

**Report to:** Transport Committee

**Date:** 6 September 2019

**Subject:** **Leeds City Region Connectivity update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<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 of this report

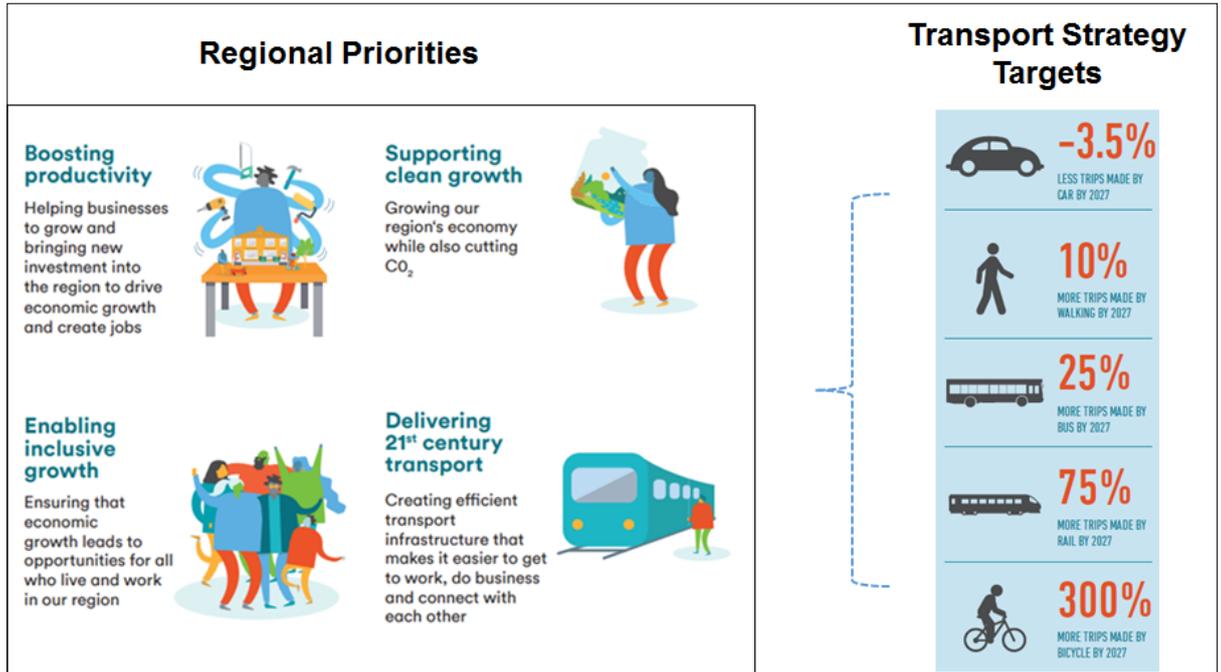
- 1.1. To provide Transport Committee with a progress update with development of the Leeds City Region connectivity strategy/plan, which is central to contributing to the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21<sup>st</sup> century transport and enabling clean growth.
- 1.2. To provide Transport Committee with a summary of the Advanced Urban Transit Technologies, soft market testing, which is an important next step in the development of the wider Connectivity Strategy.

## 2. Information

### Background

- 2.1. The Combined Authority has four strategic priorities as illustrated in Figure 1 and to achieve these from a transport perspective, we have a series of interim targets (to 2027) for the transport system, which focus on delivering on increasing sustainable and active public transport modes and reducing car trips.

Figure 1: Leeds City Region Priorities



- 2.2. To support achieving these ambitions, Transport Committee have previously endorsed work to develop a detailed plan for improving the connectivity between our key places, which will provide a new spatial pipeline for transport interventions across the region up to 2040 to meet our targets and priorities. A report to the Transport Committee meeting of 9 November 2018 set out the objectives and approach to the connectivity strategy/plan.
- 2.3. The connectivity plan is set in the context of the Combined Authority's adopted West Yorkshire Transport Strategy 2040 and focusses on West Yorkshire, but also talks to both the Leeds City Region and Transport for the North agendas. A key output from this work will illustrate, spatially, the strategic transport interventions necessary within the region to help meet the regional priorities and transport modal targets set out in Figure 1.
- 2.4. The Combined Authority's formal declaration of a climate emergency, alongside those of the partner councils, and call for urgent collaborative action to tackle emissions can also be expected to influence the type of transport investments that will be delivered by the Combined Authority and partners in futures. Following a series of sector workshops held in the summer which included transport, the Combined Authority is now developing its understanding of a carbon budget for the region and the pathway for changes to transport systems to deliver zero-carbon targets which will shape the Connectivity Strategy.
- 2.5. The connectivity work will bring together and integrate the inputs from a range of work-streams, which include:

- LCR HS2 Growth Strategy<sup>1</sup> which identifies the need to distribute the benefits of HS2 and Northern Powerhouse Rail across the region and also identified a priority list of ‘corridors of greatest need for transformed connectivity’ across the Region; these were called the ‘Inclusive Growth Corridors’. There are 25 Inclusive Growth Corridors in total and development work on the individual corridors is underway. The first tranche of corridors were considered at the 9 November 2018 Transport Committee meeting. Work on a second tranche of 7 Inclusive Growth Corridors commenced in April 2019 with evidence collection and analysis and a series of workshops held with the partner councils, and will be ready to report emerging findings in the autumn. Work on the final tranche of 9 corridors will commence in September 2019 to run to December 2019. A more detailed update report on the Inclusive Growth Corridors and Options Appraisal Reports will be brought to the November meeting of Transport Committee, with the opportunity for a workshop, if required.
- Local Cycling and Walking Investment Plan (LCWIP) produced by each of the West Yorkshire partner councils, focus on a number of local centres, to provide the detailed case for improvements to cycling and walking facilities.
- The West Yorkshire District Bus Network Reviews which establish the key routes anticipated for traditional bus services over the next decade
- The Future Mobility Strategy and Transforming Cities Fund Future Mobility Zone Bids
- A vision and strategy for rail and work with Network Rail and Transport for the North to define our requirements for rail including capacity, connectivity and passenger implications
- The ambitious Transforming Cities Funding submissions to the DfT for delivery of schemes up to March 2023. These include walking and cycling schemes, bus priority measures and other improvements in rail and bus facilities.

2.6. National Infrastructure Commission are providing expert challenge to help the Combined Authority develop the new connectivity plan, which will inform funding asks to government for transport improvements in the city regions.

2.7. It is anticipated that the first draft of the Connectivity Plan and long term investment programme, collecting together all of the inputs from the Inclusive Growth Corridor studies and the aligned work streams, will be ready to share early in 2020 for the input of Transport Committee, with a view to finalising a draft for wider stakeholders in April 2020.

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<sup>1</sup> <https://www.westyorks-ca.gov.uk/improving-transport/leeds-city-region-hs2-growth-strategy/>

- 2.8. To support the development of the connectivity plan and pipeline investment programme, Transport Committee considered a major report in November 2018 which opened a conversation around the geographic areas of the region where Mass Transit could play a role in meeting the future needs of the region through supporting our around raising productivity, delivering inclusive growth, addressing the climate emergency through clean growth, all of which is underpinned by a 21st Century transport system.
- 2.9. Since Transport Committee opened the conversation around the feasibility of a potential Urban/Mass Transit system in November 2018, Transport Committee have considered a number of updates at recent meetings, with the next stage of work focusing on preliminary/early stage development to support production of an Urban Transit Strategic Outline Business Case, which will be brought back to Transport Committee later in 2019.
- 2.10. Mass Transit would help to spread the benefits of High Speed 2, Northern Powerhouse Rail and Trans Pennine Rail Route Upgrade, and integrate with the wider public transport offer to provide the local connectivity / capacity necessary to support the region's key growth areas.
- 2.11. The need for a Mass Transit system for Leeds City Region has also been raised by the Rt Hon Elizabeth Truss MP and Prime Minister Rt Hon Boris Johnson MP over the last month.

#### Advanced Urban Transit Technologies Market Testing

- 2.12. To support the preparation of the Urban Transit Strategic Outline Business Case, the next steps are to establish the views of industry around how technologies are anticipated to change over the next decade, through a market testing/call for evidence<sup>2</sup>.
- 2.13. The purpose of the Market Testing is to understand the views of Industry around how transit technologies are anticipated to evolve over the next decade is essential to developing a 'best in class' transport system, which 'leap frogs' the mass transit technologies used in other regions. It will also help meet the Authority's priorities of raising productivity, delivering clean and inclusive growth and delivering a 21st Century Transport system. The information gathered will also support the development of an Urban Transit Strategic Outline Business Case.
- 2.14. To enable this, in partnership with Universities of Leeds and Huddersfield (who are experts in this field) we would like to now commence an Advanced Urban Transit Technologies Market Testing, with all promoters, manufacturers, suppliers, constructors, engineers, system developers and operators of 'Urban Transit' systems from across the world. A Market Testing briefing document has been developed and would be in the public domain. This is based on

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<sup>2</sup> <https://www.westyorks-ca.gov.uk/improving-transport/urban-transit/>

information which we have published already over the last 12 months and with communications focused on the trade press.

- 2.15. The market testing will shape the Authority's thinking on the scope, scale and deliverability of the potential technologies available, at the early stages of development. The feedback received through this market testing will help the Authority develop/design an 'advanced Urban Transit system' which integrates the public transport network together and allows us to remain at the forefront of technologies for many years to come. It will help to ensure design/development work is undertaken to create the most innovative system which meets our local priorities and is deliverable before 2033.
- 2.16. The Market Testing would started in early September, and would complete shortly after Christmas. It would be undertaken through a formal procurement process called a Prior Invitation Notice (PIN). This ensures a level playing field for all suppliers – however, this should not be seen as a procurement. It is an opportunity for us to talk to Industry to encourage inward investment in our region.
- 2.17. The Market testing document is available online on the Combined Authority website.
- 2.18. The Market Testing will help to inform the development of the Urban Transit Strategic Outline Business Case and also the Connectivity Strategy.

### **3. Financial Implications**

- 3.1 There are no financial implications directly arising from this report.

### **4. Legal Implications**

- 4.1 There are no legal implications directly arising from this report.

### **5. Staffing Implications**

- 5.1 There are no staffing implications directly arising from this report.

### **6. External Consultees**

- 6.1 No external consultations have been undertaken.

### **7. Recommendations**

- 7.1 That Transport Committee note the progress with development of the Leeds City Region connectivity plan and pipeline of interventions.
- 7.2 That Transport Committee note the Advanced Urban Transit Technologies, soft Market testing, which is an important next step in the development of the wider Connectivity Strategy.

## **8. Background Documents**

- 8.1 Advanced Urban Transit Technologies: Market Testing brief
- 8.2 Advanced Urban Transit Technologies - Prospectus World Wide Market Testing: Call for Evidence

## **9. Appendices**

- 9.1 None