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Report to: Transport Committee
Date: 17 November 2017
Subject: LCR HS2 Connectivity Strategy

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" 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 To note the principles and strands of the Leeds City Region HS2 Growth Strategy and LCR HS2 Connectivity Strategy.
- 1.2 To request Transport Committee endorsement to commencing a dialogue with key stakeholders and partners of the initial LCR HS2 Connectivity strategy and delegating final drafting of the submission to the Managing Director in consultation with the Transport Committee Chair.

2 Information

Background

- 2.1 WYCA Transport Committee considered an initial report around the LCR HS2 Growth Strategy at its April 2017 meeting. The LCR HS2 Growth Strategy incorporates a series of workstreams including:
 - Leeds Integrated Station Masterplan
 - Leeds City Region HS2 Connectivity Strategy
 - Leeds City Region HS2 Skills and Supply Chain
 - Leeds South Bank Infrastructure Delivery Plan
- 2.2 The overall principles of the LCR HS2 Growth Strategy were considered by WYCA at its meeting on 5 October 2017 and also at the LEP Board on 19 September 2017. WYCA endorsed the principles of the Leeds City Region HS2 Growth Strategy and delegated final drafting of the submission to the Managing Director in consultation with the WYCA Chair.

2.3 A summary of the emerging strategy around skills and connectivity was presented to Transport Committee members at a workshop in September 2017. It was recommended by Transport Committee in September that a more detailed report focusing on the components of the LCR HS2 Connectivity Strategy be considered at November 17 meeting. The purpose of this report is to provide the fuller update on the LCR HS2 Connectivity Strategy.

Overview

2.4 Major national investments like HS2 accelerate growth by strengthening links between economies. This brings new and more productive jobs within reach of people (enabling them to move job without moving house), new markets within reach of businesses, new talent within reach of employers, new knowledge and investment in reach of innovators and entrepreneurs. The investment will, however, only have achieved its full impact when everyone has the opportunity to contribute to, and benefit from, such growth.

2.5 The September report to Transport Committee set out that the ambitious vision for the Leeds City Region HS2 Growth Strategy is for:

“HS2 to be the catalyst for accelerating and elevating the Leeds City Region’s position as an internationally recognised place of vitality, connecting the North and creating an inclusive, dynamic economy, accessible to all.”

2.6 The purpose of the LCR HS2 Connectivity strategy is to establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City Region. The new LCR HS2 Connectivity Strategy will become a ‘daughter document’ to both the LCR HS2 Growth Strategy and also the West Yorkshire Transport Strategy; this approach was endorsed by Transport Committee in April 2017.

2.7 The LCR HS2 Connectivity Strategy has a natural focus on connectivity towards the HS2 / Northern PowerHouse Rail stations (i.e. Bradford, Leeds and York). A new overarching LCR Connectivity Strategy will consider connectivity across the entirety of the City Region.

2.8 The timeline for completion of the LCR HS2 Connectivity strategy is:

- Following Transport Committee in November 2017: Finalise initial draft of the LCR HS2 Connectivity documentation
- December 17 to January 18: Open a conversation with stakeholders around this initial draft of the LCR HS2 Connectivity Strategy
- 16 March 18: Transport Committee consider an updated version of the LCR HS2 Connectivity Strategy reflecting comments received through the engagement.
- From November 17 and throughout 2018: Develop the Inclusive Growth Corridor Plans on a phased/staged basis

2.9 For the overarching LCR Connectivity strategy, it is anticipated that Transport Committee will have time to consider the emerging principles at its meeting on 18

January 2018. This piece of work will identify additional corridors and strategy beyond those directly necessary to support HS2.

Challenges and the Case for Change

- 2.10 Tackling stubborn deprivation has been identified as a key major challenge in the inclusive industrial strategy. This reflects the fact that the pattern of deprivation has changed little in decades, with some communities at risk of being 'left behind'.
- 2.11 Our opportunity is significant. Natural growth and planned investment in the LCR (including HS2) are set to see an additional 146,000 FTE jobs across the City Region including the additional 24,500 FTEs in Leeds City Centre (including both North and South Bank), with an additional 30,000 trips into Leeds City Centre in every morning peak by 2033 (a 25% increase from now).
- 2.12 Taken together, the current committed/planned investments in bus, rail, walking and cycling do not provide the required capacity or sufficiently address the deprivation or productivity challenges.
- 2.13 The City of Leeds and the City Region therefore face a major 'investment gap'. An accelerated programme of transformational connectivity is a prerequisite to enabling the economic geography of the City Region to be reshaped through HS2.
- 2.14 The LCR HS2 Connectivity strategy will provide the direction around the step change in connectivity required to enable the transformative impact of HS2 to be realised across the City Region. It complements the other workstreams of the HS2 Growth Strategy such as skills and supply chain as, for example, without improved connectivity, the opportunities created through improved career choices and business interactions could be undermined.

Components of the LCR HS2 Connectivity Strategy

- 2.15 The LCR HS2 Connectivity Strategy has three emerging strands and views from members on these strands are welcomed. Each is summarised below:
- a) Embracing technology to create an integrated network
 - b) Continued Government support for delivering our existing transport priorities
 - c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest
- a) Embracing technology to create an Integrated Network:**
- 2.16 The strategy aims to deliver a transport network which is simple, accessible, sustainable and attractive. The scale of challenge in achieving this demands innovative approaches, including adopting to new technologies. The integrated network will be achieved through:
- Designing transport services which have a strong core network with a move towards more feeder and on-demand services. This will create opportunities to shape the role of more responsive solutions which change how transport services are currently provided

- Using technology to support the ability for people to access transport in different ways (e.g. shared access of cars). By combining transport services from public and private providers through a unified gateway, transport users can pay through a single account on a 'pay per trip' or a 'monthly fee' basis
- Embracing innovative new mobility service providers such as ride-sharing and e-hailing services, bike-sharing programs, and car-sharing services as well as on-demand "pop-up" bus services and on-demand car services.
- Information is vital as a means of creating network performance. We will work with TfN and Public Transport Operators to transform the user experience, and integrate services and ticketing.
- Improvements to pedestrian and cycling infrastructure will help overcome severance issues and lead to a greater uptake of active modes. This will make the transport network more sustainable, improve air quality and benefit the health of those living in the LCR.

b) Continued Government support for delivering our existing transport priorities:

2.17 We cannot wait till the 2040's to begin this transformation. Through working collaboratively with Government and Network Rail, our ambition is for:

- Delivery in full of; the Leeds Integrated Station Masterplan (including upgrades to the existing and HS2 components of the rail station), York Central as well as the masterplans for Bradford Interchange
- Northern Powerhouse Rail to transform East-West connectivity in LCR. It will provide more choice for our residents on where they work and will provide our businesses with access to a massive labour market. The Northern Powerhouse Rail Programme will benefit from the investments made through this programme especially if a Bradford city centre location is taken forward.
- Trans Pennine Route Upgrade must be delivered without delay by 2022. This will provide improved connectivity between Manchester, Leeds, Huddersfield and York.
- Calder Valley Line improvements are needed in the short term to meet the needs of Leeds, Bradford and Halifax, prior to Northern Powerhouse Rail.
- East Coast Mainline improvements set out in the Hendy report should be delivered on time or earlier (e.g. works to make the line more resilient, allow the new longer trains to run, changes to better allow fast and slow trains to interact (e.g. over take).

c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest:

2.18 Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport indicators¹. These corridors will connect major communities, including some of the most deprived to HS2. Some corridors are pan-northern, others are regional and some are local to Leeds and Bradford.

¹ Further details on the methodology followed are outlined in the ARUP Case for Change detailed technical report

- 2.19 The identified regional/pan-northern HS2 'Inclusive Growth Corridors' are:
- Leeds - Bradford and beyond
 - Leeds - York
 - Leeds – Harrogate - York
 - Leeds – Dewsbury - Huddersfield
 - Leeds - Wakefield /Barnsley and beyond
 - Leeds - Five Towns
 - Leeds - Skipton
 - Leeds – Selby
- 2.20 There are also a number of corridors priorities which are local to Leeds and Bradford and are likely to be considered by the respective Executive Boards.
- 2.21 Now that the corridors have been established, the next stages are twofold:
- Open a conversation with businesses and wider stakeholders around the prioritised corridors and also the next steps in development of the LCR HS2 Connectivity Strategy implementation plan.
 - Commence development of the 'Inclusive Growth Corridor Plans' on a phased/staggered basis for each of these prioritised corridors.
- 2.22 Having defined the corridors which need the greatest intervention, we now plan to examine in detail the transformative solutions that are most suited to maximise the benefits and deliver value for money. The principles for developing the 'Inclusive Growth Corridor Plans' will bring together bespoke proposals building on existing plans on each corridor to deliver the necessary infrastructure for growth. The plans will cover intensification of housing and employment, flooding and social policy as well as the transformational connectivity required to support each of these. It is anticipated that the 'Inclusive Growth Corridor Plans' will be:
- Locally-led, with strong partnerships including the local authority, communities and neighbourhood groups, city region, Transport for the North, other public bodies (such as housing, skills, health agencies and infrastructure providers) and others who can ensure plans are tailored to local circumstances and opportunities.
 - Coordinated across the city region and pull together a compelling and transformative plan of action. Based on the social demographics and economic geography, each corridor will require bespoke solutions, timelines and business cases. This will integrate regeneration, land use and transformational transport schemes required in a short, medium and longer term.
 - Accountable to local people for improving social and economic outcomes.
- 2.23 The output of the 'Inclusive Growth Corridor Plans' will be detailed short, medium and longer term projects/interventions across each of the policies areas described above (see paragraph 2.22). This will form the basis for the future pipeline, with additional corridors added as they become identified through the overarching LCR Connectivity Strategy.

Priorities & Next Steps

2.24 To help us with this, we are asking government in the LCR HS2 Connectivity Strategy to:

- Deliver on its commitments including TransPennine Route Upgrade
- Commit to enhancements on the existing network including Calder Valley and East Coast Mainline.
- Commit to deliver Northern Powerhouse Rail stopping at Bradford, Leeds and York.
- Support the development work of the HS2 South Yorkshire Parkway Station.
- Support the principles for our inclusive growth corridors and to help develop the transformational schemes on these corridors.

2.25 The proposals above form the basis of the emerging LCR HS2 Connectivity Strategy and Transport Committee endorsement is sought to enable engagement and conversation with partners and Government ahead of a finalised strategy being completed.

3 Financial Implications

3.1 Development of the LSR HS2 Growth Strategy has been funded through the Grant received from Central Government.

4 Legal Implications

4.1 None as a result of this report

5 Staffing Implications

5.1 Development work has been undertaken within the WYCA Transport Policy team. Development of the 'Inclusive Growth Corridor Plans' are proposed to be undertaken in partnership with relevant district authorities.

6 External Consultees

6.1 All districts across the Leeds City Region have been supporting WYCA in developing the LCR HS2 Strategy.

7 Recommendations

7.1 That Transport Committee note the principles and strands of the LCR HS2 Connectivity Strategy.

7.2 That Transport Committee endorse commencing a dialogue with key stakeholders and partners of the initial LCR HS2 connectivity strategy and delegate final drafting of the submission to the Managing Director in consultation with the Transport Committee Chair.

8 Background Documents

8.1 None