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Report to: Transport Committee

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Subject: 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 Transport Committee with an update on the LCR HS2 Growth Strategy and to seek endorsement for its publication and start of engagement.

2 Information

HS2 and the LCR HS2 Growth Strategy Overview

- 2.1 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 across the region – 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.

2.2 The LCR HS2 Growth Strategy has been developed to ensure the overall opportunity from HS2 is maximised for the region. Transport Committee considered the emerging LCR HS2 Connectivity Strategy at the November 2017 meeting. Following consideration of the details of the Strategy by Transport Committee, WYCA also considered the Strategy on 14 December 2017. The next step is to engage partners on the approaches set out in the LCR HS2 Growth Strategy, LCR HS2 Connectivity Strategy and LCR HS2 Skills and Supply Chain reports.

2.3 An overarching document that summarises the Growth Strategy has been developed and provided separately. This will be launched for engagement with partners in January. The summary describes the elements of the following work streams – all of which have their own detailed reports:

- Leeds Integrated Station Masterplan
- Leeds City Region HS2 Connectivity Strategy
- Leeds City Region HS2 Skills and Supply Chain
- Leeds South Bank Infrastructure Delivery Plan

2.3 Since the previous Transport Committee meeting, the Leeds Station Masterplan has been published¹. Consultation on the draft South Bank Leeds Regeneration Framework Supplementary Planning Document (SPD), including the proposed Leeds Integrated Station Masterplan ran from the 8th November until the 20th December. The Supplementary Planning Document will form planning guidance for the whole of South Bank in Leeds and, once formally adopted by Leeds City Council, will be a consideration in the determination of planning applications and the delivery of infrastructure in the area.

2.4 In addition, the proposed skills strategy² was also considered by WYCA in December. The Skills and Supply Chain Growth Strategy details how the Leeds City Region is proposing to truly accelerate its development as a national and international centre of excellence for skills and supply chain expertise in High Speed and Light Rail in the UK, achieving a position of global competitiveness and driving the UK's Industrial Strategy. Building on prior successes within the city region, it includes:

- an offer to Government: what we are going to deliver, how we will do it, and the evidence base for developing these propositions;

¹ The Leeds Station Masterplan can be found here:

<https://southbankleeds.co.uk/assets/documents/2017.11.03-Leeds-Integrated-Station-Masterplan-LR-v6-DS.pdf>

² The HS2 Skills and Supply Chain Strategy Summary can be found here -

<http://westyorkshire.moderngov.co.uk/documents/s4758/Item%208%20-%20HS2%20and%20Skills%20Appendix%201%20FINAL.pdf>

- how interventions are going to integrate and build on existing assets, programmes and good practice in the city region and elsewhere; and
- how HS2 will help LCR go further and faster in realising our vision, and what we need from our partners at the local and national level to help achieve this.

LCR HS2 Connectivity Strategy

2.5 As agreed by Transport Committee previously, the purpose of the LCR HS2 Connectivity strategy is to establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City Region. The new LCR HS2 Connectivity Strategy will become a 'daughter document' to both the LCR HS2 Growth Strategy and also the West Yorkshire Transport Strategy.

2.6 As agreed by Transport Committee previously, the LCR HS2 Connectivity Strategy has three strands summarised below. A copy of the strategy is attached separately. The purpose of this report is to provide further details on c) the inclusive growth corridors.

- (a) Embracing technology to create an integrated network
- (b) Continued Government support for delivering our existing transport priorities
- (c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest

Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest

2.7 Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport indicators. These corridors will connect major communities, including some of the most deprived to HS2. Some corridors are pan-northern, others are regional and some are local to Leeds and Bradford.

2.8 The identified regional/pan-northern HS2 'Inclusive Growth Corridors' linking the Leeds HS2 hub are:

- Bradford, Halifax and beyond
- York
- Harrogate - York
- Dewsbury - Huddersfield
- Wakefield /Barnsley to Sheffield and beyond
- Five Towns
- Skipton
- Selby

2.9 There are also a number of corridors priorities which are local to Leeds and Bradford. These local corridors will need to build on existing development and regeneration

priorities as well as schemes within the West Yorkshire plus Transport Fund as well as the Leeds Public Transport Investment Programme. A summary of the 'Transformational Local Priority Corridors' are summarised below:

- Leeds Bradford cross city connectivity
- Strengthening high value assets in the North West of Leeds, the University of Leeds, Kirkstall Forge and the Airport
- Accelerating inclusive growth in the East of Leeds towards St James' Hospital and the East Leeds extension
- Extending the Southbank opportunity to the south of the City
- Stimulating development in North Bradford
- Stimulating development in South Bradford

2.10 Now that the corridors have been established, the next stages are twofold:

- Open a conversation with businesses and wider stakeholders around the prioritised corridors and also the next steps in development of the LCR HS2 Connectivity Strategy implementation plan.
- Commence development of the 'Inclusive Growth Corridor Plans' on a phased/staggered basis for each of these prioritised corridors. The intention is to start work on the following three corridors first -
 - Leeds City Centre to South Leeds
 - Leeds – Bradford
 - Leeds to Dewsbury - Huddersfield

2.11 Transport Committee are asked to endorse the following principles for the development of the corridors:

- Consideration is given to a range of issues for each corridor including:
 - **Housing and employment** sites – both existing and potential areas for growth over the short, medium and longer term,
 - Areas at risk of **flooding**, and
 - **Social indicators** for example demographics i.e. long standing, inter-generational unemployment and availability of local services.
- Consider the **transport mode and technology options** required to provide the capacity required for the scale of current and future demand using the corridor. Bespoke proposals will be needed that build on existing plans to make it easier for people to make sustainable travel choices. Some corridors may be better suited to rail or car, others to a blend of modes including city/mass transit and active modes to deliver the future capacity and quality customer service required.

- Identify how to create the ***sense of place along the corridors***, building on Transport for London’s ‘healthy streets³’ approach to help tackle air quality and provide an environment within which people want to be active.
- Be ***locally-led***, with strong partnerships including the local authority, communities and neighbourhood groups, city region, Transport for the North, other public bodies (such as housing, skills, health agencies and infrastructure providers) and others who can ensure plans are tailored to local circumstances and opportunities.
- Consider ***funding opportunities*** including from Central Government, but also consider opportunities to utilise local funding streams such as through land value uplift.
- Develop our understanding of on the ***impact of future technologies***, for example autonomous vehicles, in the context of the LCR and the corridors.
- Examine the ***skills and supply chain interventions*** which can be clearly integrated within the Connectivity Strategy.

Next Steps

2.12 The timeline for completion of the LCR HS2 Connectivity strategy is:

- January 18: Open a conversation with stakeholders around this initial draft of the LCR HS2 Connectivity Strategy
- 16 March 18: Transport Committee consider an updated version of the LCR HS2 Connectivity Strategy reflecting comments received through the engagement.
- 5 April 2018: WYCA look to adopt LCR HS2 Connectivity Strategy as a Daughter Document to the Strategic Economic Plan
- From November 17 and throughout 2018: Develop the Inclusive Growth Corridor Plans on a phased/staged basis

2.13 The Chancellor announced in the November 2017 Budget, the ‘Transforming Cities Fund’ – a £1.7 billion fund to support intra-city transport, will target projects to drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. The objectives of the fund provide clear linkages to the emerging priorities set out in this report.

³ More information on Transport for London’s Healthy Street strategy can be found here - <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Development of the LCR HS2 Growth Strategy has been funded through the HS2 Grant received from Central Government.
- 3.3 Funding approvals for the Inclusive Growth Corridor Plans will be brought through the WYCA Assurance Process, with approval anticipated to be sought at the 1 February 2018 WYCA meeting.

4 Legal Implications

- 4.1 None as a result of this report.

5 Staffing Implications

- 5.1 Development work has been undertaken within the WYCA Transport Policy team. Development of the 'Inclusive Growth Corridor Plans' are proposed to be undertaken in partnership with relevant district authorities.

6 External Consultees

- 6.1 All districts across the Leeds City Region have been supporting WYCA in developing the LCR HS2 Strategy.

7 Recommendations

- 7.1 That Transport Committee note the progress on the LCR HS2 Growth Strategy and endorse the draft for publication and engagement.
- 7.3 That Transport Committee endorse the principles for taking forward the Inclusive Growth Corridors in paragraph 2.11.

8 Background Documents

- 8.1 None.