
Report to: Wakefield District Consultation Sub Committee

Date: 14 February 2019

Subject: **Consultation Report**

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1. **Purpose of this report**

1.1 DCSC members' views are sought on the following:

- Planning for Growth: The City Region Connectivity Strategy

2. **Information**

2.1 In June 2017, the West Yorkshire Combined Authority endorsed development of the HS2 Connectivity Strategy, which seeks to distribute the benefits of the arrival of HS2 in 2033, across the City Region.

2.2 Since this time, Transport Committee have considered and supported the development of the Leeds City Region HS2 Growth Strategy and the associated Leeds City Region HS2 Connectivity Strategy throughout 2017-2018.

2.3 The most recent update was provided to the 9 November 2018 Transport Committee meeting, with the key points summarised below:

- The report develops the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. The report sets out how transforming connectivity in the communities of greatest economic need will help raise productivity, living standards and improve air quality, thereby helping to deliver Inclusive Growth.
- The conclusions build on the current investment in transport improvements across York, Wakefield, Leeds, Bradford, Calderdale and Kirklees. Significant improvements are already being made through programmes including Connecting Leeds and the West Yorkshire-plus Transport Fund across Walking, Cycling, Bus and Rail.
- This report seeks to 'commence a conversation' on future solutions to future capacity requirements and delivering inclusive growth - including

maximising the positive impact of strategic transport investments (HS2/NPR).

- Subject to feedback received through the conversation, the proposed City Region Transit Network has the potential to form a key priority for delivery in the timeframe up to HS2 opening in 2033.
- The key 'places to connect' for the four corridors examined so far have been identified and are illustrated within Figure 1 below. The work to date proposes three new public transport services to increase capacity between key local urban communities into national hubs – the orange, green and blue lines. Some of these services have the potential to require entirely new infrastructure and whilst complementary to the existing transport system, offer the opportunity to reimagine how other modes such as bus and rail can integrate with it. Together these new services would form the first tranche of the 'City Region Transit Network' to open in parallel with HS2 opening in 2033.
- It is important to note that for the proposals set out in the map at **Appendix 1**, detailed alignments, confirmation around mode choice and business case value for money assessments would be developed as part of the next stage of development works and would also be informed by feedback and amendments as a result of from the proposed forthcoming engagement. At this stage Figure 1 is intended to illustrate the key communities to connect through transformed connectivity by 2033. It is likely that Mass Transit has an important role to play for some of these services given the scale of demand forecast and the economic needs of these communities.
- Different modes of transport serve different needs and provide different levels of capacity. Technologies have moved forwards significantly in the last decade. For example, new battery technologies, hydrogen propulsion and autonomous innovations are changing advance mass transit vehicle technologies, which also improve air quality. There are a range of pros and cons for each individual vehicle technology option.
- The work undertaken to date and reported to Transport Committee highlights that Mass transit vehicles (i.e. vehicles which can carry between 200-300 people – a vehicle of this size requires a steel rail) are anticipated to be required to meet the capacity need in delivering some of these new City Region Transit Network services set out in Figure 1.
- The Mass transit vehicles would be just one element of integrated future pipeline; the system would need to be integrated within the wider public transport offer, for example through bus services feeding the mass transit services. Bus will continue to have a very important role in the transport network.
- This is only the start of the conversation. Through the conversation with stakeholders and the public as well as through the development of the business cases, other modes such Bus Rapid Transit or Tram-Train will continue to be assessed and may be more suitable for example, where there lower levels of capacity are required or where there is direct interface with the heavy rail network respectively.

- The analytical and evidence based approach applied here is focused on connecting communities in greatest economic need/opportunity. This is the logical and evidenced based next step in the City Region's plans for transport investment.
- Significant further development work is required on the City Region Transit Network and would be informed by the conclusions of the forthcoming engagement.

2.4 A business case considering all the technology options which meet this need will need to be developed, as part of which are there significant and exciting opportunities to explore linkages to the wider LEP Board around Green Blue Infrastructure, the Energy Strategy, the Hydrogen 21 project and within the 'Technology for Good' component of the Digital Framework.

2.5 Further information will be available shortly asking for views from stakeholders and the public on the map and the technologies which should be considered in its delivery.

2.6 DCSC members will have an opportunity to provide feedback at the meeting.

3. Recommendations

3.1 That the Sub-Committee's feedback on the Connectivity Strategy is recorded to inform the ongoing development of the strategy.

4. Background Documents

4.1 None.

5. Appendices

Appendix 1 - 2033 Emerging City Region Transit Network with HS2