

**Director:** Rob Norreys, Director,  
Policy, Strategy and Communications  
**Author:** Tom Gifford



---

**Report to:** Transport Committee  
**Date:** 8 September 2017  
**Subject:** HS2 and the HS2 Growth Strategy

---

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

## 1 Purpose

- 1.1 To provide the WYCA Transport Committee with an update on the development of HS2 and the Leeds City Region HS2 Growth Strategy.
- 1.2 To seek endorsement from the WYCA Transport Committee for the principles of our response to the HS2 consultation on its rolling stock depot location.

## 2 Information

- 2.1 This report provides a summary of progress to ensure the City Region makes the most of the HS2 opportunity for local growth and regeneration.

### HS2 Overview

- 2.2 In November 2016, the Secretary for State for Transport confirmed the majority of the Government's preferred route for Phase 2b of HS2, which will complete the full Y network. Following the previous public consultation HS2 Ltd has been developing the scheme and has recommended a number of refinements to the route in order to respond to concerns raised.
- 2.3 HS2 has the potential to help WYCA and its partners deliver its transport strategy through:
  - Reshaping our economic geography by bringing together the city regions centred on Leeds, Sheffield, Nottingham and Birmingham into a coherent and integrated economic zone of over ten million people, five million jobs, and some of the UK's most significant manufacturing clusters. HS2 will enable people to have greater access to jobs and attract businesses to invest here.

- Adding capacity to the national network and therefore freeing up capacity creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local and regional network.
- Being a catalyst for growth – in Leeds and York where HS2 currently arrives and then, with improved local connectivity, to the economic hubs in Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Selby and Wakefield.
- Creating opportunities for skills and employment which Leeds City Region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.
- Transforming Leeds Station – after local intervention, the proposals for an integrated station will now create a single interchange between HS2 services, and local rail services to places such as Bradford, Wakefield, Huddersfield and Halifax, and potentially future Northern Powerhouse Rail ('NPR') / HS3 services.

2.4 In February 2017, Parliament granted powers for the construction of the first part of the route (Phase One) from London to the West Midlands. Construction contracts have now been signed and train services are due to commence in 2026.

2.5 In July 2017, Government reaffirmed its support for Phase 2b<sup>1</sup> and confirmed the preferred route for the full Y network – the Eastern Leg to Leeds and the Western Leg to Manchester. This enables preparations for the third HS2 hybrid Bill, which is intended to be deposited in Parliament in autumn 2019 and enables construction to commence in 2023 with train services to Leeds and Manchester commencing in 2033. The July announcement also commenced the consultations on the environmental and equality assessment methodology to be used for the preparation of the Phase 2 hybrid Bill, and on an alternative site for the rolling stock depot on the Eastern Leg.

2.6 WYCA set out its continuing support for HS2 coming to Leeds at its meeting in July 2016. The eastern leg of Phase 2 delivers a greater financial benefit, at a lower cost, than any other part of HS2. Without the eastern leg, the case for the rest of HS2 is weaker. 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.

### **HS2 / NPR touchpoints**

2.7 Alongside the Department for Transport, Transport for the North (TfN) are continuing to work with delivery partners HS2 and Network Rail on the development of the

---

<sup>1</sup> Phase 2b includes both the Eastern and Western legs of HS2 from Birmingham. Further details can be found here: <https://www.gov.uk/government/publications/hs2-from-concept-to-reality>

Northern Powerhouse Rail (NPR) concept. WYCA are involved and represented in the work.

- 2.8 The recent focus of TfN's work has been on understanding the case for NPR to serve eight 'Other Significant Economic Centres' (OSECs) across the north, which in the Leeds City Region includes Wakefield, Bradford, Huddersfield and York as well as Leeds. As reported previously, WYCA and the LCR LEP's position is amongst other things, for Leeds, Bradford and York to be on the NPR network. The work done to date demonstrates that bringing these places into the NPR network potentially adds net benefits to the scheme. However more work needs to be done to examine the feasibility and costs of doing so and to ensure an affordable, value for money business case can be demonstrated.
- 2.9 There is also further work being undertaken by HS2 on the case for a South Yorkshire Parkway station. This work needs to dovetail with the work TfN is doing on NPR. WYCA is working closely with South Yorkshire on the detail of the work to better understand the costs and benefits of a station.
- 2.10 The current focus for TfN is to finalise the case for passive provision to be made in the Hybrid Bill for HS2 Phase 2b for NPR/HS2 touchpoints i.e. junctions and station infrastructure. Including this infrastructure (and associated landtake) in the HS2 Phase 2b Hybrid Bill, the design work for which starts later this year, will save time, money and disruption later once NPR is in construction. It is a huge opportunity to make tangible progress now on the development and implementation of NPR. The proposed junctions of most immediate relevance for the Leeds City Region are between Leeds and Sheffield and east of Leeds. Proposals across the North will have an impact on how NPR works, for example at Manchester Piccadilly. Transport for the North are commencing the next tranche of work to conclude in September 2018. This work will define the NPR network to strategic outline business case level, and should determine whether or not the Leeds City Region's position on NPR will be included in the eventual network design.

### **Leeds City Region HS2 Growth Strategy**

- 2.11 Transport Committee considered a report on HS2 Growth Strategy at the April 2017 meeting. The report provided an overview around the development of the Strategy, and its role to unlock 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). The proposed ambition for the LCR HS2 Growth Strategy is:

*HS2 is the catalyst for accelerating and elevating the Leeds City Region's position as an internationally recognised place of vitality, connecting the North and creating an inclusive, dynamic economy, accessible to all.*

- 2.12 The LCR HS2 Growth Strategy incorporates a series of workstreams, including:
- Leeds Integrated Station Masterplan (further details provided below)

- Leeds City Region Connectivity
- Leeds City Region Skills and Supply Chain
- South Bank Infrastructure Delivery Plan

2.13 The April 2017 report to Transport Committee set out that key components of the LCR HS2 Growth Strategy will be around the delivery of an ambitious skills and supply chain strategy and also establishing the major local and regional connectivity priorities which are required to enable and maximise economic growth associated with HS2 coming to Leeds. Finally, the report set out that ARUP have been newly 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.

2.14 To support this work, it is proposed that WYCA Transport Committee will consider the detailed development of the strategy at a workshop in late September. The full HS2 Growth Strategy can then be considered by WYCA at its meeting on 5 October 2017, prior to submission to Government.

#### **Leeds Integrated Station Masterplan (LISM)**

2.15 Following the Government announcement in November 2016 that Leeds will be served with the station configuration as proposed by Sir David Higgins in *The Yorkshire Hub* (November 2015), the multi-agency team incorporating HS2 Ltd, London Continental Railways, Leeds City Council, WYCA and DfT have been jointly overseeing initial development work to create the Leeds Integrated Station Masterplan (LISM). LISM is a key workstream of the LCR HS2 Growth Strategy, providing the key interchange for this region serving both commuter and long distance markets.

2.16 There is broad consensus about the need to create a single integrated transport hub in Leeds to support the ambitions of the city and the region. Leeds station's role in the city region's transport network needs to be further strengthened to ensure the benefits of HS2 and Northern Powerhouse Rail (NPR) are to be spread across the city region and beyond.

2.17 It is intended that a 'blue-print' is created that will ensure each component project can be defined, designed and delivered in a harmonised manner over time that will ultimately realise the greatest overall value for money. It has been led by following the four key design objectives;

- **World Class Hub** : from quality of architecture and urban design to intermodal connectivity, clarity and delivery.
- **Distinctive Gateway** : that celebrates travel, proudly announces arrival into Leeds and speaks of the unique characteristics of the city.
- **Destination Station** : an attractive place to visit in Leeds city centre, where South Bank meets City Square.
- **Connected Place** : that seamlessly integrates national / regional / local transport modes and optimises every form of connectivity for all users.

2.18 The draft masterplan is yet to be finalised but a summary of the emerging principles for the masterplan are presented below:

- **Common concourse** : A common concourse of a combined station is achievable despite of the physical constraints.
- **Multiple transport hubs and multiple entrances** are desirable to take advantage of the linear configuration of the combined station and to unlock growth in the South Bank area.
- **Accessible station** : The combined station should be easily accessible by all modes of transport.
- **Capacity for growth** : The station should have sufficient circulation capacity to cater for future passenger growth and cater for potential additional platforms to accommodate the levels of local and regional connectivity proposed in the Yorkshire Rail Network Study and Rail Plan 7 alongside with NPR and HS2.
- **Value of investment and affordability** : The study has identified opportunities for development within the station boundary which could be re-invested to help fund the work.
- **Early delivery** : The plan has identified some potential opportunities for early improvement to ensure that the station and the region is 'HS2 ready'.
- **Support Growth** : The masterplan has identified opportunities to enhance station environment and public realm that aligns with the Leeds City Council's South Bank Regeneration framework and ambition for City Square,

2.19 The conclusions of the study will also be subject to the sign off by the Leeds City Council Executive Board on 18 October 2017. The key principles of the study will be served as our inputs to the HS2 Hybrid Bill for phase 2b.

### **HS2 – Rolling Stock Depot Consultation**

2.20 At the time of the November 2016 consultation, Government explained that HS2 Ltd was actively looking at alternatives to the proposed Eastern Leg Rolling Stock Depot at New Crofton in Wakefield. HS2 Ltd believes it has now identified a better site for the depot, to the east of Leeds in the Aire Valley adjacent to the M1. The government is now consulting on this proposal with a deadline of the 12<sup>th</sup> October.

2.21 Wakefield Metropolitan District Council had raised concerns about the initial proposal for the depot at New Crofton. The new location, although described by the Government as brown field land, is within the Leeds Enterprise Zone. As such it could blight a large part of the Zone before the depot is confirmed and built with implications for jobs and investment, for the developers, and for business rates income for the Leeds City Region LEP. Work is still ongoing to consider the impact of the depot including the positive impact of the jobs that would be created to undertake maintenance on HS2 trains.

2.22 Transport Committee is therefore asked to endorse the following principles that officers can work up into a response to be considered by WYCA at its meeting on the 5 October. It is proposed to support the new location subject to the following:

- Working with HS2 to review the exact location and to consider refinements to minimise the impact on the Enterprise Zone.
- Proposing mitigation options on the impact on the Enterprise Zone, on inward investment in the medium term, and on business rates income for the LEP.
- Seeking support for the University of Leeds plans to create an Institute for High Speed Rail Engineering, which will be a world-leading research and innovation hub and wider technology park. There is a unique opportunity to locate this next to the HS2 depot and to integrate the plans to act as an exemplar for how major infrastructure projects can drive economic growth.

### **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 None as a result of this report

### **5 Staffing Implications**

5.1 Development work is being undertaken within the Economic and Transport Policy team, in partnership with Leeds City Council.

### **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 development of HS2 and the Leeds City Region (LCR) HS2 Growth Strategy be noted.

7.2 That the principles of our response to the HS2 consultation on its rolling stock depot location, as outlined in paragraph 2.22, be endorsed and developed further for a report to WYCA in October.

### **8 Background Documents**

8.1 None.