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**Report to:** Leeds City Region Enterprise Partnership Board (LEP Board)

**Date:** 25 September 2019

**Subject:** **Advanced Urban Transit Technologies – Market Testing**

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## **1. Purpose of this report**

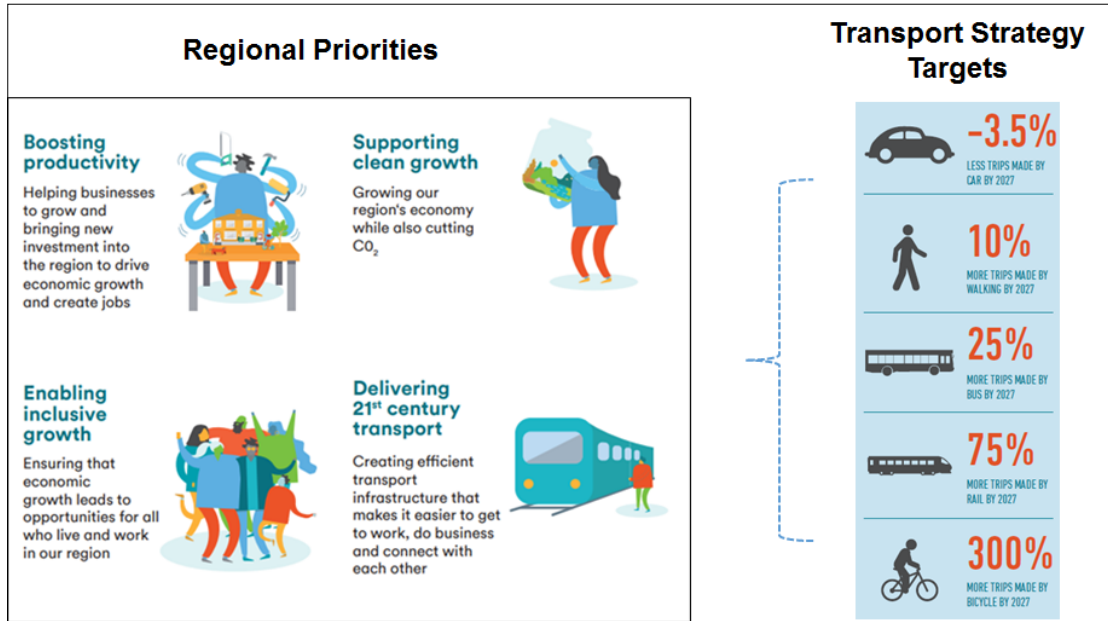
- 1.1. To provide LEP Board with a progress update on the development of the Leeds City Region connectivity strategy/plan, which is central to contributing to the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21<sup>st</sup> century transport and enabling clean growth.
- 1.2. To provide LEP Board with a summary of the Advanced Urban Transit Technologies, Market Testing / Call for Evidence, 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 for the transport system, which focus on delivering on increasing sustainable and active public transport modes and reducing car trips.
- 2.2. To support achieving these ambitions, the LEP 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.
- 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.

**Figure 1: Leeds City Region Priorities**



- 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 Plan will bring together and integrate the inputs from a range of workstreams, which include the Leeds City Region HS2 Growth Strategy, Local Cycling and Walking Investment Plans, the West Yorkshire District Bus Network Reviews, the Future Mobility Strategy and Transforming Cities Fund Future Mobility Zone Bids as well as the Leeds City Region Long Term Rail Strategy.
- 2.6. The 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 region.
- 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.
- 2.8. To support the development of the connectivity plan and pipeline investment programme, LEP Board considered a report in January 2019 which opened a conversation about how Mass/Urban Transit could play a role in meeting the future needs of the region through supporting our aims of raising productivity,

delivering inclusive growth, and addressing the climate emergency through clean growth, all of which are underpinned by a 21st Century transport system.

- 2.9. Since this time, work focusing on preliminary/early stage development to support production of an Urban Transit Strategic Outline Business Case has commenced which will be informed by the 'Advanced Urban Transit Technologies Market Testing'.
- 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/Urban Transit system for Leeds City Region has also been raised by the Secretary of State for International Trade and the Prime Minister over recent months.

#### Advanced Urban Transit Technologies: Market Testing / Call for Evidence

- 2.12. The purpose of the Market Testing is to establish the views of industry about how transit technologies are anticipated to change by the late 2020s/early 2030s.
- 2.13. The Market Testing will shape the scope, scale and deliverability of the potential technologies available, at the early stages of development. The feedback received will help the Authority develop/design an 'advanced urban transit system' which is 'best in class', to ensure the system meets our priorities of raising productivity, delivering clean and inclusive growth and delivering a 21<sup>st</sup> century transport system.
- 2.14. The Market Testing is a key milestone in ensuring the private sector is influencing from the earliest stages the design and scope of any transit scheme in our region. When LEP Board met and discussed Mass/Urban Transit at the January 2019 meeting, board members were keen to continue to be engaged with this work due to the transformational economic impact which schemes in this space have delivered elsewhere. LEP Board also highlighted the need to accelerate work in this area for our region.
- 2.15. The Market Testing Prospectus poses a range of discussion questions, which reflects the feedback received from the January LEP Board meeting. Questions which the Prospectus raise which LEP Board might be particularly interested include:
  - Whether new Urban Transit systems should be designed for autonomous vehicle operation?
  - The skills programmes which are required to be in place to maximise the opportunity around development and delivery of an Urban Transit system?

- The prospects of delivering a zero emission system (such as Hydrogen or Battery power operation) to help address climate change?
  - The opportunities for inward investment and the scale of Urban Transit system which would be required in Leeds City Region for a manufacturer to set up a new assembly/manufacturing base for Urban Transit vehicles in this region?
- 2.16. All the Market Testing materials are available online: <https://www.westyorks-ca.gov.uk/urban-transit/>. The website includes a Prospectus document which provides details around the discussion questions, process and timescales.
- 2.17. The Advanced Urban Transit Technologies Market Testing is being undertaken in partnership with Universities of Leeds and Huddersfield (who are experts in this field). It is targeted towards all promoters, manufacturers, suppliers, constructors, engineers, system developers and operators of 'Urban Transit' systems from across the world.
- 2.18. With the Market Testing now open, there is the opportunity for LEP Board members to communicate and discuss the Market Testing with their industry partners to ensure it has the widest reach possible.
- 2.19. The Market Testing commenced on 23 August 2019. The prospectus which is available online sets out that stakeholders/industry now need to notify the Combined Authority of their intent to take part by emailing the following address ([urbantransit@westyorks-ca.gov.uk](mailto:urbantransit@westyorks-ca.gov.uk)) by 31 October 2019 at the latest.
- 2.20. The Market Testing is being undertaken through a formal procurement process called a Prior Invitation Notice (PIN). This ensures a level playing field for all suppliers. However, the Market Testing should not be viewed as a procurement; it is an opportunity for the Authority and its partners to talk with industry to develop and design an Advanced Urban Transit system.
- 2.21. Feedback from the Market Testing will be brought to a future LEP Board meeting.

### **3. Financial Implications**

- 3.1 None as a result of this report.

### **4. Legal Implications**

- 4.1 None as a result of this report

### **5. Staffing Implications**

- 5.1 None as a result of this report.

**6. External Consultees**

6.1 No external consultations have been undertaken

**7. Recommendations**

7.1 That LEP Board note the progress with development of the Leeds City Region connectivity plan and pipeline of interventions.

7.2 That LEP Board note the Advanced Urban Transit Technologies, Market Testing, which is an important next step in the development of the wider Connectivity Strategy, and provide feedback.

**8. Background Documents**

8.1 Advanced Urban Transit Technologies: Market Testing / Call for Evidence  
<https://www.westyorks-ca.gov.uk/urban-transit/>

**9. Appendices**

None