

# West Yorkshire Combined Authority –Working Draft Environmental Consultation and Working Draft Equality Impact Assessment Response – December 2018

## 1 Introduction

- 1.1 This constitutes the response of the West Yorkshire Combined Authority to the HS2 Working Draft Environmental Consultation (WDES) and Working Draft Equality Impact Assessment.
- 1.2 The Combined Authority works to ensure that our region is recognised globally as a strong, successful economy where everyone can build great businesses, careers and lives. We bring together local councils and businesses to achieve this vision, so that everyone in our region can benefit from economic prosperity and a modern, accessible transport network.

## 2 West Yorkshire Combined Authority

- 2.1 West Yorkshire Combined Authority is the transport authority covering Leeds, Wakefield, Kirklees, Bradford and Calderdale districts. We are not a strategic or local planning authority and therefore have no statutory responsibilities relating to planning. The Leeds City Region Local Planning Authorities are committed to partnership working to ensure a joined-up approach to spatial planning including tackling cross-boundary issues and agreeing strategic priorities. These strategic priorities are reflected in the objectives of the Leeds City Region Strategic Economic Plan (SEP), specifically around Priority 4: Infrastructure for Growth.
- 2.2 The proposed HS2 scheme in itself will intrinsically help the City Region achieve this priority 4 objective. Our partner authorities, in developing their local plans, are mindful of the proposed HS2 alignment when allocating development sites and the WDES provides useful information about the likely impact of the proposal during construction and implementation.
- 2.3 From a strategic perspective, a greater level of certainty with respect to the final alignment, construction method (i.e. tunnels, viaducts, at grade etc.) and the resulting impact areas of the scheme would be helpful. This is particularly important as some partner councils are currently reviewing their local plans or have recently done so. Changes that results in planning blight of land (particularly on allocated sites) potentially poses a challenge for partner councils and ultimately may have a negative impact on the ability of partner councils to deliver the housing and employment growth to deliver the SEP growth aspirations.

- 2.4 As with any major infrastructure project, the impacts of the construction and operation of the HS2 would result in changes to the quality and character of neighbourhoods along the route. We expect that the individual planning authorities in the City Region will be responding to the WDES consultation addressing these localised issues.
- 2.5 This response is structured in three parts. The first part of the response deals with the wider issues that are relevant to HS2. The second part of the response deals with the Working Draft Environment Statement (WDES) and the final part deals with the Working Draft Equality Impact Assessment.

### 3 Leeds City Region Growth Strategy

- 3.1 West Yorkshire and our region's partners strongly welcome the arrival of high-speed rail to the UK's largest economy and population centre outside London. The Leeds City Region economy is the biggest outside London, worth over £65 billion and generating 5% of England's outputs. We have three million residents, a workforce of 1.9m, 119,000 businesses, fourteen further education colleges and nine higher education institutions, one of the largest concentrations in Europe. Our long-term vision is "to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone".
- 3.2 The eastern leg of HS2, HS2 East, will reshape the economic geography of the UK. It will bring 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. Maintaining the deliverability of the eastern leg to secure the benefits of HS2 is of paramount importance to the Combined Authority.
- 3.3 HS2 is much more than a transport project. It will act as a catalyst for regeneration and growth around our main transport hubs, it will improve connectivity to our towns and cities across the Leeds City Region and it will improve the skills and job opportunities for our workforce.
- 3.4 HS2 is part of our wider ambitions for inclusive growth across the Leeds City Region. This growth is essential in order to raise living standards and tackle deprivation, boost innovation, exports and create new jobs. HS2 helps to achieve our goals by strengthening business links, by opening up new markets and access to talent and by connecting people to jobs.
- 3.5 HS2 will be at the centre of a coherent strategy for improving the rail and transport network serving the Leeds City Region. The Growth strategy sets out six work streams to help transform the city region economy –

- A step change in connectivity for the city region – by increasing capacity, faster journeys, seamless interchange to bring people closer together to drive innovation, productivity and growth.
- A new world class gateway at Leeds station – providing a distinctive gateway into Leeds and the city region linking HS2 into the heart of Leeds and a connected place where national, regional and local transport services are integrated together.
- A catalyst for regeneration – supporting regeneration, urban development and housing growth both within Leeds South Bank and around other city regions transport hubs. Helping to double the size of the Leeds city centre economy.
- Inspiring our people – position the city region as a centre of excellence for skills development in rail including strengthening links with the high-speed college in Doncaster and the proposed Leeds University Institute for High Speed Rail. To inspire the next generation of engineers, technicians and infrastructure specialists.
- Developing our businesses and supply chain – increase awareness of the opportunities HS2 will bring and support innovators, entrepreneurs and investors to develop new and exciting products in rail engineering.
- A magnet for investment and a cultural destination – promoting the cultural assets of the region to encourage visitors and workers.

The Leeds City Region Growth Strategy can be downloaded from:

<https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

## 4 West Yorkshire Transport Strategy

- 4.1 The Combined Authority has developed a new long-term strategy for West Yorkshire to deliver a modern high-class integrated transport system that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan (SEP).
- 4.2 The transport strategy 2040 vision is to 'Enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable'. To support this there are three key objectives:
  - Economy: Create a more reliable, less congested, better connected transport network.
  - Environment: Have a positive impact on our built environment
  - People and Place: Put people first to create a strong sense of place.

- 4.3 The Strategic Transport Plan recognises that the rail network is the core of an integrated public transport system. It also recognises the need for both HS2 and NPR infrastructure to be designed to accommodate future growth and demand for all services (local, regional and national) and future proofed as far as possible. This must include major rail capacity improvement at and around Leeds station to ensure HS2 and NPR is not developed at the expense of affordably providing capacity for other rail service improvements.

The West Yorkshire Transport Strategy can be downloaded from:

<https://www.westyorks-ca.gov.uk/transport/transport-strategy/>

- 4.4 The strategy recognises the importance of cycling and walking and our ambition to encourage modal shift to public transport. We will welcome HS2 to incorporate these considerations as part of the HS2 design at Leeds station and along the route.

## **5 Strategic Economic Plan – Building from the North**

- 5.1 The Combined Authority and Leeds City Region Enterprise Partnership (LCR LEP) has published the Strategic Economic Plan (SEP) for Leeds City Region, the SEP sets out four priorities for investment:
- Priority 1: Growing Business
  - Priority 2: Skilled People, Better Jobs
  - Priority 3: Clean Energy and Environmental Resilience
  - Priority 4: Infrastructure for Growth
- 5.2 The region will need excellent transport infrastructure to underpin connectivity and create the conditions that will facilitate innovation, trade and that will attract skilled people and investment as indicated by priority 4. The Combined Authority and Leeds City Region Enterprise Partnership (LCR LEP) are committed to working with HS2 Ltd, other public and private sector partners to align investments for mutual gain to provide clarity and certainty to investors national and internationally.
- 5.3 Any opportunity to realise benefits early should be pursued. Leeds City Region has long called for the project to be 'built from the North'. In practice this could mean opportunities to phase construction so elements of phase 2b could be opened earlier than the whole route and in particular starting to redevelop and build Leeds station as soon as possible.

5.4 We would like to work more closely with HS2 and the Government on understanding the evidence of the benefit of HS2 to UK plc. With important contracts being let over in the coming years, it is important that the Leeds City Region can benefit directly from the construction and operation of HS2. The procurements offer the opportunity to bring tangible benefits to a wider supply chain and to a wider labour pool and spread the benefits across the country. Leeds City Regions HS2 Growth Strategy identifies how local companies and local people can benefit. We would welcome HS2's involvement in both quantifying the local benefits and then helping to make sure they are delivered.

## 6 Maximising the benefits of HS2

6.1 In order for HS2 to achieve its full potential and ensure that the connectivity benefits are spread across the Leeds City Region, here needs to be continued investment in infrastructure and services prior to the delivery of HS2.

6.2 The rail network in the Leeds City Region is already capacity constrained. Significant enhancements are already committed through franchise improvements which will provide new services and additional rolling stock capacity. The creation of an additional platform 0 at Leeds and the associated signalling and track works will improve resilience at the station. Future improvements as a result of the proposed £3 billion Trans-Pennine route upgrade will provide further capacity and connectivity improvements within the city region.

6.3 Investment in the East Coast Main Line (ECML) is essential to ensure that HS2 phase 2b is to deliver its full potential. Work is needed to develop a clear plan for how the opportunities from capacity released on ECML south of York can be realised fully and also to ensure service levels and capacity north of York can be maximised. Research commissioned in 2016 for the East Coast Main Line Authorities (ECMA) indicates that investment in ECML would generate £0.3bn of additional GDP per year rising to £0.5bn if developed in conjunction with the HS2 proposals. Another study commissioned by HS2 East showed similar findings with the investment yielding benefits of £0.72bn when ECML upgrades are included but only £0.6bn for the HS2 eastern leg alone.

6.4 Both ECMA and HS2 East have agreed five common principles in relation to future investment in the ECML and maximising benefits from HS2 which are supported by the Combined Authority. These are as follows:

- Secure investment in the short-term and beyond - both the ECML and HS2 East should be part of a coherent strategy for the rail network as a whole.
- Getting the ECML ready – investment is required to maximise the benefits of the capacity release from HS2 to provide more direct services for towns and cities and better commuter services.
- Transforming stations and their surrounding areas to improve interchange and act as a catalyst for regeneration.
- Boosting productivity and changing economic geography.
- Invest in strengthening the link between Local Government and Central Government to infrastructure and services on the ECML

## 7 Working Draft Environmental Statement (WDES)

- 7.1 The Combined Authority acknowledges that the consultation on the Working Draft Environmental Statement (WDES) is an additional non-statutory stage of consultation that HS2 Ltd has introduced to try to resolve as many issues as possible prior to the hybrid bill being lodged with Parliament. In addition, the Combined Authority acknowledges that the WDES is based on a point in time design of the scheme, and has been in ongoing discussions with HS2 Ltd and partners particularly around the station and the depot. The Combined Authorities response to this consultation is on the proposals presented in the WDES, and takes the opportunity to reiterate the changes agreed with HS2 Ltd.
- 7.2 The Combined Authority has been unable to fully assess the impact of proposals due to the level of information provided across a number of areas in the WDES. The information regarding the environmental baseline is of particular importance when assessing the impact on traffic and transport, noise and air quality on local communities, the Combined Authority has requested for this to be shared at the earliest opportunity.
- 7.3 The Combined Authorities strategic aim with regard to the WDES response and the wider hybrid bill strategy is to secure an optimum High-Speed Rail final design that delivers the benefits set out in the Leeds City Region HS2 Growth Strategy, which is as sensitive as possible to local concerns and issues - through the appropriate type, level and quality of mitigation.
- 7.4 The WDES is split into a number of different reports. Some of these deal with the general matters, such as scoping and methodology of the environmental assessment and the route-wide and off-route effects. The others are the 'Community Area reports', which set out high level environmental impact assessments for specific areas along the route of Phase 2b. Of the 28 community areas, five cover West Yorkshire which are:
- LA14: South Kirkby to Sharlston Common
  - LA15: Warmfield to Swillington and Woodlesford
  - LA16: Garforth to Church Fenton (partly in Selby and North Yorkshire)
  - LA17: Stourton to Hunslet
  - LA18: Leeds Station
- 7.5 The route through West Yorkshire runs through a variety of different landscapes, traversing rural areas within the Wakefield district before encountering an ever-increasing urban landscape on its approach to the centre of Leeds.

- 7.6 Rather than respond to each Community Area in turn our response covers the route as a whole. Planning authorities our district partners in Leeds City Council and Wakefield Metropolitan District Council have provided their own detailed responses to the WDES. The responses provided here are complementary to those provided by our district partners.
- 7.7 The Combined Authority alongside district partners, HS2 Ltd and DfT has been involved in ongoing discussions in relation to the HS2 design. In a number of cases the Combined Authority is aware that HS2's plans have or are due to change. The response reflects the designs provided in the WDES.
- 7.8 Under the current HS2 proposals within West Yorkshire the 56km HS2 route will require the demolition of 15 residential and 60 commercial properties, 58 roads and 39 footpaths either closed or diverted, 755 hectares of land (a third of which is prime agricultural taken out of use) and 141 hectares of wildlife and woodland impacted. It will also affect 45 bus routes and rail services that operate along the Hallam, Pontefract, York & Selby and the East Coast Main Line. Construction of the HS2 line will require the development of 6 construction compounds supported by 53 satellite compounds.
- 7.9 The WDES sets out the impacts of HS2 across a number of environmental topics and the Combined Authority response is as follows:

**Air quality:**

- 7.10 The WDES does not provide a sufficient level of detail beyond a high-level statement indicating that measures will be implemented to manage dust, air pollution and odour during construction and that it is not predicted that there will be significant adverse route-wide air quality effects during operation.
- 7.11 A West Yorkshire Low Emission Strategy has been adopted by the Combined Authority and all West Yorkshire Partner Councils. This outlines measures to significantly improve air quality across the region and makes a series of recommendations which include planning and new development. The final environmental statement needs to be cognisant of its contents. The strategy can be downloaded from:  
<https://www.bradford.gov.uk/media/3590/west-yorkshire-low-emissions-strategy.pdf>
- 7.12 The revised air quality action plan produced by Government in 2017 identified a number of cities across the UK that must deliver a clean air zone, including Leeds. This will be implemented in January 2020 and part of the HS2 route falls within the clean air zone. The implications of this in relation to construction and haulage etc must be reflected in the final environmental statement.

## **Ecology and Biodiversity:**

- 7.13 Where HS2 is expected to have adverse environmental effects on existing green and blue infrastructure<sup>1</sup>, mitigation measures should look to reinstate these features to a higher quality than was experienced prior to HS2 occurring. When developing mitigation responses how these interact with the wider green and blue infrastructure network should be considered and responses should not result in the establishment of green and blue infrastructure that cannot be accessed by the general public.
- 7.14 A common barrier to the implementation of green and blue infrastructure are the ongoing liabilities associated with the maintenance of such assets. Funding should be put in place by HS2 to ensure the green and blue infrastructure assets implemented are able to be maintained and managed to a high standard in the long-term.
- 7.15 The Leeds City Region has an ambition to become a resilient, zero carbon energy economy and recent modelling undertaken for the City Region's Energy Strategy and Delivery Plan suggests under a business as usual scenario CO2 emissions from transport are likely to rise by 28% by 2036. HS2 will contribute to the CO2 emissions that are emitted in the City Region therefore consideration should be given to incorporating measures which reduce the carbon footprint of the project to as low as possible e.g. incorporating renewable energy and energy storage into the design of new stations, tree planting and green spaces.

## **Socio-economics:**

- 7.16 For those businesses that will be directly affected in terms of the need to relocate to new premises, a support scheme with funding to contribute towards relocation costs and associated professional advice on the required property specifications, would be welcomed. This would need to be implemented well in advance of the relocation dates in order for businesses to plan effectively and to minimise the impact on trading.
- 7.17 Leeds City Region has a current shortage of modern industrial property, and of sites capable of accommodating it, as is evidenced by a 60% increase over the last 12 months of businesses account-managed by the LEP's team of SME Growth Managers with outstanding property requirements. Therefore, it would also be welcomed if consideration could be given to the development of modern industrial units on any land in the City Region that HS2 has influence over in direct relation to the property requirements of those businesses that will need to relocate.
- 7.18 Consideration should also be given to providing some financial support to businesses that will suffer loss of trade as a result of congestion and delays caused by road closures in and around the proposed routes.

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<sup>1</sup> For the purposes of this response and to ensure alignment with the Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan green and blue infrastructure is defined as a network of multifunctional green space, rural and urban, capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, street trees, allotments and gardens, as well as rivers, canals and other water bodies.'

## **Traffic and Transport:**

- 7.19 The Combined Authority recognises that the size and complexity of the HS2 project has the potential to cause disruption to the transport network in West Yorkshire and this will be over a prolonged period. There are a large number of road closures planned which will result in a significant number of traffic diversions. Displaced traffic will worsen congestion on surrounding roads and therefore increase journey times for all users. As the transport authority, we are concerned that this will have a negative impact on local bus services and the impacts will be felt far beyond the immediate HS2 construction area. It is also apparent from the WDES that existing rail operations could also be impacted for a significant length of time.
- 7.20 The Combined Authority is committed to working with HS2 Ltd and district partners to try and ensure that potential disruption from both HS2 construction and operation is kept to a minimum. This requires a phased and co-ordinated programme to ensure that public transport provides the optimum solution for travel in those areas impacted by HS2 construction.
- 7.21 We require a detailed forward plan to ensure that the Combined Authority is proactive rather than reactive to impacts of HS2 construction and operation. This will ensure we can plan in proposed changes to public transport and work with both bus and rail operators to ensure that we can get the appropriate messages out to passengers.
- 7.22 The WDES states that the potential impacts on traffic and transport have been assessed qualitatively but no quantitative assessment has been undertaken at this stage and this will be presented in the final environmental statement. The Combined Authority requests that this information is made available as soon as possible to ensure we can work with HS2 Ltd and other stakeholders to ensure that negative impacts on the road and rail network are reduced as much as possible.
- 7.23 Leeds City Council has put forward the following 'Network Management Principles' which the Combined Authority fully endorses –
- Off line construction solutions should be considered at strategic locations on the road network where practicable – to avoid lengthy closures of the strategic road network where possible.
  - Maintain the functionality of Leeds station and its environs during construction – protecting bus routes from delays and ensuring pedestrian connections are maintained.
  - Planning for the effective phasing of road closures - mitigate the impact on the highways network with a comprehensive network management plan.
  - Mitigation according to hierarchy of impact – The acceptability and sequencing of proposed road closures will depend on the location, duration and severity of the impact. These should be modelled in the appropriate software package.

- Maintaining network resilience and managing the cumulative network impact – the resilience of the road network should be preserved with the closure of no more than two bridges during the same time period with sufficient separation between the locations, alongside the closure of no more than one key adjacent radial or parallel route during the same time period.
- Maintaining public transport accessibility and provision for walking and cycling – where public transport routes require diversion, the alternative route should offer a comparable journey time and level of accessibility. The park and ride offer should be maintained given the importance of this infrastructure in removing traffic from the highway network in Leeds city centre. Provision for non-motorised users should be maintained across all routes and the length of diversions minimised where possible.

### ***Impacts on bus services:***

- 7.24 Across West Yorkshire a number of routes will be affected during both HS2 construction and operation. In total (from our evidence) we estimate that 45 different routes (covering a number of services) will be impacted which equates to 238 bus movements per hour. The levels of potential disruption varies across different routes but many services will be impacted for a couple of years to allow for road closures whilst HS2 is constructed. In certain circumstances, services will be permanently diverted.
- 7.25 With regards to bus services, increasing journey times will result in increased costs for operators and potentially lead to a reduction in use with passengers switching to their cars if bus services become less reliable. Increasing costs and reducing revenues will impact on the viability of some bus operations and where services are being diverted, we would expect support from HS2 to offset additional costs. For temporary diversions it may be appropriate to provide infill services to ensure communities are not isolated in terms of public transport provision. Where a service is permanently diverted we would expect bus shelters and real time display units provided as standard on the new route.
- 7.26 Of particular concern to the Combined Authority are bus services which operate via the Stourton area and through the southern part of Leeds city centre. These will face significant disruption and it is important to recognise that many of the impacted services operate into Wakefield and Kirklees and therefore potentially impacting services over a wide area. We are willing to explore options with HS2 Ltd to ensure that bus passengers are not adversely impacted by the construction and operation of HS2 and that the mitigation measures are covered in the final environmental statement.
- 7.27 New bus based park and ride facilities at Elland Road and Temple Green have been extremely successful removing 8,000 car journeys a week on busy city centre roads, reducing congestion and improving air quality. It is vital that access to these sites is maintained during HS2 construction and this includes access to the proposed new park and ride site at Stourton. It is noted that under current proposals, the Temple Green site will temporarily lose 170 spaces whilst the HS2 depot is constructed. We understand that plans for the depot have potentially been revised and this may no longer be an issue but the Combined Authority reaffirms that the park and ride facility should be maintained at full capacity throughout the construction of depot.
- 7.28 In conjunction with HS2 and district partners we are keen to develop strategic transport solutions for key parts of the network impacted by HS2 construction. This could include the development of temporary park and ride sites. The potential for these and other innovative solutions should form part of a comprehensive transport assessment network management plan as the final environmental statement is developed.

### ***Impacts on Rail Services:***

- 7.29 The WDES acknowledges that the construction of HS2 will result in works that will potentially impact on Network Rail assets and therefore result in potential disruption to passenger and freight movements. It also states that where possible works will be undertaken where possible at the same time as planned renewals by Network Rail, by short overnight stages or longer closures over weekends and bank holidays.
- 7.30 The WDES contains very little if any detail on potential possessions apart from general comments that rail possessions could result in disruption to rail services and the impacts will be reported in the formal environmental statement. Any long-term rail closures will have a significant impact on both local commuter services, national routes as well as freight. The following lines in West Yorkshire will be impacted:
- Doncaster to Wakefield Line – used by up to 252 services per day. Links Leeds and Wakefield to London, West Midlands, Sheffield and the South West. Operators include Northern, LNER and Arriva Cross Country. It is also an important freight route.
  - Pontefract to Wakefield Line – used by up to 82 services per day. Links Leeds and Wakefield to Knottingley and Bradford / Wakefield to London via Pontefract. It is an important freight route which includes biomass services to Drax Power station. Operators include Northern and Grand Central.
  - Leeds to Selby/York Line – Used by up to 334 services per day. It links Leeds to York and the North East as well as Selby and Hull. Many services originate in Manchester and Liverpool as well as the West Midlands and the South-West. Operators include Northern, TransPennine Express and Arriva Cross Country.
  - Hallam Line – Used by up to 222 services per day. It links Leeds to Wakefield Kirkgate, Castleford, Sheffield and beyond. It is used predominantly by Northern Trains as well as freight services.
- 7.31 Closure of any of these lines for a prolonged period will cause a significant inconvenience for rail passengers as there are no other strategic routes on which rail services could be diverted (phased closure may provide an alternative in some circumstances). The use of rail replacement bus services needs to be avoided where possible as the road network will already be congested as a result of road closures and diversion.

7.32 The impact and phasing of the proposed Trans Pennine Route upgrade also needs to be factored into the final environmental statement. Whilst the line is upgraded between Ravensthorpe and Leeds, TransPennine services could be diverted via Healy Mills, Wakefield and Woodlesford onto the Hallam Line. This would not be possible if the line is closed for HS2 works. We would welcome the opportunity to work closely with HS2 Ltd on the detailed plan of implementation in order that the impact on commuters and businesses could be minimised during construction.

**Leeds HS2 station:**

7.33 The existing Leeds station is already the busiest transport hub in the North of England and the aspiration is that the HS2 station will seamlessly integrate with the existing station (including NPR) to create a world class gateway into Leeds and the wider city region. The Leeds Integrated Station Masterplan sets out a compelling vision for the transformation of Leeds station and is available to download from:

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

7.34 The South Bank in Leeds is a 235 hectare site and one of the largest regeneration initiatives in the country. The HS2 station in Leeds sits in the heart of these proposals and Leeds City Council have produced a supplementary planning document which includes policies aimed at better integrating the northern and southern halves of the city centre and preparing for the arrival of HS2 and transformation of the existing station. The policies were developed in collaboration with local stakeholders, landowners and businesses. HS2 need to be cognisant of these proposals as they develop plans for the city centre station. The supplementary planning document can be downloaded at <https://southbankleeds.co.uk/shapeyourcity>

7.35 The Combined Authority along with Leeds City Council, Network Rail, DfT, MHCLG, London & Continental Railways Ltd and HS2 are working in partnership to develop plans for the Leeds HS2 station which is sited in the key regeneration zone of the South Bank. There are a number of elements in the WDES covering Leeds station which need considering further as work progresses including:

- The requirement for passive provision for two-way mass transit along Neville Street including under the dark arches in addition to the proposed pedestrianisation.
- A physical high-quality connection between the HS2 and existing station. This should include a new overbridge into and across the existing station and a functional roof structure between the two to provide an integrated station.
- The provision of a Southern entrance to the HS2 station to maximise regeneration and connectivity to the South Bank area of Leeds, proposed car park and multi-modal transport connections.
- The development of a bus interchange facility, taxi pick up/drop off and passive provision for mass transit at new Southern Interchange to promote multi-modal transport connections.

- The possibility of relocating the proposed HS2 station pickup drop off point adjacent to the central concourse to enhance connections between Temple Works and the proposed city park.
- The provision of east to west and south to north connectivity for pedestrians and cyclists within the footprint of the HS2 station.

***Interface with Northern Powerhouse Rail Services:***

7.36 Northern Powerhouse Rail (NPR) will help transform the economy of the North of England by significantly improving the capacity, frequency and journey time of rail links between the region's main economic centres. The emerging vision for the scheme in and around Leeds includes:

- Faster Transpennine links between Manchester and Leeds, either via a new line serving Bradford, or an upgrade akin to a new line via Huddersfield.
- Leeds to Sheffield delivered through HS2 Phase 2b including a touchpoint at Stourton and upgrading the route from Sheffield.
- Leeds to Newcastle via a junction off HS2 including a touchpoint near Garforth and significant upgrades to the East Coast Mainline
- Significant upgrades to the existing line from Leeds to Hull (via Selby)

7.37 Combined together, the proposals represent a network that will improve services across the region and provide the potential for seamless rail travel across cities in the North from Liverpool to Hull. Both NPR and HS2 are integral parts of the North's rail network and it is essential that they are planned as part of the network and not in isolation to it, within the approach to strategic rail defined in Transport for the North's Strategic Transport Plan.

7.38 Regional and local rail services extend the reach of HS2 and NPR by offering connections via hub stations to places not directly served. Taken together, HS2 and NPR will make significant direct contributions to the connectivity and capacity themes and will provide new high-speed services across and from the North that better meet customer expectations. It is also likely that significantly enhanced rail services will lead to a growth in use especially in the numbers of passengers interchanging in Leeds Station.

7.39 To ensure that the benefits from both HS2 and NPR are realised by utilising spare capacity on HS2 infrastructure it is important that the touchpoints between the two networks are delivered in full and final environmental statement needs to reflect the importance of the touchpoints to the local, regional, NPR and HS2 networks:

- Clayton touchpoint - improves journeys times and service frequencies between Sheffield and Leeds using the HS2 eastern leg. A junction at Clayton has already been included in the scope of HS2 Phase 2b to enable future NPR and HS2

services at Sheffield Midland station to connect onto HS2 to travel towards Leeds, the North East and Scotland.

- Stourton touchpoint - connectivity into Leeds from the South, via a new HS2 junction at Stourton which would enable services through Leeds to the North East and Scotland.
- Garforth touchpoint - a junction at Garforth to enable NPR services from the West to connect onto HS2 to the east of Leeds, thereby connecting Manchester and the North West to the North East

### ***South Yorkshire Parkway Station:***

7.40 We appreciate that two intermediate parkway stations are proposed by TfN on the Leeds and Sheffield route. We would welcome further opportunities to work with HS2 and TfN to understand the viability, cost, regeneration and wider benefits of the both locations. We would also like to understand the potential opportunities to stop the HS2 classic compatible services beyond Sheffield onto destination further north and explore the possibilities of stopping both HS2 and NPR services at the potential parkway locations.

### ***HS2 Rolling Stock Depot:***

7.41 The Combined Authority welcomes the location of a rolling stock depot in the Leeds Enterprise Zone. The rolling stock depot will bring skilled jobs to the Leeds City Region and be a key part of our ambition to be an international centre of excellence in light and high-speed rail as we seek to maximise the benefits of this investment.

7.42 The Rolling Stock Depot (RSD) covers 16 hectare of land within the Leeds Enterprise Zone. Based on the site masterplan this equates to the loss of almost 600,000 sq ft of employment floorspace on land which was immediately available for development. As part of the enterprise zone offer, Enhanced Capital Allowances are available on the Gateway 45 site for companies commencing operations before April 2020. The RSD proposal makes this incentive irrelevant given the blight and uncertainty caused and the lead in time for new units for specific end users to be delivered. Aire Valley Land, the developers at Gateway 45 are currently remediating the former water treatment filter beds, with this work due to complete in early 2020. It is only at this point that development can commence meaning that Enhanced Capital Allowances will not be available for any interested businesses. This impacts substantially on the ability to secure inward investment into the city and support existing businesses to grow and expand. In recognition of this loss, the resetting of the Enhanced Capital Allowance incentive is sought as well as the designation of additional land adjacent to Gateway 45 as an Enterprise Zone, or alternatively other sites to the equivalent size within the wider city region.

- 7.43 It is estimated that circa £1m per annum of business rates will be lost in the short to medium term due to the loss of employment floor space and up to circa £19.5m over the full business rate retention period to 2037. These figures are based on projected commercial development floorplates and business rates income expected, following masterplan appraisals. The land taken by the RSD was immediately available for development. However, the impact is greater than this due to the blight which has been caused and the need to remediate further areas of land prior to development being commenced. This includes the former water treatment filter beds and effectively means that further employment development cannot come forward at Gateway 45 until 2020 at the earliest.
- 7.44 It is acknowledged that the future rolling stock depot facility will contribute rates, but given that business rates are to be retained by the Combined Authority until 2037 as part of the enterprise zone designation, and high level assumptions have been made around their future use/investment, the delay in drawing in the rates income now leaves a pressure for Combined Authority future budget planning and jeopardises the deliverability and business case for investment in our other enterprise zones sites across the city region. Compensation for the loss of income to the Combined Authority is therefore sought which was programmed to be used to support other projects to deliver economic growth across the city region. In addition, compensation is sought for the incurred £30,000 of technical fees by the LEP and Revolving Investment Fund in the assessment, evaluation and development of a loan agreement for development on the affected site which can no longer proceed.
- 7.45 A great deal of work has been undertaken between HS2, Leeds City Council and the Combined Authority which has resulted in the depot boundary being amended, culminating in the plan issued by the Secretary for State in July 2018. Whilst this is welcomed, it is imperative that HS2 continue to work closely with the University of Leeds and Aire Valley Land to ensure that there is alignment between development proposals including the physical boundaries being worked to as well as the access routes required for the rolling stock depot and those defined to access the remaining development land.
- 7.46 From economic modelling undertaken for the entire Gateway 45 site, it is estimated that through the loss of employment floorspace required by the rolling stock depot, the potential to create 2320 jobs is now at risk as well as the ability to increase GVA by circa £113m. This should be reflected in the targets identified for the Leeds enterprise zone and re-profiled to reflect the timescale for the rolling stock depot being delivered as well as the job numbers anticipated.

## **8 Working Draft Equalities Impact Assessment.**

- 8.1 The Leeds City Region HS2 Growth Strategy sets out how the Leeds City Region will work with Government, business, schools, colleges and universities to maximise the benefits of HS2. Developing inclusive growth that is accessible to all is vital to transforming our economy and HS2 will act as a catalyst for regeneration and growth around our main transport hubs. Early consideration of equality issues will help the engagement process with those that will be affected along the proposed route and assist the challenges arising from both the construction period and where relocation of property's, businesses and facilities etc. is required. Businesses affected will need support in order to minimise disruption to their business operations and potential jobs losses. A number of facilities identified along the route enable health benefits to their users. It is important that these benefits are not lost and that they are successfully relocated and remain accessible to existing users.
- 8.2 The Combined Authority responded to the Department for Transport's 'Accessibility Action Plan Consultation' last year. Delivering a more accessible transport system which meets user needs and reduces barriers to travelling needs to continue. Taking into consideration our ageing population and those with long term health conditions it is important that these groups are considered throughout the process in order to ensure there are no physical barriers to travel. Inclusive design of physical environments is needed to ensure the same opportunities are available to all.