



HOUSE OF COMMONS

LONDON SW1A 0AA

The Rt Hon Chris Grayling MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

21 November 2016

Dear Chris,

While the announcement confirming the preferred route for Phase 2 of HS2, and in particular the connection to the East Coast Mainline, brings clarity about most of the preferred route, it has also brought heavy criticism from my constituents.

This criticism has come, in particular, from those living in Church Fenton and Ulleskelf as the route chosen for HS2 joins the existing line from Leeds to York between these two villages, before going on to join the east coast mainline at Colton Junction.

My constituents have brought the following critical observations to my attention and are asking for answers to the questions that these observations raise:-

1. The design still prevents London to Newcastle HS2 services from stopping in Leeds and therefore does nothing to improve links between these two major northern cities. Passengers between Leeds and Newcastle would have to change in York.
2. Why, when many of the objections from the village concerned the concrete viaduct, has the design been made worse by extending the viaduct to over 2km? The viaduct passes within 200 metres of homes on the Sandwath estate.
3. Why is there no reference to the design proposals submitted by the village which challenged the need for a grade separated junction (which then drives the requirement for a viaduct)?
4. Why is there no reference made to the Transport for the North (TfN) plans for electrification and increased running speeds on the existing Leeds to York line

*Member of Parliament for Selby and Ainsty*

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and on to Newcastle? The target for this upgrade is to cut journey times between Leeds and Newcastle by 27 minutes, compared with an HS2 reduction of under 10 minutes between York and London.

5. Taking points 1 and 4 together, what is the benefit of building several miles of HS2 to run parallel to an existing railway and to join that same railway before it then joins the East Coast Mainline?
6. If Colton Junction - where the Leeds to York line joins the East Coast Mainline - is not grade separated, why is such a junction required between Church Fenton and Ulleskelf at which HS2 will join the Leeds to York line? HS2 traffic will have to go through two junctions – one grade separated and the other not grade separated, with the latter being a junction with a busier line.

This is a summary of comments now being made. The comments are in essence the same as those made in 2013 when the initial preferred route was announced. At that time, on behalf of my constituents, I submitted a comprehensive report setting out the concerns raised with me by local residents. This report still stands and contains further details on the above points.

It is very disappointing to see that the concerns of my constituents have not been addressed. I would therefore be grateful if you would agree to meet with me as soon as possible to discuss this matter further.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Nigel Adams', with a stylized, cursive script.

NIGEL ADAMS