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Report to: LEP Board

Date: 19 July 2017

Subject: HS2 Growth Strategy

1. Purpose

- 1.1 To provide the LEP Board with an update on the development of the Leeds City Region HS2 Growth Strategy.
- 1.2 Through a presentation at the meeting, to provide an opportunity for LEP Board members to shape the regional connectivity priorities required to support HS2 from Leeds.

2. Information

- 2.1 In the 2016 Budget, Government announced they were making available funding to those cities with a HS2 station to develop a growth strategy to set out how they intended to maximise the arrival of HS2. HS2 is more than a transport scheme; the new railway will be an engine for growth through generating jobs, help rebalance the economy between north and south, and provide a platform for the country's future prosperity. HS2 will connect people and businesses, enhancing productivity and commercial activity. It will act as a catalyst for city centre regeneration and major development schemes. Current estimates predict that HS2 will generate benefits of at least £60 billion for the UK.
- 2.2 The West Yorkshire Combined Authority (WYCA) set out its continuing support for HS2 coming to Leeds at its meeting in July 2016. WYCA concluded that only transformational change to connectivity through new and radically improved HS2 and NPR networks, together with improvements to City Region transport networks, would support the Leeds City Region's Strategic Economic Plan vision and objectives. The proposed LCR HS2 Growth Strategy will sit firmly within the City Region policy framework and as such is clearly linked to the Strategic Economic Plan 2016 – 2036 vision and wider strategic framework and investment priorities and also complements the West Yorkshire Transport Strategy.
- 2.3 The LCR HS2 Growth Strategy is intended to support and complement the Phase 2 Hybrid Bill. To enable this, an initial submission is proposed to be made to Government in autumn 2017, followed by more detailed strategy development during 2018. The LCR HS2 Growth Strategy will consider how interventions delivered

alongside HS2 in Leeds and the wider City Region could spread the benefits of HS2 across the city region, as well as a focused look at growth in the area around Leeds station (e.g. South Bank, and City Square areas). A key component of the LCR HS2 Growth Strategy will establish the major local and regional connectivity priorities which are required to enable and maximise economic growth associated with HS2 coming to Leeds.

- 2.4 The Leeds City Region ('LCR') Strategic Economic Plan (SEP), 2016-2036, is the ambitious, long-term strategy to fulfil the Leeds City Region's exceptional economic potential, and cement its place as a growth engine for the North and the nation as a whole. Refreshed in 2016, the vision is "to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone".
- 2.5 The West Yorkshire Transport Strategy supports the Leeds City Region Strategic Economic Plan's targets of creating an additional 35,700 jobs over the next 20 years, and growing the City Region economy at a faster rate than the national average. The Transport Strategy sets out the vision, objectives and proposed policies at a West Yorkshire level. Whilst it does not look in detail at spatial plans for individual districts it does set out that the ambition is for a transformational metro style public transport system that connects different modes of transport into one network which includes improvements to local connectivity, especially for strategic growth areas across the Region.
- 2.6 The Leeds Transport Strategy also maintains an ambition to have a transport system which can transport large numbers of people through the growing city; this includes considering options for mass transit.
- 2.7 This connectivity workstream will need to develop a strategy which builds on the existing policy framework and incorporates the existing body of evidence, to establish how different modes, including rail, mass transit and bus rapid transit can unlock economic growth constraints, to realise the policy aspirations for Leeds and across the City Region.
- 2.8 ARUP have been new commissioned to support this work and will establish from an economic perspective, corridor constraints across the Leeds City Region, both now and into the future. This will identify corridor gaps which need to be addressed through improved connectivity. From which, the commission will:
 - Develop a comprehensive, evidence based and robust HS2 connectivity component for the HS2 Growth Strategy, considering both local and regional connectivity requirements. This will establish the case for individual corridor connectivity interventions, as well as a set of priority schemes for including within the HS2 Growth Strategy submission. This includes developing a prioritised package of connectivity schemes across rail, mass transit and bus rapid transport.

- Consider the case for a Leeds City Region Mass Transit system, which sits within the context of broader connectivity requirements for the HS2 Growth Strategy, West Yorkshire Transport Strategy and LCR Strategic Economic Plan.

2.9 To support this work, it is proposed that LEP Board support the development of the strategy. A presentation will be provided at the meeting to facilitate a discussion with LEP Board members around:

- The emerging objectives of the LCR HS2 connectivity strategy.
- The likely drivers and trends for future connectivity up to 2050.
- Potential regional connectivity priorities which are required to support HS2.
- An outline programme of work and when the details around when the LEP Board will be updated on progress.

3. Financial Implications

3.1 Funding for development of the LCR HS2 Growth Strategy includes two grant awards totalling £1.25m from central government. WYCA is the accountable authority for the grants. Financial approval was gained from WYCA to spend the Phase 2 grant of £625k as part of the Capital Approvals report at the 6 April 2017 meeting.

4. Legal Implications

4.1 As the Local Transport Authority for West Yorkshire, WYCA has a statutory duty to produce and review a Local Transport Plan and this role is fulfilled through the on-going production of the West Yorkshire Transport Strategy. As with other modal strategies (such as the Bus Strategy), this new Leeds City Region HS2 Connectivity Strategy will become a daughter document of the West Yorkshire Transport Strategy and LCR Strategic Economic Plan.

4.2 The new LCR HS2 Connectivity Strategy will be a key component of the LCR HS2 Growth Strategy submissions. It will consider which of the existing mass transit related planning policies identified in existing extant planning documentation (such as the Leeds UDP) would still be required. Land already within WYCA ownership from development of previous mass transit schemes will be retained until the new LCR HS2 Connectivity Strategy identifies that it is no longer required for this purpose.

5. Staffing Implications

5.1 Development work is being undertaken within the Transport Policy team. Additional staffing resources are being established through the WYCA One Organisation, organisational design process.

6. External Consultees

6.1 All LCR district authorities are being consulted with on the development of the LCR HS2 Growth Strategy.

7. Recommendations

7.1 That the LEP Board provide comments and advice around the development of the Leeds City Region HS2 Connectivity Strategy.

8. Background Documents

8.1 None.