are re-opened surfaces/widths should be restored to at least their existing standard, and there should be no increase in gradients.</p>	<p>Diversions routes for PRow will be agreed with LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC. Disruption will be minimised wherever possible.</p> <p>All routes will be designed in accordance with the appropriate design criteria and appropriate signage will be used for all PRow.</p>
87.	Operations  <b>HUL4/21 Austhorpe Lane HUL4/47 Kirkgate Viaduct</b>	<p>Consultee: Royal Mail</p> <p>Noted any periods of road disruption/closure, night or day, on or to the roads immediately connected to works or the surrounding highway network, will have the potential to impact operations and may consequently disrupt Royal Mail's ability to meet its Universal Obligation service delivery targets.</p>	<p>Network Rail is engaging with Royal Mail in order to agree a letter of commitment which addresses the issues raised.</p>



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	<b>HUL4/40 Marsh Lane Viaduct HUL4/14 Ridge Road</b>		
88.	Operations <b>Scheme wide</b>	<p>Consultee: Royal Mail</p> <p>Requested that wording is added to the future CTMP to secure the following mitigations:</p> <ol style="list-style-type: none"> <li>1. the CTMP includes specific requirements that during the construction phase Royal Mail is notified by Network Rail or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working;</li> <li>2. where road closures / diversions are proposed, Network Rail or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible; and</li> <li>3. the CTMP includes a mechanism that informs Royal Mail about works affecting the local highways network (with particular regard to Royal Mail's distribution facilities near the proposed works.</li> </ol> <p>In addition, Royal Mail will require Network Rail to provide a named contact and timetable for the proposed works at least two months before any works commence.</p>	Network Rail is engaging with Royal Mail in order to agree a letter of commitment which addresses the issues raised.
89.	Other <b>Scheme wide</b>	<p>Consultee: Transport Focus</p> <p>Noted Transport Focus has no comments to make on the consultation.</p>	Network Rail notes the response from Transport Focus.
90.	Transport	<p>Consultee: West Yorkshire Combined Authority</p> <p>Queried whether traffic restrictions in Winter 2025-Spring 2026 will cause disruption to the railway.</p>	The works to the structure will be planned to minimise impacts on the rail network and are not foreseen to have any impact on its operation.

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	<b>HUL4/47 Kirkgate Viaduct</b>		
91.	Transport <b>HUL4/40 Marsh Lane</b>	<p>Consultee: West Yorkshire Combined Authority</p> <p>Queried the rationale for reconstruction.</p> <p>Queried whether traffic restrictions in Winter 2025-Spring 2026 will cause disruption to the railway.</p> <p>Raised concerns around significant highways impacts and disruption for the public transport network.</p> <p>Noted the need to work closely with the Combined Authority and LCC was noted.</p>	<p>Reconstruction of this structure is required to ensure compliant ballast depth and that line speed enhancements are achieved. The existing structure does not have sufficient capacity to carry the additional load from the ballast or from the dynamic effects of the increase in line speed.</p> <p>The works will be planned to minimise impacts on the railway, local road network, and parking, including seasonal considerations (e.g. school term times). All enabling works will be planned to avoid any unnecessary disruption in the area. Some out of hours night-time possessions of the railway will be needed to install a temporary works cable bridge, and this will be managed to minimise disturbance to rail passengers.</p> <p>Network Rail will liaise with LCC on detailed work planning and LCC will be consulted on the detailed proposals in advance of the works taking place.</p> <p>The bridge will be pre-assembled at Shannon Street compound and driven in on self-propelled modular transporters in a 78-hour rail blockade in 2025.</p> <p>The construction routes for the works will be agreed with the LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC.</p>
92.	Transport <b>HUL4/44 Duke Street Viaduct</b>	<p>Consultee: West Yorkshire Combined Authority</p> <p>Further detail requested on the impact of reconstruction of the adjacent viaduct on the railway and highways.</p>	<p>Reconstruction of HUL4/40 Marsh Lane is required to ensure compliant ballast depth and that line speed enhancements are achieved. The existing structure does not have sufficient capacity to carry the additional load from the ballast or from the dynamic effects of the increase in line speed.</p> <p>The works will be planned to minimise impacts on the railway, local road network, and parking, including seasonal considerations (e.g. school term times). All enabling works will be planned to avoid any unnecessary disruption in the area.</p>

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			<p>Some out of hours night-time possessions of the railway will be needed to install a temporary works cable bridge, and this will be managed to minimise disturbance to rail passengers.</p> <p>Network Rail will liaise with LCC on detailed work planning and LCC will be consulted on the detailed proposals in advance of the works taking place.</p> <p>Please also note that the reconstruction of HUL4/44 Duke Street is not part of the scope for this Scheme (or the wider TRU).</p>
93.	Highways <b>HUL4/21 Austhorpe Lane Bridge</b>	<p>Consultee: West Yorkshire Combined Authority</p> <p>Noted the impact of the 2–4-month closure on pedestrians and highways and highlighted the need for Network Rail to work closely with the Local Authority to minimise impacts.</p> <p>Noted pedestrian access will need to be maintained across the rail bridge for school children.</p> <p>Raised need for a shuttle bus to operate from Kingswear Crescent to Crossgates centre, with the cost being absorbed by the project.</p> <p>Noted the Combined Authority does not support the statement that no transport operational impacts are anticipated.</p>	<p>The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period.</p> <p>However, some night-time closures will be required during preparation and follow up works. The full closure of all access (including for pedestrians and cyclists) will be scheduled outside school term time so as to minimise disruption.</p> <p>Diversion routes for the works will be agreed with LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC.</p> <p>Disruption to public transport will be mitigated as much as possible and we will work with LCC to look at any suitable alternative methods of transport which may be required.</p>
94.	Highways <b>HUL4/21 Austhorpe Lane Bridge</b>	<p>Consultee: West Yorkshire Combined Authority</p> <p>Noted the design of the bridge should include space for cycling and walking, ensuring compliance with LTN1/20.</p> <p>Highlighted LCC's concerns relating to safety implications due to the bridge dimensions and lack of visibility.</p>	<p>Following discussions with LCC, the proposals for the bridge have been revised to make provision for a 5.5m wide two-way carriageway road with a 2.0m wide footpath located on the western side of the bridge.</p> <p>No cycle provision currently exists, and a cycle lane will not be provided along the new bridge.</p> <p>This is the maximum practicable size of structure that can be provided within the site constraints. This option has been developed into the Form F (formerly Form 006) submission for acceptance by the highway authority, LCC.</p>

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95.	Transport <b>HUL4/21 Austhorpe Lane Bridge</b>	Consultee: West Yorkshire Combined Authority Expressed a preference to maintain the 21/22 bus route. If this is not possible, noted the Combined Authority and Network Rail should collaborate to find an alternative route.	Network Rail has noted this feedback and is committed to working collaboratively with the Combined Authority on this Scheme.  Diversion routes for the works will be agreed with LCC, in advance of construction work and detailed in a CTMP, which will be submitted to and subject to the approval by LCC.
96.	Public Rights of Way <b>HUL4/21 Austhorpe Lane Bridge</b>	Consultee: West Yorkshire Combined Authority Queried whether a temporary bridge could be provided.	The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period.  However, some night-time closures will be required during preparation and follow up works. The full closure of all access (including for pedestrians and cyclists) will be scheduled outside school term time so as to minimise disruption.
97.	Design <b>Barrowby Lane and Foot Level Crossings</b>	Consultee: West Yorkshire Combined Authority Noted the design must be accessible to all users, and compliant with LTN 1/20 in terms of ramped access.	Network Rail acknowledges the Combined Authority's comments. The bridleway bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and compliance with accessibility guidelines.
98.	Highways <b>Barrowby Lane and Foot Level Crossings</b>	Consultee: West Yorkshire Combined Authority Noted the significance of diversion will be dependent on a route for access. Further information requested on impacts to bus, pedestrian and cycling routes.	Proposals are to close Barrowby Lane and Barrowby Foot Level Crossings. The bridleway across Barrowby Lane Level Crossing will be diverted across the railway via a new ramped bridleway bridge, maintaining access for pedestrians, cyclists, and horse riders.  The bridleway bridge has been designed in accordance with the appropriate requirements and standards for the anticipated users and compliance with accessibility guidelines.  There is no impact on bus routes at this location.
99.	Highways	Consultee: West Yorkshire Combined Authority Requested timescales for upcoming road closures and noted Network Rail is required to confirm significant rail blockades.	The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period. However, some night-time closures will be required during preparation and follow up works. The full closure of all

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	<b>HUL4/14 Ridge Road Bridge</b>		access will be kept to a minimum and will be related to demolition and lifting operations where exclusion zones are required for public safety.  Diversion routes for the works will be agreed with LCC in advance of construction work and detailed in a CTMP which will be submitted to and approved by LCC.
100.	Highways <b>HUL4/14 Ridge Road Bridge</b>	Consultee: West Yorkshire Combined Authority  Noted traffic signage will need to direct diversion traffic away from Ninelands Lane and A642 due to its position as the main bus route from the east into Garforth.	Network Rail acknowledges the Combined Authority's comments. Diversion routes for the works – both PRoW and highways – will be agreed with LCC, in advance of construction work and detailed in a CTMP which will be submitted to and approved by LCC.  Appropriate signage will be provided for all diversionary routes.
101.	Alternative options <b>Peckfield Level Crossing</b>	Consultee: West Yorkshire Combined Authority  Queried what alternative or replacement bridge options have been considered.	Network Rail thanks the Combined Authority for its comments and can confirm that other options have previously been considered but were discounted during the option selection process. Information these are listed below. <ul style="list-style-type: none"> <li>• <b>Option A:</b> new footpath through the recreation ground, with a new bridleway along the north of the railway up to a Pegasus crossing on Ridge Road, connecting to a new bridleway to the south of the railway onto Garforth. Following a Road Safety Review and subsequent discussions with LCC, a Pegasus crossing of the A656 with a fixed crossing movement was deemed unfeasible, due to the speed of the road and insufficient width to provide a shared footway safely.</li> <li>• <b>Option B:</b> a new bridleway bridge in the location of the existing level crossing. This was rejected due to concerns over the visual impact of the structure, particularly on nearby residents. It was also discounted due to cost and the limited benefit it would provide given the diversionary routes available at-grade via Pit Lane and the recreation ground.</li> </ul>



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Item	Theme	Issue raised by consultee	Network Rail's position
			Two options have been submitted for Peckfield Level Crossing. One would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road. The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground
102.	Carbon <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Noted the Combined Authority welcomes the full electrification of the railway from a climate change perspective. Noted a methodology akin to the Combined Authority's Carbon Impact Assessment should be used. Detail such as how the project delivers against West Yorkshire's net zero targets would be beneficial, as well as the wider impacts the upgrade will have on vehicular use.	Network Rail thanks the Combined Authority for its support and notes the comments made regarding the impact of the project on vehicle use.  The TRU includes the electrification of the route, and the operation of a new railway reduces carbon output in line with Network Rail strategy for its main rail routes.
103.	General <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Noted the Combined Authority supports all works needed to deliver TRU, including the electrification of the route and noted the importance of providing full gauge clearance for rail freight to achieve regional and governmental carbon emission targets.	Network Rail thanks the Combined Authority for its support. Electrification of the route will enable greener trains to run, while improving air quality and reducing the carbon footprint of the railway.
104.	General <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Noted the Combined Authority would like to work closely with Network Rail to minimise disruption on the railway and the public transport network and with LCC regarding any local and highway issues so that the TRU is delivered in such a way that it meets the requirements and standards of the Local Authority.	Network Rail has noted this feedback and is committed to working collaboratively with the Combined Authority and LCC on the Scheme.  Diversion routes for the works – both PRow and highways – will be agreed with LCC, in advance of construction work and detailed in a CTMP which will be submitted to and approved by LCC.
105.	Land / property <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Asked Network Rail to confirm that land owned or leased by the Combined Authority will not be impacted or subject to a Compulsory Purchase Order.	Network Rail has engaged with and will continue to meet with affected landowners. No land owned or leased by the Combined Authority will be impacted or subject to a Compulsory Purchase Order.

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<b>106.</b>	Other <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Noted the Combined Authority welcomes further consultation through the existing meeting structure in place, to help minimise disruption where possible.	Network Rail welcomes this feedback and is committed to working collaboratively with the Combined Authority on the Scheme.
<b>107.</b>	Other rail schemes <b>Scheme wide</b>	Consultee: West Yorkshire Combined Authority Noted the Combined Authority and TRU should continue to collaborate on the construction programme for Thorpe Park rail station to maximise the efficiency of both projects. A timetable solution should be agreed.	Network Rail has noted this feedback. A series of meetings have been undertaken with key stakeholders (LCC, the Combined Authority and Scarborough Group) and the Network Rail Thorpe Park Rail Project Sponsor to agree a collaborative approach to works at this site.

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**Appendix 10: Responses received during Phase 1 public consultation (all Order works, excluding Highroyds Wood and Garforth Moor Level Crossings)**

The table below summarises feedback received from the Phase 1 public consultation. Please note, comments were not received on all aspects of the scheme. Where comments have been received on a Scheme element, these have been arranged running west to east along the route.

The feedback noted in the third column of the tables summarises the points raised by consultees. Please note that the comments recorded under each theme do not represent the views of all respondents.

Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
<b>Penny Pocket Park</b>				
1.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>expressed the view that the proposals are a waste of resources;</li> <li>raised concerns about the impact on graves;</li> <li>noted concerns related to impact of the proposals on local wildlife; and</li> <li>noted that the proposals should not have significant impact on the park.</li> </ul>	4	<p>The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.</p> <p>It is understood that graves are present below the embankment. The installation of new railway assets will avoid impact below the embankment as far as practicable.</p> <p>An ecological appraisal has been undertaken to inform the proposals. Tree loss will be avoided as far as practicable. The deemed planning permission (DPP) will include a condition for a Landscape and Ecological Management Plan (LEMP) which will be submitted and approved by LCC.</p> <p>Small parcels of land will be required immediately adjacent to the railway line for the installation of new railway assets, including a new signal gantry and a number of railway cabinets. Installation works will take</p>

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				place from the railway to minimise impact on the green space.
2.	Vandalism	Feedback received: <ul style="list-style-type: none"> <li>noted concerns that the new facilities would be at risk of vandalism.</li> </ul>	1	The railway equipment will be safely closed off with palisade fencing to maintain the safety and security of all on the railway.
<b>HUL4/21 Austhorpe Lane</b>				
3.	Compound – disruption	Feedback received: <ul style="list-style-type: none"> <li>noted concerns about the compound being located near the respondent's property;</li> <li>raised concern around the disruption caused by potential night works; and</li> <li>noted concerns around the impact on residents.</li> </ul>	2	The compound locations have been carefully considered to enable the Scheme works while minimising impacts as far as practicable.  Some night-time closures will be required during preparation and follow up works. The full closure of all access (including pedestrians and cyclists) will be scheduled outside school term time to minimise disruption. Network Rail is committed to being a good neighbour and will provide prior communication on any night-time works in advance.
4.	Compound – other	Feedback received: <ul style="list-style-type: none"> <li>queried whether the site would be subject to compulsory purchase;</li> <li>raised concerns around potential disruption to livestock on site; and</li> <li>suggested retaining the temporary construction access as a pedestrian access upon the completion of works to link into plans for a new park (south of the railway).</li> </ul>	1	Network Rail has engaged with and will continue to meet with affected landowners. Mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on land and Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected landowners.  Options for mitigating any disruption to access are being reviewed and proposals are under consideration for relocating buildings and livestock, if required.  Network Rail is required to return the land to its previous state on completing the works in compliance

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				with its Permitted Development rights. Creating a new pedestrian access is not part of the Scheme.
5.	Compound – timeframes	Feedback received: <ul style="list-style-type: none"> <li>queried the timescales associated with the compounds, including construction working hours and construction phasing.</li> </ul>	2	The compound is expected to be in use from early 2024 to autumn 2026. These dates are subject to reaching agreement with the landowners outside of the Order. However, if this is not possible, these timescales will be moved back.
6.	Compound – tree loss	Feedback received: <ul style="list-style-type: none"> <li>raised concerns about the planned tree loss, including requests for this to be minimised;</li> <li>noted the need to replant trees following construction, resulting in a net gain; and</li> <li>suggested a suitable alternative compound location for the south compound to minimise tree loss (north of the cricket ground).</li> </ul>	7	There will be a small but unavoidable loss of trees to accommodate the widened bridge. Some more extensive tree loss, again unavoidable, will be required in the compound to the south as this is where the gas main must be diverted. Compounds and other temporary land take to facilitate the works have been adjusted to include grassland areas to enable tree loss to be minimised.  Unavoidable tree loss is accommodated within the LEMP and separately the Biodiversity Net Gain (BNG) assessment.
7.	Construction – traffic diversion	Feedback received: <ul style="list-style-type: none"> <li>raised the need for clear traffic signage, and to maintain the route to Austhorpe Primary School.</li> </ul>	1	The construction methodology proposes to maintain pedestrian and cycle access throughout the majority of the construction period.  Some night-time closures will be required during preparation and follow up works. The full closure of all access (including pedestrians and cyclists) will be scheduled outside school term time so as to minimise disruption.



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				Diversion routes for the works will be agreed with LCC, in advance of construction work and detailed in a Construction Traffic Management Plan (CTMP), which will be submitted to and approved by LCC. Appropriate signage will be used for all diversionary routes.
8.	Design	Feedback received: <ul style="list-style-type: none"> <li>queried why other options were not being considered or consulted on</li> </ul>	1	Please refer to Planning Statement (NR13) for further details.
9.	Design – cycleway	Feedback received: <ul style="list-style-type: none"> <li>requested a segregated cycleway.</li> </ul>	1	No cycle provision currently exists, and a segregated cycle lane will not be provided along the new highway bridge. The highway and delivery of cycle infrastructure, and indeed all modes of transport, is the responsibility of the local highway authority, LCC.
10.	Design - footway	Feedback received: <ul style="list-style-type: none"> <li>supported the relocation of the footway;</li> <li>noted the need for a segregated footpath;</li> <li>stated the footpath should be as wide as the current footpath;</li> <li>requested the footpath to be located to the west of the carriageway;</li> <li>highlighted the preference for a footway on both sides of the bridge; and</li> <li>noted concerns relating to the distance of the footway to the respondent's property.</li> </ul>	11	<p>Network Rail has engaged with LCC on this matter and proposals are now for the bridge to make provision for a 5.5m wide two-way carriageway road with a 2.0m wide footpath located on the western side of the bridge.</p> <p>This is the maximum practicable size of structure that can be provided within the site constraints. Subject to formal acceptance in principle, this option has been developed into the Form F (formerly Form 006 submission) which has been submitted for acceptance by LCC.</p> <p>Network Rail has engaged with and will continue to meet with affected landowners. Mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on land and Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation</p>

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				does not remove the impact on directly affected landowners.
11.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns relating to pollution from the existing substation plant;</li> <li>expressed the view that the proposals are a waste of natural resources;</li> <li>highlighted concerns surrounding construction noise;</li> <li>raised concerns regarding the loss of trees, as a result of the proposals; and</li> <li>noted the requirement for bat surveys.</li> </ul>	8	<p>The existing substation plant is not part of the Scheme's remit.</p> <p>A Noise and Vibration Management Plan (NVMP) will be produced. Controls to minimise noise and proposals for liaising with the local community will be detailed in the NVMP. These controls will be a condition on the Scheme and the NVMP will be approved by LCC.</p> <p>There will be a small but unavoidable loss of trees to accommodate the widened bridge. Some more extensive tree loss, again unavoidable, will be required in the compound to the south as this is where the gas main must be diverted. Compounds and other temporary land take to facilitate the works have been adjusted to include grassland areas to enable tree loss to be minimised.</p> <p>Unavoidable tree loss is accommodated within the LEMP and separately the BNG assessment.</p> <p>Trees with potential to support bats have been identified at Austhorpe. Further bat surveys are proposed in the summer to determine the presence or absence of any bat roosts in trees affected by the works and determine any mitigation or licensing requirements.</p>
12.	Health and safety	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns around the safety of the relocated gas main;</li> </ul>	6	<p>Network Rail has and will continue to engage with LCC, regarding the design of the new highway bridge. The design will be compliant with LCC's Highway Design</p>

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		<ul style="list-style-type: none"> <li>requested the provision of lighting and CCTV to improve the personal security of users;</li> <li>raised concerns relating to subsidence impacting the respondent's property, due to its location next to the bridge; and</li> <li>noted safety concerns due to poor sightlines for traffic.</li> </ul>		<p>Guide, meaning safe access and good visibility will be provided.</p> <p>Network Rail is engaged with Northern Gas Networks on the relocation of the gas main and all works will be taken in line with the relevant safety protocols.</p> <p>Lighting and CCTV is not provided on the current footbridge and will not be provided on the proposed footpath.</p> <p>Works will be undertaken to the foundations of the new bridge including grouting works to old mine workings because of the changes proposed to the bridge.</p> <p>There are no plans for any works beneath the adjacent property and the works will have no effect on the adjacent property.</p> <p>Monitoring will be put in place during the works as a precautionary measure.</p>
13.	Health and safety – footpath design	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted the lack of segregation between the footpath and the carriageway would create conflict between pedestrians and vehicles;</li> <li>expressed that a wider footpath and reduced road space would be a safer proposal;</li> <li>and raised concern that the location of the footpath was unsafe.</li> </ul>	6	<p>Network Rail has engaged with LCC on this matter and proposals are now for the bridge to make provision for a 5.5m wide two-way carriageway road with a 2.0m wide footpath located on the western side of the bridge. The bridge will have a 7.5 tonne weight limit as an environmental restriction, but the structure will be designed for a higher standard.</p> <p>This is the maximum practicable size of structure that can be provided within the site constraints. Subject to formal acceptance in principle, this option has been developed into the Form F (formerly Form 006) which has been submitted for acceptance by the Highways Authority, LCC.</p>

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				The design will be compliant with LCC's Highway Design Guide, meaning safe access and good visibility will be provided.
14.	Heritage	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>enquired about the status of the listed structure and highlighted the need to be sympathetic; and</li> <li>noted a lack of concern about heritage aspects.</li> </ul>	10	<p>The bridge is Grade II listed. The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm, and this harm will be weighed against the public benefits delivered by the Scheme.</p> <p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p> <p>Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme. Network Rail acknowledges that there will be loss of designated assets as part of the project, but this has been limited through appropriate design solutions.</p> <p>In accordance with the NPPF this harm to the historic environment needs to be weighed against the public benefits of the project. These benefits will be clearly articulated within the application package for the Listed Building Consents (LBC), in order for a balanced planning judgement to be made.</p>
15.	Highways	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>requested a two-lane carriageway;</li> <li>was opposed to a two-lane carriageway; and</li> <li>suggested traffic lights as an alternative measure.</li> </ul>	13	<p>Network Rail has engaged with LCC on this matter and proposals are now for the bridge to make provision for a 5.5m wide two-way carriageway road with a 2.0m wide footpath located on the western side of the bridge. The bridge will have a 7.5 tonne weight limit as an environmental restriction, but the structure will be designed for a higher standard.</p>

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				<p>This is the maximum practicable size of structure that can be provided within the site constraints. Subject to formal acceptance in principle, this option will be developed into the Form F (formerly Form 006) submission for acceptance by the Highways Authority, LCC.</p> <p>Traffic lights will not be provided on the new bridge.</p>
16.	Traffic management	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>highlighted the need for traffic management if a single lane solution is accepted.</li> </ul>	1	<p>Network Rail has and will continue to engage with LCC regarding the design of the new highway bridge. Following this engagement, proposals for single lane options are not being progressed. The design will be compliant with LCC's Highway Design Guide.</p>
17.	Utilities	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns for the disruption to gas supply.</li> </ul>	1	<p>Network Rail has and will continue to engage with affected utility providers regarding the design of the Scheme and diversion of apparatus.</p>
<b>HUL4/20 Crawshaw Woods Bridge</b>				
18.	Construction – diversion	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns about the duration of the diversion and lack of alternative routes; and</li> <li>noted the need for advance notice of the footpath diversion.</li> </ul>	2	<p>The Public Right of Way (PRoW) will be temporarily diverted during the demolition and reconstruction of the bridge, but this is not a permanent diversion.</p> <p>Diversionary routes for PRoW will be agreed with LCC in advance of construction work and detailed in a CTMP, which will be submitted to and approved by LCC. Disruption will be minimised wherever possible.</p> <p>All routes will be designed in accordance with the appropriate design criteria and appropriate signage will be used for all PRoW.</p>



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19.	Design – materials	Feedback received: <ul style="list-style-type: none"> <li>requested that the metal work and original stone of the bridge structure was retained.</li> </ul>	1	The Scheme proposals include lifting Crawshaw Woods Bridge, which will retain its historic fabric and provide the opportunity for restoration of the cast iron elements.
20.	Environment	Feedback received: <ul style="list-style-type: none"> <li>raised concern that the proposals would result in a waste of resources.</li> </ul>	1	The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.
21.	Heritage	Feedback received: <ul style="list-style-type: none"> <li>raised concerns regarding the listed status of the bridge.</li> </ul>	2	<p>The Scheme proposals include lifting Crawshaw Woods Bridge, which will retain its historic fabric and provide the opportunity for restoration of the cast iron elements. It is not considered that this will cause substantial harm to the structure.</p> <p>Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme. Network Rail acknowledges that there will be loss of designated assets as part of the project, but this has been limited through appropriate design solutions.</p> <p>In accordance with the NPPF this harm to the historic environment needs to be weighed against the public benefits of the project. These benefits will be clearly articulated within the application package for the LBC, in order for a balanced planning judgement to be made.</p>
22.	Wider TRU route	Feedback received: <ul style="list-style-type: none"> <li>noted the need for a four-tracked railway.</li> </ul>	1	Network Rail's client is the Department for Transport (DfT), from which scope and client requirements are received. The DfT has not included four-tracking in the Scheme's remit, as such it is not included in the Scheme design.
<b>Barrowby Lane Level Crossing</b>				

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23.	Anti-social behaviour	Feedback received: <ul style="list-style-type: none"> <li>highlighted concerns that the proposals would increase anti-social behaviour.</li> </ul>	1	The parapets have been designed in accordance with the appropriate requirements/ standards for the anticipated users and protection of the proposed electrification of the railway.
24.	Design – bridge elevation	Feedback received: <ul style="list-style-type: none"> <li>suggested increasing the ramp length to make the climb easier;</li> <li>suggested providing lighting for the bridge; and</li> <li>raised concerns for the safety of riders and horses using the bridge, due to the proposed width, parapet height and degree of turn on the ramp.</li> </ul>	3	The bridleway bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and compliance with accessibility guidelines. Lighting will be provided over the new bridleway bridge. The parapets have also been designed in accordance with the appropriate requirements/ standards for the anticipated users and protection of the proposed electrification of the railway.
25.	Environment	Feedback received: <ul style="list-style-type: none"> <li>raised concerns that the proposals would result in a waste of resources; and</li> <li>noted the proposals are more environmentally friendly.</li> </ul>	2	The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.
26.	Interface with other projects	Feedback received: <ul style="list-style-type: none"> <li>highlighted the proximity of the proposals to other developments, such as the Brownmoor development and that there should be consideration for access to the logistics hub.</li> </ul>	1	Interfaces with other projects have been considered and stakeholders engaged, as required. The proposed bridleway bridge at Barrowby Level Crossing will not impact on any other schemes.
27.	Land take	Feedback received: <ul style="list-style-type: none"> <li>queried whether land take is required from nearby properties.</li> </ul>	1	Network Rail has engaged with and will continue to meet with affected landowners. Mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on land and Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation

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				does not remove the impact on directly affected landowners.
28.	Landscape and visual impact	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>commented on the size and visual impact of the bridge; and</li> <li>suggested that an underpass would reduce the landscape and visual impact.</li> </ul>	5	<p>The bridge structure will be approximately 5.5m above the railway line. Proposals include mitigation measures which including native woodland planting to the north and south of the railway line. The proposed planting will form a connection to existing woodland and filter views which will help to integrate the bridge into the existing landscape.</p> <p>An underpass was considered but rejected due to the existing stability issues with Nanny Goat Lane embankment, underlying shallow mine workings, cost, and programme.</p>
29.	Other	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted support for the plans to progress;</li> <li>noted that a footbridge would be an adequate proposal;</li> <li>expressed that a long-term solution was required;</li> <li>raised concern that the bridge would have a large carbon footprint and would be costly; and</li> <li>stated a similar solution should be implemented at Peckfield level crossing.</li> </ul>	8	<p>Network Rail welcomes support for the proposals. A bridgeway bridge at Barrowby Lane is a long-term solution for maintaining access for all of the current level crossing users (pedestrians, cyclists, and equestrians) who have rights over Barrowby Lane Level Crossing.</p> <p>Building a bridge does have a defined carbon footprint and cost. In considering carbon, the design seeks to minimise cost and size where appropriate. The use and management of materials will also be considered under a Waste Management Plan, which will be agreed with LCC. The TRU scheme facilitates future electrification of the railway which meets Network Rail's strategy to electrify its main rail lines and reduce carbon output in rail operation, replacing diesel units with electric ones.</p> <p>User surveys have recorded low level crossing usage at Peckfield Level Crossing by persons of reduced mobility</p>

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				and zero usage by equestrians. As such, level crossing usage does not justify provision of a bridleway bridge at this location.
30.	PRoW	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>showed support for the proposals, noting it would be more convenient for riders and increase the ease of crossing;</li> <li>objected to removing a historic footpath, with reference to ancient rights;</li> <li>raised concern that the proposals would reduce public rights and would require a longer journey;</li> <li>highlighted that the proposed new bridge is not on the desire line;</li> <li>noted a more optimal location would be to divert pedestrians east of the current crossing;</li> <li>expressed the view that the path should be similar to the existing one; and</li> <li>raised the importance of providing an accessible route which can also be used by cyclists.</li> </ul>	11	<p>Network Rail welcomes support for the proposals. The bridleway bridge has been placed in the most appropriate location, as close as possible to the existing level crossing location.</p> <p>The proposals at Barrowby Lane Level Crossing will still maintain the bridleway rights. In addition, the Order provides for the creation of an additional 450 metres of PRoW on the north side of the railway, along the part of Nanny Goat Lane that does not currently benefit from a right of way.</p> <p>The length of the diversion for users has been considered and Network Rail believes that the proposed option minimises the impact as much as possible.</p> <p>The bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and compliance with accessibility guidelines.</p>
31.	Safety – opposed	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised opposition due to the existing layout being safe; and</li> <li>suggested that an underpass would be a safer option as it would minimise suicide risk.</li> </ul>	3	<p>Network Rail is responsible for maintaining the railway network, including ensuring the safety of passengers. The TRU will bring faster, more frequent trains to the line and therefore the level crossings in their existing status pose a serious risk to users and cannot be maintained. Barrowby Lane and Barrowby Foot Level Crossings must therefore be closed and replaced with a safer alternative.</p> <p>The bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and the parapet heights have been designed for</p>

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				the protection of the proposed electrification of the railway.
32.	Safety – supportive	Feedback received: <ul style="list-style-type: none"> <li>expressed that safety was a core priority and that the proposals are safer than the existing layout; and</li> <li>noted the importance of ensuring the bridge is safe.</li> </ul>	30	Network Rail welcomes the support for the Scheme. The bridge has been designed in accordance with the appropriate requirements/ standards for the anticipated users and for the protection of the proposed electrification of the railway.
<b>HUL4/14 Ridge Road Bridge</b>				
33.	Construction traffic	Feedback received: <ul style="list-style-type: none"> <li>noted the potential traffic impacts on Micklefield and Garforth as well as the local bus route;</li> <li>queried the length of the closure; and</li> <li>raised concerns on the impact for road users between the M1 and A1M and road and rail disruption.</li> </ul>	8	Diversion routes for the works will be agreed with LCC, in advance of construction work and detailed in a CTMP, which will be submitted to and subject to the approval of LCC. Appropriate signage will be used for all diversionary routes.  The full road closure duration will be confirmed once detailed design work has been undertaken but it is expected the road will be closed for approximately four months.
34.	Design	Feedback received: <ul style="list-style-type: none"> <li>noted the bridge should be wider once reconstructed; and</li> <li>requested that metal work and original stone was maintained during reconstruction.</li> </ul>	2	The bridge will be 9.4m wide, with footpaths provided on either side of the road.  Network Rail notes the comments made on the bridge materials. During the optioneering process it assessed the possibility of rebuilding the arches at Ridge Road and Austhorpe Lane at a higher level in order to achieve the necessary clearance for new overhead line equipment, or of rebuilding the bridge in stone with an alternative arch. Both bridge jacking and complete rebuilding were considered.  However, due to the highway arrangement at both locations, the required gradient to encompass the



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				<p>arches could not be accommodated. This is principally due to the proximity of highway junctions and slew of the existing road.</p> <p>Network Rail has worked closely with LCC on the design of this bridge and with Historic England and the conservation team at LCC in developing the Scheme.</p>
35.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concern that the proposals would result in a waste of resources.</li> </ul>	1	<p>The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.</p>
36.	Heritage	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted concerns relating to the listed status of the structure.</li> </ul>	4	<p>The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm, and this harm will be weighed against the public benefits delivered by the Scheme.</p> <p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p> <p>Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme.</p> <p>In accordance with the NPPF this harm to the historic environment needs to be weighed against the public benefits of the project. These benefits will be clearly articulated within the application package for the LBC, in order for a balanced planning judgement to be made.</p>
37.	Other	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>commented on the impact of the road closure on local businesses and cottages;</li> </ul>	5	<p>Diversion routes for the works will be agreed with LCC, in advance of construction work and detailed in a CTMP, which will be submitted to and subject to the</p>

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		<ul style="list-style-type: none"> <li>suggested the track was lowered and that the line should not be electrified in this section;</li> <li>suggested the train could coast, removing the requirement for electrification; and</li> <li>queried what the proposals were.</li> </ul>		<p>approval of the local planning authority. Appropriate signage will be used for all diversionary routes.</p> <p>A track lowering option was considered but as rock levels are located 0.4m below ground level and are above shallow mine workings, this option was ruled out due to construction risk, track access required to undertake the works and cost.</p> <p>Electrification is a requirement of the scheme and coasting is not an acceptable design solution.</p> <p>Details of the proposals were displayed on Network Rail's virtual consultation room. Plans and information on the Scheme were also available at three in person events held in Garforth, Micklefield and Crossgates. Details of the proposals for Scheme can be viewed in the Order documents, see NR02.</p>
<b>HUL4/15 Brady Farm Bridge</b>				
38.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concern that the proposals would result in a waste of resources.</li> </ul>	1	<p>The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.</p>
39.	Heritage	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted the bridge should be preserved due to its significance within local history and railway heritage.</li> </ul>	1	<p>The decision to demolish the bridge is the result of an extensive optioneering process. The demolition is accepted as being substantial harm, and this harm will be weighed against the public benefits delivered by the Scheme.</p> <p>The historic interest of the bridge and the railway context has been taken into consideration in the design of the replacement structure.</p>

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				<p>Network Rail has worked closely with Historic England and the conservation team at LCC in developing the Scheme.</p> <p>In accordance with the NPPF this harm to the historic environment needs to be weighed against the public benefits of the project. These benefits will be clearly articulated within the application package for the LBC, in order for a balanced planning judgement to be made.</p>
40.	Land take	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>shared concerns that the works and bridge removal would affect the viability of adjoining farmland.</li> </ul>	1	<p>Network Rail does not believe the removal of the bridge will affect the viability of the adjoining farmland.</p> <p>Network Rail has engaged with and will continue to meet with affected landowners. Mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on land and Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected landowners to the extent it is appropriate to do so, or in relation to property interest claim which can be evidenced by the claimant.</p>
41.	Pedestrians	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted the route is used by many locals and will be missed by the community;</li> <li>suggested as compensation for closing the bridge, an alternative route should be maintained or upgraded, including via the pedestrian bridge at East Garforth Station.</li> </ul>	4	<p>There is no PRow over the bridge. The PRow running north of the railway line will need to be diverted temporarily during demolition. This would not be a permanent diversion.</p> <p>Network Rail's client is the Department for Transport (DfT), from which scope and client requirements are received. The DfT has not included upgrades to other pedestrian routes or the pedestrian bridge at East Garforth Station in the Scheme's remit, as such it is not included in the Scheme design.</p>

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42.	Other	Feedback received: <ul style="list-style-type: none"> <li>suggested the bridge should be gifted to a heritage rail line or repurposed at Barrowby.</li> </ul>	1	<p>Brady Farm Bridge will be removed in its entirety. It is not possible to keep the bridge in its current form in order to accommodate the necessary electrification and a complete rebuild would be required. The full justification for the need for the works can be viewed in the Environment Report (NR16).</p> <p>The proposal includes the re-use of fabric from Brady Farm Bridge elsewhere within the Scheme and this stone has already been incorporated into the designs for the Ridge Road and Austhorpe Lane Bridges. This will be secured through the Order application.</p>
<b>Phoenix Avenue compound</b>				
43.	Compound	Feedback received: <ul style="list-style-type: none"> <li>raised concerns about increased traffic levels in Micklefield, Great North Road and Pit Lane as a result of the compound, worsening existing issues; and</li> <li>queried whether the road at Phoenix Avenue would be opened.</li> </ul>	3	<p>Diversion routes for the works will be agreed with LCC, in advance of construction work and detailed in a CTMP, which will be submitted to approved by LCC. Impact on local residents will be minimised wherever possible.</p> <p>The road at Phoenix Avenue is not adopted. Network Rail is agreeing terms for a right of way along the unadopted section of road, for as long as the road is unadopted, with LCC. The adoption of the road is not part of this Scheme.</p>
<b>Peckfield Level Crossing</b>				
44.	Alternative options – bridge	Feedback received: <ul style="list-style-type: none"> <li>requested a bridge, including a footbridge or bridleway bridge.</li> </ul>	69	<p>A bridleway bridge or stepped footbridge in the location of the existing level crossing was considered but was discounted during option selection. These options were rejected due to concerns over the visual impact of the structure, particularly on nearby residents and the land take required.</p>

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				<p>A stepped footbridge provides reduced accessibility, compared with other options due to step-only access.</p> <p>User surveys have recorded low level crossing usage at Peckfield Level Crossing by persons of reduced mobility and zero usage by equestrians. As such, level crossing usage does not justify provision of a bridleway or stepped footbridge at this location.</p>
45.	Alternative options – other	<p>Feedback received:</p> <p>suggested alternative options to the proposals, including:</p> <ul style="list-style-type: none"> <li>• reviewing the location of the crossing, including keeping it open and in the current location, adding another crossing and a request for it to be on an existing bridleway;</li> <li>• upgrades to the crossing, including the installation of barriers;</li> <li>• a bridleway diversion towards the west of the football pitch;</li> <li>• bridleway route along the Great North Road;</li> <li>• reconsidering the use of the recreation ground; and</li> <li>• the provision of an underpass.</li> </ul>	20	<p>Network Rail is responsible for maintaining the railway network, including ensuring the safety of passengers. The TRU will bring faster, more frequent trains to the line and therefore the level crossing in its existing state poses a serious risk to users and cannot be maintained. Peckfield Level Crossing must therefore be closed and replaced with a safer alternative.</p> <p>Adding another crossing in a different location would not remove the risks noted above. Upgrades to the crossing or the installation of barriers would also not remove the risk to passengers and level crossing users.</p> <p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p> <p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground. As level crossing</p>



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				survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the function of the recreation ground. An underpass was not considered for this area as the existing topography does not lend itself to that as an option.
46.	Cost	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>expressed dissatisfaction with the options presented, including that the option was a cheap proposal, with other areas of the scheme such as Barrowby being provided a bridge as a solution.</li> </ul>	17	<p>An option selection process was followed for each of the Scheme interventions. This process included options analysis by qualified specialists, as well as targeted engagement with statutory stakeholders.</p> <p>User surveys have recorded low level crossing usage at Peckfield Level Crossing by persons of reduced mobility and zero usage by equestrians. As such, level crossing usage does not justify provision of a bridleway bridge at this location.</p>
47.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns that the proposals would result in a waste of resources;</li> <li>increase in noise levels, with the suggestion that noise and vibration dampening should be considered if speed is to be increased along Pit Lane; and</li> <li>expressed concerns over increased noise from the recreation ground as a result of the bridleway diversion.</li> </ul>	5	<p>The Scheme will contribute to the collective aims of the TRU projects between Manchester, Huddersfield, Leeds and York, namely increasing service capacity and offering journey time benefits.</p> <p>The scheme is not considering increasing the speed along Pit Lane.</p> <p>Controls to minimise noise and liaison with the local community will be detailed in a NVMP that will be a condition on the scheme and approved by LCC.</p> <p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option</p>

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				<p>would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p> <p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>As level crossing survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the recreation ground (including increases noise).</p>
48.	Health and safety	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>• raised safety concerns related to the interaction between horses and recreation ground users, particularly children;</li> <li>• requested lighting the pathway on the grounds of safety;</li> <li>• highlighted the need to prevent illegal bikes from using the pathway and the safety concerns related to this anti-social behaviour;</li> <li>• highlighted safety risks associated with the diversion onto Great North Road, including a narrow footpath, reports of flooding and poor visibility;</li> <li>• expressed that a bridge would be a safer option; and</li> <li>• the proposals would be detrimental to personal wellbeing, as a result of lack of connectivity and damage to greenspace.</li> </ul>	31	<p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p> <p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>As level crossing survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the function of the recreation ground or safety of its users.</p> <p>No lighting is proposed on the footpath.</p>

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				<p>Appropriate signage will be used for all Public Rights of Way to highlight to users who is able to use the routes.</p> <p>To address the concern that bridleway users are being pushed somewhere less safe, and to confirm any necessary mitigation, a safety assessment is being undertaken to assess the impact of level crossing users diverting via Great North Road. This assessment will be discussed and agreed with the local Highways Authority, Leeds City Council.</p> <p>User surveys have recorded low level crossing usage at Peckfield Level Crossing by persons of reduced mobility and zero usage by equestrians. As such, level crossing usage does not justify provision of a bridleway bridge at this location.</p>
49.	Land take	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns for the use of designated land for the bridleway; and</li> <li>noted the landowner was opposed to the use of the recreation ground.</li> </ul>	7	<p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p> <p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>Network Rail has engaged with and will continue to meet with affected landowners. Mitigation will be provided where appropriate to lessen or remove</p>

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				adverse impacts of the Scheme on land and Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected landowners.
50.	Maintenance	Feedback received: <ul style="list-style-type: none"> <li>queried the maintenance of Pit Lane, including scepticism regarding the upkeep of the path if used as a bridleway.</li> </ul>	4	<p>The maintenance of the bridleway along Pit Lane (north of the railway) is the responsibility of LCC.</p> <p>The maintenance of the road along Pit Lane (north of the railway) is the responsibility of the landowner(s) of the road.</p> <p>The maintenance of the proposed PRoW or bridleway, depending on the option selected, through Micklefield recreation ground is the responsibility of LCC.</p>
51.	Other	Feedback received: <ul style="list-style-type: none"> <li>highlighted the length of walk for cottage users to access the car park and parking issues at Micklefield train station;</li> <li>referenced works outside the scope of the Scheme;</li> <li>highlighted that Pit Lane forms part of Colliery Heritage Trail;</li> <li>raised concerns around dogs being kept on leads; and</li> <li>noted trouble understanding the proposals.</li> </ul>	6	<p>Network Rail's client is the Department for Transport (DfT), from which scope and client requirements are received. The DfT has not included parking provision for Micklefield Train station within the Scheme's scope.</p> <p>The car park will be located on the north side of the railway and will provide parking and improved accessibility for the Railway Properties.</p> <p>Network Rail notes the comment that Pit Lane forms part of the Colliery Heritage Trail.</p> <p>The management of dogs along public rights of way is not within Network Rail's remit.</p> <p>Details of the proposals were displayed on Network Rail's virtual consultation room. Plans and information on the Scheme were also available at three in person events held in Garforth, Micklefield and Crossgates.</p>

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				Plans of the proposals for Scheme can be viewed in the Planning Drawings (NR14).
52.	PRoW	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concerns for the diversion length, including the length for elderly and less mobile, and also the detour through the recreation ground;</li> <li>raised connectivity concerns, including the need to maintain access across the railway and the existing path and the risk of severing communities (including Pit Lane residents) from the village; and</li> <li>noted the proposals would remove a historic right of way.</li> </ul>	25	<p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p> <p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>The new routes for both options involve an approximately 300m to 900m diversion via level ground on existing footways / a new bridleway. User surveys have recorded very low-level crossing usage by persons of reduced mobility and survey data suggests, with mitigation scheme in place, this is an acceptable alternative access route.</p>
53.	Recreation ground	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>expressed concerns relating to the mix of riders, cyclists and recreation ground users;</li> <li>noted the potential loss of space for recreation ground users, including children and sports teams;</li> <li>shared concerns regarding splitting the recreation ground into two areas for Option 2 and the subsequent loss of amenity and green space for residents.</li> </ul>	4	<p>Following the Phase 3 stakeholder (statutory) and Phase 1 public consultations, Network Rail has undertaken further work on the option to mitigate the closure of Peckfield Level Crossing.</p> <p>Two options have been included in the Order application for Peckfield Level Crossing. One option would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road.</p>



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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				<p>The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>As level crossing survey data indicates there is low usage of the existing route by horses and cyclists, Network Rail does not consider there would be a significant impact on the function of the recreation ground.</p>
<b>Compound – location not specified</b>				
54.	Compounds – post-construction	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>queried the status of the sites following use; and</li> <li>noted the need for reinstatement.</li> </ul>	2	All compound sites will be reinstated to their previous conditions once works are completed.
55.	Environment	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>raised concern around green space, including that the compound/s would destroy green field space and natural environments;</li> <li>raised concerns around noise levels;</li> <li>expressed concerns for the potential volume of increased traffic on the Devonshire Estate; and</li> <li>requested that rare flora and fauna is temporarily relocated and then reinstated on site once works are complete.</li> </ul>	5	<p>Green spaces will be used as temporary compounds to deliver the Scheme, however, Network Rail is required to return the land to its previous state on completing the works in compliance with its Permitted Development rights. In addition, Network Rail will include figures in the Environment Report (NR16) submitted with the Order to detail this requirement.</p> <p>Controls to minimise noise and liaison with the local community will be detailed in a NVMP that will be a condition on the Scheme and approved by LCC. Under Best Practicable Means (BPM), the NVMP will require Network Rail to design compounds so as to minimise potential nuisance from their use.</p> <p>Construction traffic will be managed through the implementation of a CTMP by condition to be approved by LCC.</p>

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
				Network Rail has conducted a full ecological assessment of the Scheme and this is reported in the Environmental Report (NR16) which has been with the Order application. Should any specific mitigation be required by assessment, this is reported on in the Environmental Report (NR16) and committed to. There is a requirement for a Landscape and Ecological Management Plan, as a condition on the scheme, which must be approved by LCC and this plan will detail all required mitigation as identified through ecological assessment. The assessment has identified a requirement to acquire protected species licences at some locations on the scheme but has not identified any effects on rare flora.
56.	Other	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted that alternative compound locations should be considered;</li> <li>questioned how temporary the compound/s would be;</li> <li>noted concerns relating to cost; and</li> <li>expressed that construction compounds would only be required where bridges were being constructed.</li> </ul>	5	<p>The compound locations have been carefully considered to enable the Scheme works while minimising impacts as far as practicable.</p> <p>The compounds are required for differing durations. Details will be shared with local residents in due course.</p> <p>Network Rail has noted the comments regarding costs and only including compounds at bridge locations.</p>

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**Appendix 11: Public consultation materials – Phase 2 (Garforth Moor and Highroyds Wood Level Crossings)**

- 11a – A5 double-sided flyer and mailing area maps
- 11b – A3 poster
- 11c – consultation boards
- 11d – consultation response form

**11a – A5 double-sided flyer and mailing area maps**



To enable the speed and frequency of trains to be safely increased in your area, we are proposing to permanently close the level crossings at Garforth Moor and Highroyds Wood. Both of these crossings have already been closed on safety grounds, but we are submitting a Transport & Works Act Order application to permanently close them and divert or extinguish the Public Rights of Way across them. We are keen to share the proposals with the local community and hear your feedback on our plans.

## HAVE YOUR SAY

You will be able to view our proposals and share your views by visiting our website at [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield) between Monday 13 March and Tuesday 11 April 2023.

We will also be holding the following public events for you to see our plans and chat to our project team.

Wednesday 22 March 2023 4pm-7pm Micklefield Micklefield C of E Primary School, Great North Road, Micklefield, LS25 4AQ	Tuesday 28 March 2023 4pm-7pm Garforth Miners' Welfare Hall, 56 Main Street, Garforth, LS25 1AA
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Following the consultation process, we will consider all the feedback received and aim to submit the final designs for planning approval in Summer 2023.

Over the coming years we will be making further improvements too, and the works presented in this public consultation do not represent the entirety of the upgrade between Leeds and Micklefield.

**For further information:**

Visit [networkrail.co.uk/leeds-micklefield](http://networkrail.co.uk/leeds-micklefield)  
or email [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41



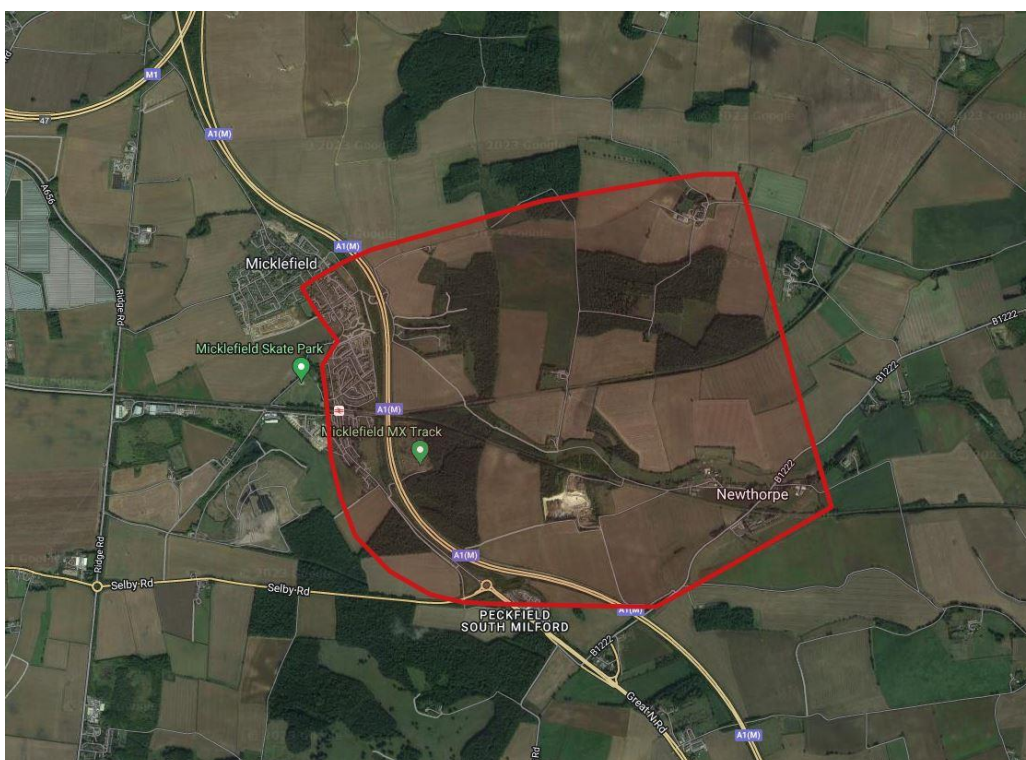
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**Map of Garforth Moor Level Crossing mailing area**



**Figure 5: Garforth Moor Level Crossing mailing area**


**Map of Highroyds Wood Level Crossing mailing area**



**Figure 6: Highroyds Wood Level Crossing mailing area**

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**11b – A3 poster**




**TRANSPENNINE  
ROUTE UPGRADE**

ON TRACK TO **BETTER**

HAVE YOUR SAY

## Railway improvement works in Garforth and Micklefield

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.



To enable the speed and frequency of trains to be safely increased in your area, we are proposing to permanently close the level crossings at Garforth Moor and Highroyds Wood.

Both of these crossings have already been closed on safety grounds, but we are submitting a Transport & Works Act Order application to permanently close them and divert or extinguish the Public Rights of Way across them.

We are keen to share the proposals with the local community and hear your feedback on our plans.

You will be able to view our proposals and share your views by visiting our website at [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield) between Monday 13 March and Tuesday 11 April 2023.

Over the coming years we will be making further improvements too, and the works presented in this public consultation do not represent the entirety of the upgrade between Leeds and Micklefield.

We will also be holding face-to-face public events in Garforth and Micklefield for you to see our plans and chat to our project team.

Wednesday 22 March 2023 4pm-7pm Micklefield  
Micklefield C of E Primary School, Great North Road,  
Micklefield, LS25 4AQ

Tuesday 28 March 2023 **4pm-7pm** Garforth  
Miners' Welfare Hall, 56 Main Street,  
Garforth, LS25 1AA

**For further information:**

visit [www.networkrail.co.uk/leeds-micklefield](http://www.networkrail.co.uk/leeds-micklefield) or email [TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)  
You can also call Network Rail's 24-Hour National Helpline on **03457 11 41 41**



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**11c – consultation boards**



ON TRACK TO **BETTER**

## Have your say

**The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements. It will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.**

To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes permanently closing the Garforth Moor and Highroyds Wood Level Crossings. Our changes will enable the speed and frequency of trains to be safely increased.

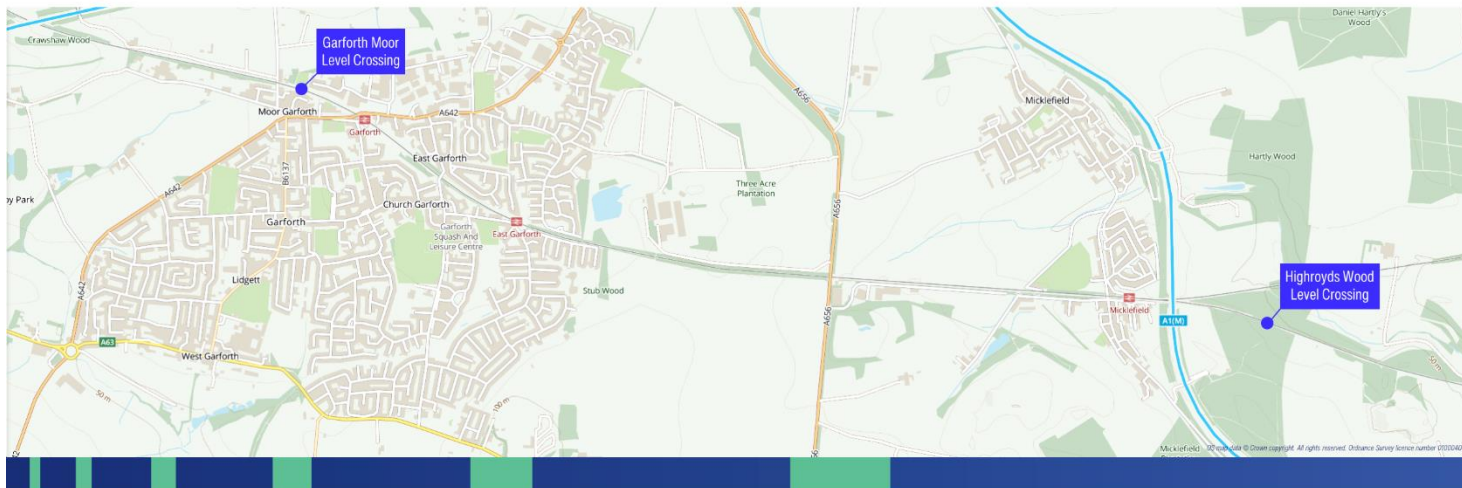
Both of these crossings have already been closed on safety grounds, but we are proposing to submit a Transport & Works Act Order (TWAo) application to permanently remove them and divert or extinguish the Public Rights of Way across them.

**We are keen to share the proposals with the local community and hear your feedback on our plans.**

On the following boards, we'll explain in more detail

- **What** we plan to do at each location
- **Why** we need to carry out the work, and
- **How** the work may impact you

Over the coming years we will be making further improvements too, and the works presented here do not represent the entirety of the upgrade between Leeds and Micklefield.





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ON TRACK TO **BETTER**

## Garforth Moor Level Crossing

**We are proposing to permanently extinguish the Public Right of Way and Vehicular Rights across the level crossing.**

The level crossing is currently closed on safety grounds so is not available for public or vehicle use.

The visibility at the crossing from both sides of the line, when looking towards Garforth station, is not adequate, meaning users could not safely cross.

A high number of the historical level crossing users were also classed as vulnerable. Level crossing users were reliant on whistle boards, requiring train drivers to sound train horns, and this is not considered safe for vulnerable users.

The crossing will become more unsafe once the Transpennine Route Upgrade benefits of faster, quieter and more frequent trains are delivered.

**We are also proposing to acquire rights on the north side of the line to allow access to the car park for allotment holders.**



*Aerial view of Garforth Moor Level Crossing, facing west.*

### Public Right of Way diversion

If granted, the Order will give Network Rail the rights to permanently stop up the Public Right of Way between points **A** and **B** (shown in **red** on the plan on the next board).

Under the current proposals, pedestrians will be diverted north along Barwick Road, crossing under the railway via Barwick Road Bridge (Bridge HUL4/19), before heading east and connecting into footpath Garforth 7A, which continues for approximately 92 metres, before becoming footpath Garforth 7.

### Vehicle diversion

If granted, the Order will give Network Rail the rights to permanently acquire land, and/or rights, for an access track from Barwick Road to the Garforth Bank Row Allotments (see points **D** to **C** on the plan on the next board).

These rights will allow Leeds City Council (as landowner) and its tenants, the allotment holders, access to the allotments adjoining the north side of the railway and the intended car park, located just north of the allotments.

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ON TRACK TO BETTER

# Garforth Moor Level Crossing

Existing Public Rights of Way



Key:

- Yellow** Existing definitive footpath
- Red** Section of existing definitive footpath to be extinguished (points **A** to **B**) - approximately 100m
- Blue** Existing recreational footpath
- Purple** Existing non-definitive bridleway
- Orange** Existing definitive bridleway

Proposed Public Rights of Way



Description:

- A – B** Section of existing definitive footpath to be extinguished (including existing rights across the level crossing)
- C – D** Vehicular Right of Way / car park for allotment use to be created
- D – E** Vehicular Right of Way for allotment use to be created on existing track

A definitive footpath or bridleway is a Public Right of Way which is recorded on the Definitive Map; a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.

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ON TRACK TO **BETTER**

## Highroyds Wood Level Crossing

### **We are proposing to permanently extinguish the Public Right of Way across the level crossing**

The level crossing is currently closed on safety grounds so is not presently accessible for public use.

Highroyds Wood Level Crossing needs to be closed permanently as it is currently unsafe for users and will become more unsafe once the Transpennine Route Upgrade benefits of faster, quieter and more frequent trains are delivered.

Trains waiting to go into Micklefield (by joining the Church Fenton to Micklefield line, which is the major line) regularly stand over the crossing, or stand a few metres on the Micklefield side of the crossing, meaning it cannot be used at all or used safely. When trains are stood waiting to join the major line, users on the south side of the crossing have no sighting looking towards Micklefield, because the train blocks their view.

The crossing is also pedestrian only, but there is evidence of misuse by motorbikes and pedal cycles.

### **We are proposing to divert the Public Right of Way underneath the line, via an existing underpass**

The footpath will be diverted east, via a new path (see points **A** to **E** shown in **blue** on the plan on the next board) to an existing railway underpass (point **D**).

The proposed new footpath crosses the local authority boundary into North Yorkshire County Council and Selby District Council's area and links into public footpath Huddlestone with Newthorpe No 35.39/2/1.



*Aerial view of Highroyds Wood Level Crossing, facing east.*

### **Additional works required**

Some works will be needed to construct the new section of footpath, but these do not form part of the consenting mechanism that will be used for the closure. These works include:

- Installation of steps and handrail down to the underpass.
- Surfacing of the underpass surface.
- Installation of street furniture (e.g. gates) - details of what would be suitable is still under discussion with the relevant landowners and the Local Highways Authority, Leeds City Council.
- Minor vegetation clearance.



# Highroyds Wood Level Crossing

Existing Public Rights of Way



Key:

- Yellow Existing definitive footpath
- Red Extinguished definitive footpath across the level crossing (points A to C) – approximately 188m
- Blue Proposed definitive footpath diversion (points A to D to E) – approximately 466m

Proposed Public Rights of Way



Description:

- A Junction with unaffected definitive footpath
- B Existing level crossing to close
- C Existing junction with unaffected definitive footpath
- D Existing underpass on proposed definitive footpath diversion
- E Proposed junction with unaffected definitive footpath

A definitive footpath is a Public Right of Way which is recorded on the Definitive Map, a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.

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ON TRACK TO **BETTER**

## Leeds to Micklefield Upgrades

**We have already consulted on a number of other changes between Leeds and Micklefield, which will form part of a Transport & Works Act Order.**

All these interventions will contribute to the overarching goals of the Transpennine Route Upgrade, which are to enable more frequent, faster, greener trains on a better, cleaner, more reliable railway.

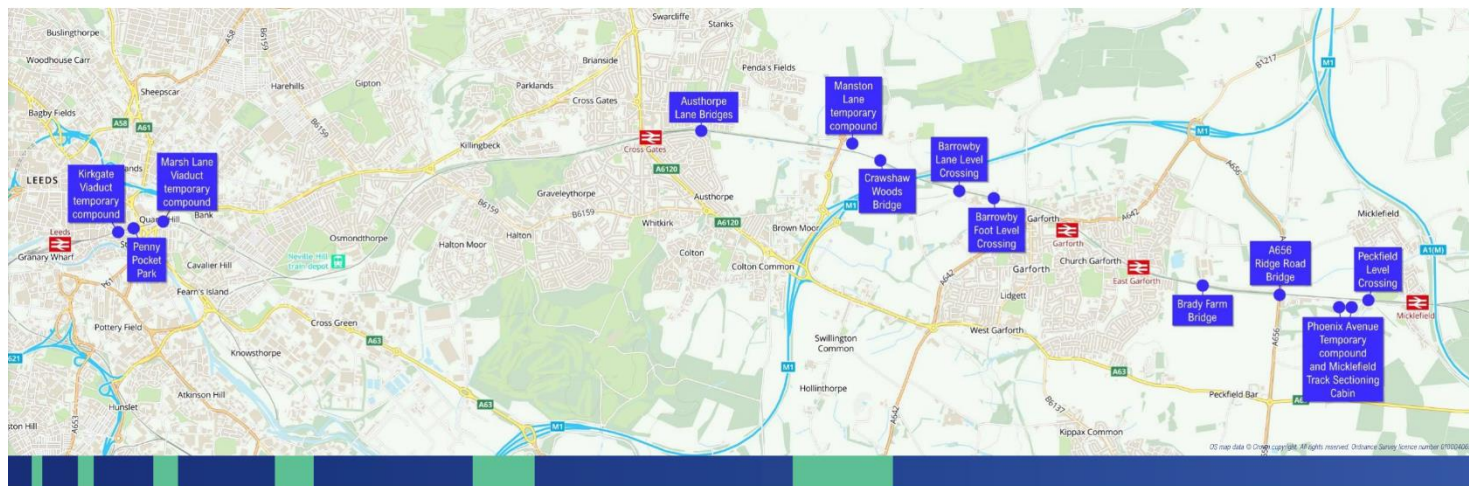
This includes replacing three further level crossings with safer alternatives; raising, reconstructing or removing a number of bridges to enable electrification; and installing some small-scale infrastructure.

We have also proposed a number of temporary work compounds to help us carry out these essential improvements.

The locations are shown below.

**We carried out a public consultation exercise to share the proposals with the local community and receive feedback between 24 October and 18 November 2022.**

Following the above consultation process, we are currently considering all the feedback received and aim to submit the final designs as part of our TWA0 application in Summer 2023.





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ON TRACK TO **BETTER**

## Have your say and next steps

**You can share your views on our proposals for Garforth Moor and Highroyds Wood Level Crossings by filling out the 'Have your say' form.**

Comments can be submitted between 13 March and 11 April 2023.

### Next steps

A Transport and Works Act Order (TWAO) is required to deliver the elements of the Transpennine Route Upgrade we are currently consulting on. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

This is your chance to view and feed back on our proposals for Garforth Moor and Highroyds Wood Level Crossings before we submit our TWAO application in Summer 2023.

### For further information,



Visit  
[networkrail.co.uk/leeds-micklefield](https://networkrail.co.uk/leeds-micklefield)



or email  
[TranspennineEngagement@networkrail.co.uk](mailto:TranspennineEngagement@networkrail.co.uk)




You can also call Network Rail's 24-Hour  
National Helpline on **03457 11 41 41**



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**11d - consultation response form**



## Have your say

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements. It will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.

To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes permanently closing the **Garforth Moor and Highroyds Wood Level Crossings**. Our changes will enable the speed and frequency of trains to be safely increased.

Thank you for visiting our public consultation webpage where we have shared our proposals with the local community. We would appreciate it if you could complete this short survey, which should take no longer than five minutes to complete.

**Comments can be submitted between Monday 13 March and Tuesday 11 April 2023.**

A Transport and Works Act Order (TWAO) is required to deliver the elements of the Transpennine Route Upgrade we are currently consulting on. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work. Following this consultation process, we will consider all the feedback received before we submit our Transport and Works Act Order application this summer.

Over the coming years we will be making further improvements too, and the works presented here do not represent the entirety of the upgrade between Leeds and Micklefield.

**Privacy statement**

Network Rail will consider all feedback and confirm your personal data is not required, unless you are content for Network Rail to be able to identify you as the source and the location of the feedback provided.

Any feedback provided will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. It will be used by Network Rail solely for purposes and duration in connection with the development of the design and securing any consent

### Garforth Moor Level Crossing

1. To what extent do you agree with our proposal to permanently extinguish the Public Right of Way over Garforth Moor Level Crossing, with pedestrians diverted along Barwick Road and provision of a vehicular access track to the Garforth Bank Row Allotments?

☐ Strongly agree

☐ Agree

☐ Neutral

☐ Disagree

☐ Strongly disagree

☐ Undecided/Don't know

2. Do you have any comments on our proposal for Garforth Moor Level Crossing?

3. Did you use Garforth Moor Level Crossing before its closure on safety grounds?

☐ Yes

☐ No

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4. How often did you use Garforth Moor Level Crossing before its closure on safety grounds?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Seasonally
- ☐ Rarely
- ☐ Other

5. For what purpose did you use Garforth Moor Level Crossing before its closure on safety grounds?

6. To what extent do you agree with our proposal to permanently extinguish the Public Right of Way over Highroyds Wood Level Crossing, diverting it underneath the line via an existing underpass?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Undecided/Don't know

7. Do you have any comments on our proposal for Highroyds Wood Level Crossing?

8. Did you use Highroyds Wood Level Crossing before its closure on safety grounds?

- ☐ Yes
- ☐ No

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9. How often did you use Highroyds Wood Level Crossing before its closure on safety grounds?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Seasonally
- ☐ Rarely
- ☐ Other

10. For what purpose did you use Highroyds Wood Level Crossing before its closure on safety grounds?

11. What is your connection to this scheme? *please tick all that apply*

- ☐ Local resident
- ☐ Landowner potentially affected by the scheme
- ☐ Local ward or parish councillor
- ☐ Local business or organisation
- ☐ Other

12. It's useful for us to know which area you live in. Please leave your postcode here:

13. If you are a landowner who may be potentially affected by the scheme, please leave your name, or if you are a local business or organisation, please let us know the name of the business or organisation:

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**Working With You**

14. How did you hear about the consultation? *please tick all that apply*

- ☐ Postcard received in the post
- ☐ Poster
- ☐ Twitter
- ☐ Facebook
- ☐ Instagram
- ☐ Word of mouth
- ☐ Other

15. How useful did you find our consultation materials in helping you understand the scheme?

- ☐ Very useful
- ☐ Quite useful
- ☐ Neutral
- ☐ Not very useful
- ☐ Not useful at all
- ☐ Undecided/Don't know

16. Do you have any comments on how we can improve our consultation materials?



**Appendix 12 shows the design plans presented during Phase 4 stakeholder (statutory and landowner) and targeted public consultation and Phase 2 public consultation (Garforth Moor and Highroyds Wood Level Crossings).**

- **12a** – Plan showing Garforth Moor Level Crossing Existing Public Rights of Way
- **12b** – Plan showing Garforth Moor Level Crossing Proposed Public Rights of Way
- **12c** – Plan showing Highroyds Wood Level Crossing Existing Public Rights of Way
- **12d** – Plan showing Highroyds Wood Level Crossing Proposed Public Rights of Way

## 12a – Plan showing Garforth Moor Level Crossing Existing Public Rights of Way

### Garforth Moor Level Crossing - Existing Public Rights of Way



A definitive footpath or bridleway is a Public Right of Way which is recorded on the Definitive Map; a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.

## 12b – Plan showing Garforth Moor Level Crossing Proposed Public Rights of Way

### Garforth Moor Level Crossing - Proposed Public Rights of Way



#### Key:

- Yellow** Existing definitive footpath
- Red** Section of existing definitive footpath to be extinguished (points **A** to **B**) - approximately 100m
- Blue** Existing recreational footpath
- Purple** Existing non-definitive bridleway
- Orange** Existing definitive bridleway

#### Description:

- A - B** Section of existing definitive footpath to be extinguished (including existing rights across the level crossing)
- C - D** Vehicular Right of Way / car park for allotment use to be created
- D - E** Vehicular Right of Way for allotment use to be created on existing track

A definitive footpath or bridleway is a Public Right of Way which is recorded on the Definitive Map; a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.

12c – Plan showing Highroyds Wood Level Crossing Existing Public Rights of Way



### Highroyds Wood Level Crossing - Existing Public Rights of Way



Key:

Yellow Existing definitive footpath

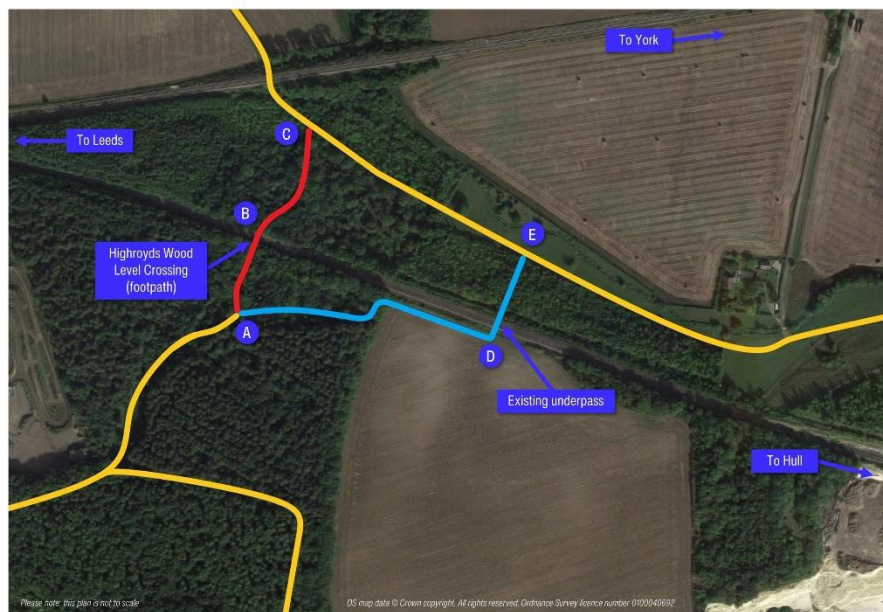
*A definitive footpath is a Public Right of Way which is recorded on the Definitive Map; a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.*



## 12d – Plan showing Highroyds Wood Level Crossing Proposed Public Rights of Way



### Highroyds Wood Level Crossing - Proposed Public Rights of Way



#### Key:

- Yellow** Existing definitive footpath
- Red** Extinguished definitive footpath across the level crossing (points A to C) – approximately 188m
- Blue** Proposed definitive footpath diversion (points A to D to E) – approximately 466m

#### Description:

- A** Junction with unaffected definitive footpath
- B** Existing level crossing to close
- C** Existing junction with unaffected definitive footpath
- D** Existing underpass on proposed definitive footpath diversion
- E** Proposed junction with unaffected definitive footpath

A definitive footpath is a Public Right of Way which is recorded on the Definitive Map; a statutory document, maintained by each local authority, that records the position of all Public Rights of Way which legally exist, and provides conclusive evidence of their existence, status and location.



**Appendix 13 – Responses received during Phase 4 stakeholder (statutory and landowner) and targeted public consultation (Garforth Moor and Highroyds Wood Level Crossings)**

The table below summarises feedback received from the Phase 4 stakeholder (statutory and landowner) and targeted public consultation on Garforth Moor and Highroyds Wood Level Crossings. The feedback is grouped by consultee, with comments ordered by theme.

Item	Theme	Issue raised by consultee	Network Rail's position
1.	Garforth Moor and Highroyds Wood	Consultee: Coal Authority Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes the Coal Authority's response.
2.	Garforth Moor and Highroyds Wood	Consultee: Environment Agency Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes the Environment Agency's response.
3.	Garforth Moor and Highroyds Wood	Consultee: Historic England Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes Historic England's response.
4.	Garforth Moor	Consultee: Leeds City Council The consultation materials report that Garforth FP7 is closed for safety reasons, but LCC believe that the Temporary Traffic Regulation Order that was in force expired some time ago and so effectively the public footpath here is closed without authorisation from LCC.	Network Rail notes Leeds City Council's comments and has raised this point with the relevant Network Rail team to resolve this matter.
5.	Garforth Moor	Consultee: Leeds Local Access Forum <sup>5</sup> Noted no comment on the proposals at Garforth Moor.	Network Rail notes Leeds Local Access Forum's response.

<sup>5</sup> While not a statutory consultee (as set out Schedules 5 and 6 of the Transport and Works Act 1992 (TWA) rules), LCC asked that Leeds Local Access Forum were consulted alongside them during Scheme development. As such, they have been consulted during the stakeholder (statutory) consultation phases, excluding Phase 3 stakeholder (statutory) consultation.

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Item	Theme	Issue raised by consultee	Network Rail's position
6.	Highroyds Wood	Consultee: Leeds Local Access Forum Noted proposal to include a 'kissing gate' at the entrance to the underpass to deter bikers and the presence of steps to the south will restrict access for less able users.	Conversations are ongoing with the landowner and North Yorkshire Council to agree what type of gate will be installed. Network Rail believes the proposals for steps are appropriate in this location, due to its rural nature and nature of the path/terrain leading to the current level crossing.
7.	Highroyds Wood	Consultee: Leeds Local Access Forum Noted proposed path width of 2.5m (to point D) should be increased to 3m for future-proofing (against farmer's potential future aspirations to fence in route).	North Yorkshire Council and Leeds City Council have been engaged on the design proposals and confirmed they are content with the proposed width of the path at 2.5m. The section north of the railway will be fenced to prevent trespass.
8.	Scheme wide	Consultee: Leeds Local Access Forum Noted concerns about premature closing of level crossings before alternative diversions are in place.	The level crossing has been closed on safety grounds.
9.	Garforth Moor	Consultee: Micklefield Parish Council Noted no comment on the proposals at Garforth Moor.	Network Rail notes Micklefield Parish Council's response.
10.	Highroyds Wood	Consultee: Micklefield Parish Council Noted no objection to the proposals at Highroyds Wood. Noted the Parish Council has been consulted separately on the works required for the new footpath.	Network Rail notes Micklefield Parish Council's comments.
11.	Garforth Moor and Highroyds Wood	Consultee: Natural England Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes Natural England's response.
12.	Scheme wide	Consultee: Natural England Signposted to Natural England response dated 9 November 2023 for previous guidance.	Network Rail notes Natural England's comments.

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Item	Theme	Issue raised by consultee	Network Rail's position
13.	Highroyds Wood	<p>Consultee: North Yorkshire Council<sup>6</sup> (formerly North Yorkshire County Council)</p> <p>Noted it is currently engaged with Leeds City Council and Network Rail in processing an application to divert the footpath where it crosses the Trans Pennine rail line at Highroyds Wood Micklefield.</p> <p>Noted it accepts the rail safety case put forward by Network Rail and NYCC has been consulted on the proposals and considers the proposed diversion to be an appropriate solution.</p>	Network Rail notes North Yorkshire Council's comments.
14.	Garforth Moor and Highroyds Wood	<p>Consultee: North Yorkshire Council (formerly Selby District Council)</p> <p>Noted no comments on the proposals at Garforth Moor or Highroyds Wood.</p>	Network Rail notes North Yorkshire Council's response.
15.	Garforth Moor and Highroyds Wood	<p>Consultee: Northern Gas Networks</p> <p>Noted none of NGN's assets affected by the proposals at Garforth Moor and Highroyds Wood.</p>	Network Rail notes Northern Gas Networks' comments.
16.	Garforth Moor and Highroyds Wood	<p>Consultee: Office of Road and Rail</p> <p>Noted no comments on the proposals at Garforth Moor or Highroyds Wood.</p>	Network Rail notes Office of Road and Rail's response.
17.	Garforth Moor	<p>Consultee: OpenReach</p> <p>Noted no OpenReach apparatus at Garforth Moor level crossing.</p>	Network Rail notes OpenReach's comments.

<sup>6</sup> From 1 April 2023, North Yorkshire County Council (NYCC) and Selby District Council (SDC) became part of the new unitary authority, North Yorkshire Council. Both NYCC and SDC were engaged as part of the Phase 4 Stakeholder (statutory and landowner) and targeted public consultation.

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Item	Theme	Issue raised by consultee	Network Rail's position
18.	Garforth Moor	<p>Consultee: OpenReach</p> <p>Noted OpenReach apparatus and access to be maintained along access from Barwick Road to allotments. Any existing wayleave rights to be maintained. Noted no objection to proposals to stop up PRow and divert pedestrians.</p> <p>Added that OpenReach has a pole and overhead service recorded in this area (adjacent to 1 Dale Croft), but this is not believed to exist as shown. Noted the property receives service from a nearby pole in the public highway, which is unaffected.</p> <p>Noted all Openreach apparatus will remain in public maintainable highway (Dale Croft – USRN 23025570) and will be unaffected by the closure between A &amp; B marked in red on the plans.</p>	Network Rail notes OpenReach's comments and can confirm that wayleave rights will not be impacted and access to apparatus will be maintained.
19.	Highroyds Wood	<p>Consultee: OpenReach</p> <p>Noted no apparatus affected by proposals at Highroyds Wood.</p>	Network Rail notes OpenReach's comments.
20.	Garforth Moor	<p>Consultee: Ramblers</p> <p>Noted it recognises that the level of rail traffic and its speed makes the continued safe use of this foot crossing impossible, and that therefore it must be closed.</p>	Network Rail notes the Ramblers' comments.
21.	Garforth Moor	<p>Consultee: Ramblers</p> <p>Noted allotment tenants who access their allotments on foot will suffer the greatest inconvenience from the closure of the crossing. Questioned if there has been full and detailed consultation with them.</p> <p>Noted the footway under the railway bridge on Barwick Road is not very wide and questioned if it is safe for anyone using that route on foot to the allotments to move a wheelbarrow.</p>	<p>Network Rail has consulted with the allotment holders. The proposals include providing them with a vehicular access (and a car park). This is intended to be their primary means of accessing the allotments, removing the need to wheel things down Barwick Road.</p> <p>The gate referenced is there at the request of the allotment holders, who all have keys.</p>

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Item	Theme	Issue raised by consultee	Network Rail's position
		Noted that previously they had seen a gate at point D on the TRU plan. Questioned if the gate would be removed as part of giving access for wheeled traffic bound for the allotments.	
22.	Highroyds Wood	Consultee: Ramblers Noted satisfied with proposals for the crossing closure at Highroyds Wood.	Network Rail notes the Ramblers' comments.
23.	Garforth Moor and Highroyds Wood	Consultee: Royal Mail Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes Royal Mail's response.
24.	Garforth Moor and Highroyds Wood	Consultee: West Yorkshire Combined Authority Noted no comments on the proposals at Garforth Moor or Highroyds Wood.	Network Rail notes West Yorkshire Combined Authority's response.
25.	Highroyds Wood	Consultee: Yorkshire Water Noted no services affected at Highroyds Wood.	Network Rail notes Yorkshire Water's comments.
26.	Garforth Moor	Consultee: Yorkshire Water Noted clean water main within existing definitive footpath (along Higham Way).	Network Rail notes Yorkshire Water's comments.



## Appendix 14 – Responses received during Phase 2 public consultation (Garforth Moor and Highroyds Wood Level Crossings)

The table below summarises feedback received from the Phase 2 public consultation. The feedback noted in the third column of the table summarises the points raised by consultees. Please note that the comments recorded under each theme do not represent the views of all respondents.

Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
<b>Garforth Moor Level Crossing</b>				
1.	Allotment access - vehicles	Feedback received: <ul style="list-style-type: none"> <li>noted that vehicles must cross a privately owned road in order to reach the proposed vehicular access way and car park and would not have a right of way as this is being denied by the owners of said land.</li> </ul>	1	The right to provide a vehicle access route across the private land is included in the Order. If this right cannot be acquired by prior agreement, it will be provided by the Order once it is granted.
2.	Environment - air	Feedback received: <ul style="list-style-type: none"> <li>expressed the view that the proposals will encourage vehicles and associated pollution into area which is currently clean air.</li> </ul>	1	The road to the allotment car park is already in place so the proposals will not impact on this.
3.	Environment - noise	Feedback received: <ul style="list-style-type: none"> <li>objected to noise from vehicles accessing land which was previously rural.</li> </ul>	1	The road to the allotment car park is already in place so the proposals will not impact on this. In addition, there are no properties in close proximity to the new road.

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
4.	Policy compliance	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>expressed the view that Network Rail does not have a legal right to provide vehicle access across crossing; believe it is a contravention of the National Planning Policy Framework and the Council's Site Allocations Plan;</li> <li>believe the proposals are contrary to the Council's policy on clean air as it would encourage vehicles (and pollution) into an area which is currently clean air, greenbelt land; and</li> <li>believe Network Rail is putting allotment holders in better position at taxpayers expense, which is not compliant with Managing Public Money principles.</li> </ul>	1	<p>The access road to serve the allotment car park is necessary to facilitate the permanent extinguishment of existing crossing rights over Garforth Moor Level Crossing and will not create new rights over the crossing.</p> <p>The access road is needed to compensate for the loss of these crossing rights as a result of the TRU programme.</p> <p>The access road forms part of the wider TRU programme of works which seeks to improve railway infrastructure and deliver significant environmental benefits. These benefits are aligned with the policy principles contained within the National Planning Policy Framework and LCC's adopted Local Plan.</p>
5.	Proposals - oppose	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted they oppose the proposals.</li> </ul>	1	Network Rail notes this comment.
<b>Highroyds Wood Level Crossing</b>				
6.	Alternative proposals	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>suggested a footbridge should be built.</li> </ul>	1	A footbridge would not be suitable given the rural location of the level crossing. The underpass is already in existence and Network Rail believes it is a suitable alternative for the level of usage at the crossing and given the land take required and comparable cost of building a footbridge.
7.	Anti-social behaviour	Feedback received:	1	The current level crossing and the paths leading to it only have rights for foot usage, so the design will not

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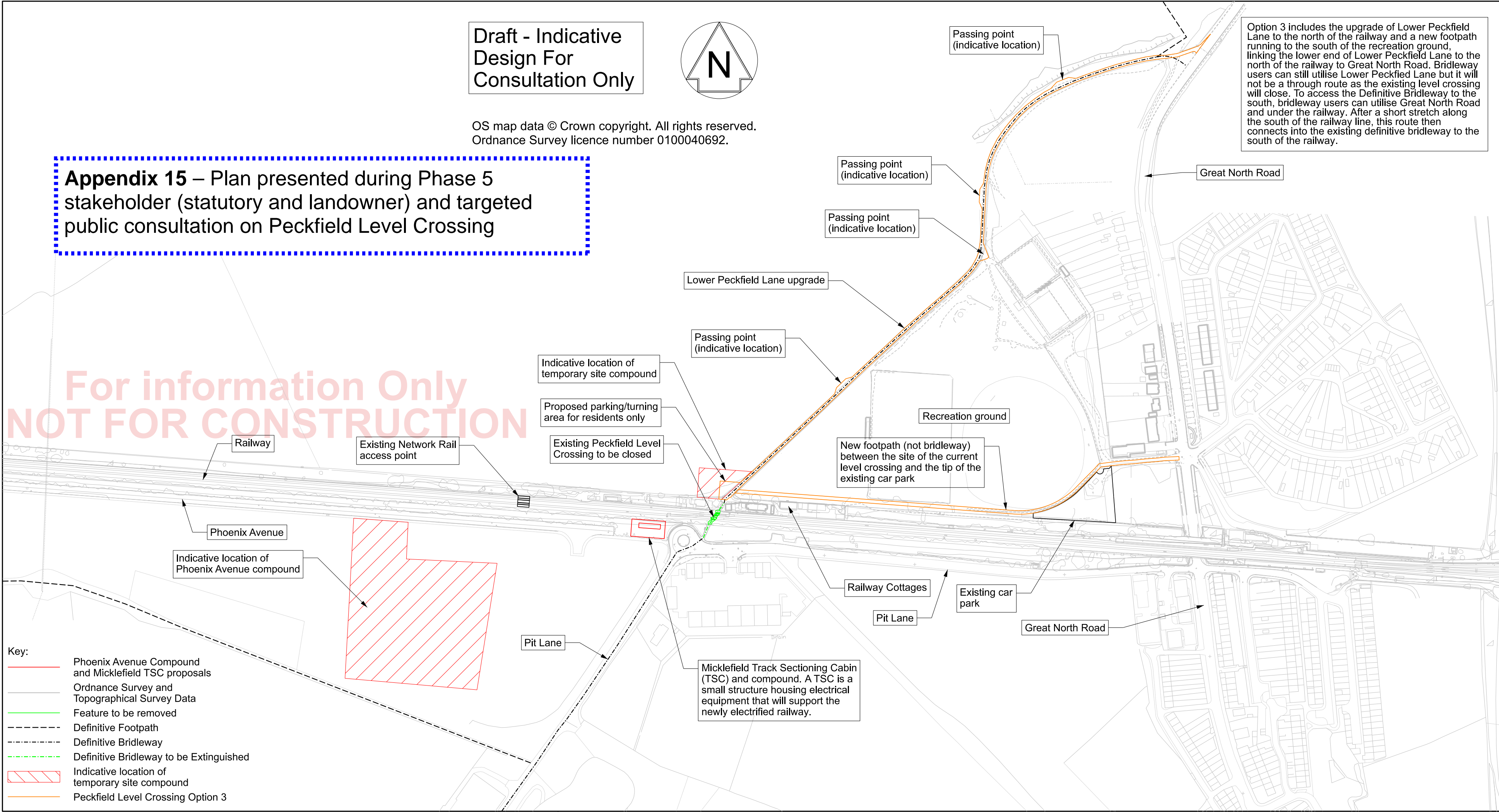
Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
		<ul style="list-style-type: none"> <li>expressed the view that the crossing should be kept, but made narrower to prevent access by quad bikes and motorcycles.</li> </ul>		<p>accommodate access by pedal bike. The status of all these routes will remain the same.</p> <p>A narrower gate on the crossing would not resolve the most serious existing safety issues at the crossing, which will be made worse as a result of upgrades to the Transpennine route, with more trains waiting at the crossing and preventing good visibility for level crossing users. This means that the crossing must be closed.</p>
8.	Other	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>expressed that they do not see a need to close the crossing;</li> <li>noted the crossing closure has significantly impacted leisure time and health; and</li> <li>raised concerns about timescales for creating new crossing route, noting that the crossing has already been closed for a while.</li> </ul>	3	<p>The level crossing is closed on safety grounds. Network Rail acknowledges the inconvenience caused by closing the crossing, but there is a need to ensure safety. A diversion has been provided through the Temporary Traffic Regulation Order, although Network Rail acknowledges it is a longer route than the existing route via the level crossing.</p>
9.	Proposals - oppose	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted they oppose the proposals.</li> </ul>	2	<p>Network Rail notes this comment.</p>
10.	PRoW	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted that the proposals do not allow users to cross the railway at the same location as the original crossing.</li> </ul>	1	<p>Note the relatively short length of the diversion and the safety case for its closure.</p>
11.	PRoW - accessibility	<p>Feedback received:</p> <ul style="list-style-type: none"> <li>noted that the alternative is not acceptable as it does not provide access across the railway in the same location; and</li> </ul>	2	<p>Network Rail believes it is a suitable alternative for the level crossing as it is a relatively short diversion. Network Rail believes the proposals meet the Equality Act regulations due to the rural location and nature of the path/terrain leading to the current level crossing.</p>

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Item	Theme	Issue raised by consultee	Number of mentions from consultees	Network Rail's position
		<ul style="list-style-type: none"> <li>oppose introduction of steps as it is a retrograde step and does not promote equality.</li> </ul>		
12.	PRoW - length of diversion	Feedback received: <ul style="list-style-type: none"> <li>expressed support for the proposals as it is a relatively short distance from the original crossing point.</li> </ul>	1	Network Rail notes this comment.

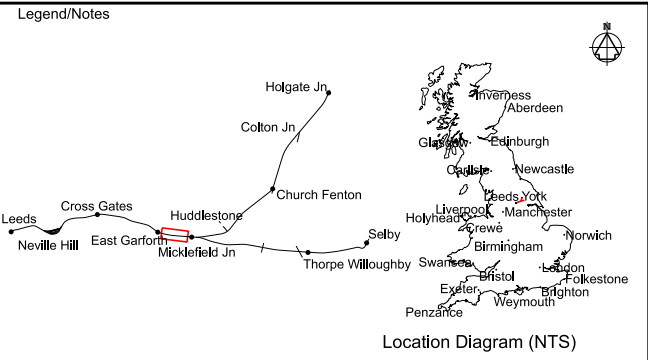
**Appendix 15** – design plan presented during Phase 5 stakeholder (statutory and landowner) and targeted public consultation (Peckfield Level Crossing).





**Appendix 15 – Plan presented during Phase 5 stakeholder (statutory and landowner) and targeted public consultation on Peckfield Level Crossing**

Option 3 includes the upgrade of Lower Peckfield Lane to the north of the railway and a new footpath running to the south of the recreation ground, linking the lower end of Lower Peckfield Lane to the north of the railway to Great North Road. Bridleway users can still utilise Lower Peckfield Lane but it will not be a through route as the existing level crossing will close. To access the Definitive Bridleway to the south, bridleway users can utilise Great North Road and under the railway. After a short stretch along the south of the railway line, this route then connects into the existing definitive bridleway to the south of the railway.



- Notes:
- Note that the design/arrangement of the proposed Peckfield Level Crossing mitigation is not yet finalised.
  - Access routes to work areas are also being considered and this is likely to be along Phoenix Avenue to access the proposed compound and TSC.

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01.1	10/02/23	Updated to Comments	CA	MW	MW
P01	10/02/23	Updated to Comments	CA	MW	MW

Status: **Fit for Information** **S2**



Authorised		Signed		Date	
Contractor(s)					
TRU Alliance					
Location					
AREA BDY MICKLEFIELD TO LEEDS CITY STATION					
Type	CAD Drawing		Sub-type		Plan
Role	Rail Engineering		Sub-Role		Signalling
Zone	Garforth - Micklefield				
Phasing	Proposed				
			Project Stage		
			GRIP 5		
Project					
Transpennine Route Upgrade					
Contract No.					
151666					
Contract Title					
TRU - East of Leeds					
Drawing Title					
Peckfield Option 3, Phoenix Avenue Compound and Micklefield TSC					
Designed	C. Archdale		Signed		Date
			Electronically Signed		10/02/23
Drawn	C. Archdale		Signed		Date
			Electronically Signed		10/02/23
Checked	M. Westwood		Signed		Date
			Electronically Signed		10/02/23
Approved	M. Westwood		Signed		Date
			Electronically Signed		10/02/23
Scale(s)		ELR & Mileage			
As Shown		11.0264		to 11.0264	
Alternative Reference				Sheet	
				of	
Drawing Number				Revision	
151666-TRA-82-HUL4-DRG-R-SG-000012				P01	

## Appendix 16 – responses received from consultees during the Phase 5 stakeholder (statutory and landowner) and targeted public consultation (Peckfield Level Crossing)

The table below summarises feedback received from the Phase 5 stakeholder (statutory and landowner) and targeted public consultation. The feedback is grouped by consultee, with comments ordered by theme.

Item	Theme	Issue raised by consultee	Network Rail's position
1	Design	Consultee: British Horse Society Noted there is no Pegasus crossing provision at the suggested joining point on Great North Road.	To address the concern that bridleway users are being pushed somewhere less safe, and to confirm any necessary mitigation, a safety assessment is being undertaken to assess the impact of level crossing users diverting via Great North Road. This assessment will be discussed and agreed with the local Highways Authority, Leeds City Council.  There are no proposals to introduce a Pegasus crossing on Great North Road under either of the Peckfield Level Crossing options.
2	Proposals - oppose	Consultee: British Horse Society Noted the Society is extremely disappointed by the proposal with no alternative bridleway provided; noted the Society does not believe this option provides the best use of public funds which should be used for public good; and noted the Society object to this option.	Network Rail acknowledges there is some use by cyclists and horse riders, but its approach needs to be balanced and to provide an alternative bridleway to accommodate such a minimal number of users would not represent best use of public funds, especially when a suitable alternative route (down Great North Road) already exists.
3	Proposals - previous option(s)	Consultee: British Horse Society Noted the Society believes Option A provides an enhanced public rights of way network for all users and would futureproof the network; believe Option A is an example of public funds for public good and urge network rail to look again at this option; and acknowledged this option was discounted by Network Rail on safety grounds following a road safety review of the A656 but	Network Rail acknowledges that some stakeholders' preferred option is a bridleway connection onto Garforth. It has previously considered this option, but ultimately had to discount it on the grounds of safety. Following a Road Safety Review and discussions with the local highway authority, Leeds City Council (LCC), it was determined that a Pegasus crossing of the A656 Ridge Road with a fixed crossing movement was the best approach for ensuring a safe crossing and that such an approach was not supported by the local authority, due

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		sets out the Society's proposals to address the safety concerns over a diagonal road crossing.	to the road speed and insufficient width to accommodate a shared footway safely. Network Rail notes BHS's suggestions to mitigate the concerns of crossing the A656, however, as noted above, the crossing of the A656 is not part of the Order works.
4	PRoW – Bridleway	Consultee: British Horse Society Noted the change from a bridleway to a footpath in Micklefield Recreation ground, noting the previous options allowed for all users to make use of the path; and noted horse riders will have to use Great North Road for considerable distances, which in the Society's view is unacceptable.	Two options have been submitted for Peckfield Level Crossing. One would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road. The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground. Great North Road is a public highway and therefore there are rights for horse-riders to use it. There is also sufficient headroom for horses, and no concerns relating to noise and vibration. To address the concern that bridleway users are being pushed somewhere less safe, and to confirm any necessary mitigation, a safety assessment is being undertaken to assess the impact of level crossing users diverting via Great North Road. This assessment will be discussed and agreed with the local Highways Authority, Leeds City Council.
5	PRoW - inclusivity	Consultee: British Horse Society Noted routes must be planned, designed, built and maintained to be inclusive. An inclusive route will provide convenient and unimpeded access for all types of users (including those walking and wheeling, as well as those riding bikes or horses). A route that only considers the needs of one specific user group will be less successful than an inclusive route.	Network Rail notes BHS's comments on providing an inclusive route. All routes will be designed in accordance with the appropriate design criteria and appropriate signage will be used for all Public Rights of Way.
6	Survey results	Consultee: British Horse Society Questioned the validity of the survey results which show little use by horses, suggesting that they do not take into account cyclists who are legally allowed to use bridleways.	To undertake the surveys, Network Rail has census cameras out for a short period of time and acknowledge that they only provide a snapshot of data. For bridle users, the signage at the crossing also specifically requests that they do not cross without first ringing the signaller for permission. Network Rail acknowledges that not all such

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			<p>users comply with this request but believe the low number of callers provides further evidence that the route is not well used.</p> <p>All surveys are undertaken by qualified professions over representative time periods (e.g. not during school holidays). The data from the most recent survey is also consistent with data from previous surveys.</p> <p>The most recent level crossing user survey, undertaken in February/March 2023, confirmed that the level crossing is used mostly by pedestrians, with only five cycle crossings in the one-week survey period and no equestrian or other crossings. More historic census data also shows limited use by cyclists and horse riders.</p> <p>While Network Rail acknowledges there is some use, its approach needs to be balanced and to provide an alternative bridleway to accommodate such a minimal number of users would not represent best use of public funds, especially when a suitable alternative route (down Great North Road) already exists.</p>
7	Other	<p>Consultee: Environment Agency</p> <p>Noted the Environment Agency does not have any further comment on the proposals; and referred to its letter dated 23 November 2022.</p>	<p>Network Rail notes the response from Environment Agency.</p>
8	Other	<p>Consultee: Historic England</p> <p>Noted Historic England does not have any further comment on the proposals.</p>	<p>Network Rail notes the response from Historic England.</p>
9	Proposals – previous option(s)	<p>Consultee: Leeds City Council</p> <p>Noted Options 2 - 5 previously presented offer greater connectivity or scope for a wider range of users utilising vehicle free routes to a greater or lesser extent and clearly have additional benefit which could contribute as mitigation measures.</p>	<p>Network Rail has noted the comments from LCC about the connectivity offered by Options 2 to 5; however, these options were discounted during options assessment. Summaries for each of these options, including the reasons for discounting them can be found below.</p> <p>Option 2 – Option 1 plus new public bridleway to East Garforth</p> <ul style="list-style-type: none"> <li>Option would provide connectivity benefits but transfers safety risk from rail to road.</li> </ul>

			<ul style="list-style-type: none"> <li>• Safe crossing scheme proposal unacceptable to LCC on highway operational impact grounds, transferring capacity restriction from rail to road.</li> <li>• Additional cost and land impacts compared to Option 1.</li> </ul> <p>Option 4 – New ramped bridleway bridge</p> <ul style="list-style-type: none"> <li>• Delivers an accessible alternative access route, but diversion is 500m, which is only marginally shorter than Option 1.</li> <li>• Landscape and visual impacts are greater than Option 1 due to scale of structure.</li> <li>• Involves a greater amount of permanent land acquisition a loss of some Grade 2 best most versatile agricultural land to accommodate bridge and access to it.</li> <li>• Significant build cost and disruptive railway access required for construction.</li> </ul> <p>Option 5 – New stepped footbridge</p> <ul style="list-style-type: none"> <li>• Delivers an alternative access route, but diversion route is 300m.</li> <li>• Accessibility is reduced compared with other options due to step-only access.</li> <li>• Landscape and visual impacts are greater than Option 1 due to scale of structure.</li> <li>• Involves permanent land acquisition and loss of some Grade 2 BMV agricultural land.</li> <li>• Medium build cost and disruptive railway access required for construction.</li> </ul> <p>Options 1 and 3 for Peckfield Level Crossing have been included in the Order.</p>
10	PRoW	<p>Consultee: Leeds City Council</p> <p>Queried the length of the diversion.</p>	<p>Both options submitted have similar diversion lengths.</p> <p>Under the option which sees bridleway users diverted via Pit Lane and the Great North Road, the alternative footpath route involves an approximately 100m to 900m diversion (depending on the destination) via level ground on existing footways / a new footpath.</p>



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			<p>Connectivity for longer distance journeys or cyclists is maintained via an alternative route which involves a short distance (approximately 300m) detour in the context of longer journeys.</p> <p>For the second option, which sees the creation of a new bridleway through Micklefield Recreation Ground, the alternative footpath route involves an approximately 300m to 900m diversion (depending on the destination) via level ground on existing footways / a new footpath.</p> <p>Connectivity for longer distance journeys or cyclists is maintained via an alternative route which involves a short distance (approximately 300m) detour in the context of longer journeys.</p>
11	PRoW - safety	<p>Consultee: Leeds City Council</p> <p>Questioned if safety considerations have been addressed by the change of the PRoW for bridleways, putting additional horses, cyclists and foot traffic onto a restrained highway and the under bridge; and</p> <p>noted ward members concerns about the additional distance bridleway users will have to travel along Great North Road.</p>	<p>To address the concern that bridleway users are being pushed somewhere less safe, and to confirm any necessary mitigation, a safety assessment is being undertaken to assess the impact of level crossing users diverting via Great North Road. This assessment will be discussed and agreed with Leeds City Council.</p> <p>Both options submitted have similar diversion lengths.</p> <p>Under the option which sees bridleway users diverted via Pit Lane and the Great North Road, the alternative footpath route involves an approximately 100m to 900m diversion (depending on the destination) via level ground on existing footways / a new footpath.</p> <p>Connectivity for longer distance journeys or cyclists is maintained via an alternative route which involves a short distance (approximately 300m) detour in the context of longer journeys.</p> <p>For the second option, which sees the creation of a new bridleway through Micklefield Recreation Ground, the alternative footpath route involves an approximately 300m to 900m diversion (depending on the destination) via level ground on existing footways / a new footpath.</p> <p>Connectivity for longer distance journeys or cyclists is maintained via an alternative route which involves a short distance (approximately 300m) detour in the context of longer journeys.</p>

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12	Social value	<p>Consultee: Leeds City Council</p> <p>Asked what localised benefits Network Rail will be adding to the community to mitigate the impact of the closure on residents</p>	<p>Network Rail has a dedicated social value team across the Transpennine Route Upgrade (TRU). Given the transformational size of the project, social value and the benefits derived from the works on TRU are being managed centrally to provide the maximum benefits possible. Numerous workstreams are ongoing and include education, apprenticeships and local employment, with more initiatives to follow over the years TRU is delivered.</p>
13	Survey results	<p>Consultee: Leeds City Council</p> <p>Noted the level crossing usage surveys do not take into consideration future potential use which will be limited in terms of connectivity if the crossing is closed without a suitable alternative provided.</p>	<p>Committed schemes and developments with planning approval have been considered in the development of the options. It is also important to note that proposals need to be appropriate for the established current need. If future developments come forward that drive different requirements for recreation/amenity or connectivity in the area, it should be those developments that are tasked with providing the corresponding improvement.</p> <p>In the case of Peckfield Level Crossing, Network Rail has considered the potential for increased usage of the route as a result of the development on the south side of the line. In particular, it has considered an example route of a journey south to north from the new residential development off Pit Lane to the junction between Pit Lane Bridleway and the Micklefield recreation ground, to gain access to the PRow network north of the railway. Another key route for those in the new development is anticipated to be the route into Micklefield, but given the location of the development and the town centre, the level crossing would not be used for this journey.</p>
14	PRow - safety	<p>Consultee: Leeds Local Access Forum</p> <p>Noted LLAf has concerns over both mitigation options, in particular the sight lines at the Pit Lane/Great North Road junction, and whether both options are suitable for all users; and</p> <p>Requests a copy of the Road Safety Audit, once completed.</p>	<p>Two options have been submitted for Peckfield Level Crossing. One which would see a footpath provided on the north side of the railway, connecting the Railway Cottages to Great North Road. The other option would see the creation of a bridleway on the north side of the railway, running through the southern end of the recreation ground.</p> <p>Great North Road is a public highway and therefore there are rights for horse-riders to use it. To address the concern that bridleway users are being pushed somewhere less safe, and to confirm any</p>

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			necessary mitigation, a safety assessment is being undertaken to assess the impact of level crossing users diverting via Great North Road. This assessment will be discussed and agreed with the local Highways Authority, Leeds City Council.
15	Design	<p>Consultee: Micklefield Parish Council</p> <p>Noted the Parish Council has approved the installation of a disabled access to 4 and 5 Railway Cottages (the sports changing rooms for the recreation ground), so the alignment of the proposed footpath should not impede the construction and use of a disabled access to the aforementioned building.</p>	Network Rail has noted this information and will work with Micklefield Parish Council to ensure there is no design conflict with the proposed disabled access to the changing rooms.
16	Proposals - support	<p>Consultee: Micklefield Parish Council</p> <p>Noted the Parish Council find the revised proposal much improved and satisfactory</p>	Network Rail notes the response from Micklefield Parish Council.
17	Other	<p>Consultee: Natural England</p> <p>Noted Natural England does not have any further comment on the proposals; and referred to its letter dated 9 November 2022.</p>	Network Rail notes the response from Natural England.
18	Other	<p>Consultee: Office of Road and Rail</p> <p>Noted the Office of Road and Rail does not have any comment on the proposals.</p>	Network Rail notes the response from Office of Road and Rail.
19	Utilities	<p>Consultee: OpenReach</p> <p>Noted OpenReach does not have any objection to the proposals; and confirmed the proposals do not appear to affect OpenReach's ability to access its apparatus.</p>	Network Rail notes the response from OpenReach.
20	Other	<p>Consultee: Transport Focus</p> <p>Noted Transport Focus does not wish to make any comments on the proposals.</p>	Network Rail notes the response from Transport Focus.

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21	Other	<p>Consultee: West Yorkshire Combined Authority</p> <p>Noted the Combined Authority does not have any specific comments on the proposals; and</p> <p>noted the Combined Authority is supportive of the TRU programme but encouraged Network Rail to work closely with Leeds City Council to reach agreement on any outstanding issues.</p>	<p>Network Rail has noted this feedback and is committed to working collaboratively with the Combined Authority and LCC on the Scheme.</p>
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