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Report to: West Yorkshire Combined Authority

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Subject: HS2 Growth Strategy

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input 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 That a Leeds City Region HS2 Connectivity Strategy be developed and that oversight of its development be delegated to Transport Committee, with a view to its adoption as a daughter document to the Strategic Economic Plan.

2. Information

- 2.1 In the 2016 Budget, Government announced they were making available funding to those cities with a HS2 station to develop a growth strategy to set out how they intended to maximise the arrival of HS2. HS2 is more than a transport scheme; the new railway will be an engine for growth through generating jobs, help rebalance the economy between north and south, and provide a platform for the country's future prosperity. HS2 will connect people and businesses, enhancing productivity and commercial activity. It will act as a catalyst for city centre regeneration and major development schemes. Current estimates predict that HS2 will generate benefits of at least £60 billion for the UK.
- 2.2 WYCA set out its continuing support for HS2 coming to Leeds at its meeting in July 2016. WYCA concluded that only transformational change to connectivity through new and radically improved HS2 and NPR networks, together with improvements to City Region transport networks, would support the Leeds City Region's Strategic Economic Plan vision and objectives. The proposed LCR HS2 Growth Strategy will sit firmly within the City Region policy framework and as such is clearly linked to the Strategic Economic Plan 2016 – 2036 vision and wider strategic framework and investment priorities and also complements the West Yorkshire Transport Strategy.
- 2.3 The LCR HS2 Growth Strategy is intended to support and complement the Phase 2 Hybrid Bill. To enable this, an initial submission is proposed to be made to

Government in autumn 2017, followed by more detailed strategy development during 2018. The LCR HS2 Growth Strategy will consider how interventions delivered alongside HS2 in Leeds and the wider City Region could spread the benefits of HS2 across the city region, as well as a focused look at growth in the area around Leeds station (e.g. South Bank, and City Square areas). A key component of the LCR HS2 Growth Strategy will establish the major local and regional connectivity priorities which are required to enable and maximise economic growth associated with HS2 coming to Leeds.

- 2.4 The work will support development of a LCR HS2 Connectivity Strategy, which builds on the existing policy framework (including the LCR Strategic Economic Plan and West Yorkshire Transport Strategy), and incorporates the existing body of evidence, to establish how different modes, including rail, mass transit and bus rapid transit can unlock economic growth constraints, to realise the HS2 policy aspirations for Leeds and across the City Region. The new LCR HS2 Connectivity Strategy will be a key component of the LCR HS2 Growth Strategy submissions.
- 2.5 In April 2017, Transport Committee considered the development of the HS2 Growth Strategy and recommended that a Leeds City Region HS2 connectivity strategy be developed. As with other strategy documentation (such as the West Yorkshire Transport Strategy and Bus Strategy), it is proposed that oversight of the strategy would be by Transport Committee, however, it would be WYCA that would adopt the final version of the strategy as a daughter document to the LCR Strategic Economic Plan.

3. Financial Implications

- 3.1 Funding for development of the LCR HS2 Growth Strategy includes two grant awards totalling £1.25m from central government. WYCA is the accountable authority for the grants. Financial approval was gained from the Combined Authority to spend the Phase 2 grant of £625k as part of the Capital Approvals report at the 6 April 2017 meeting.

4. Legal Implications

- 4.1 As the Local Transport Authority for West Yorkshire, WYCA has a statutory duty to produce and review a Local Transport Plan and this role is fulfilled through the ongoing production of the West Yorkshire Transport Strategy. As with other modal strategies (such as the Bus Strategy), this new Leeds City Region HS2 Connectivity Strategy will become a daughter document of the West Yorkshire Transport Strategy and LCR Strategic Economic Plan.
- 4.2 WYCA Terms of Reference set out that the development and adoption of new strategies can only be approved by WYCA. At the meeting on 21 April 2017, Transport Committee recommended that WYCA should develop a new LCR HS2 Connectivity strategy.

4.2 The new LCR HS2 Connectivity Strategy will be a key component of the LCR HS2 Growth Strategy submissions. It will consider which of the existing mass transit related planning policies identified in existing extant planning documentation (such as the Leeds UDP) would still be required. Land already within WYCA ownership from development of previous mass transit schemes will be retained until the new LCR HS2 Connectivity Strategy identifies that it is no longer required for this purpose.

5. Staffing Implications

5.1 Initial development work is being undertaken within the Transport Policy team. Additional staffing resources are being established through the WYCA One Organisation, organisational design process.

6. External Consultees

6.1 All LCR district authorities are being consulted with on the development of the LCR HS2 Growth Strategy.

7. Recommendations

7.1 That a Leeds City Region HS2 Connectivity Strategy be developed and that oversight of this development is delegated from WYCA to Transport Committee.

8. Background Documents

8.1 None.