

Report to: Transport Committee

Date: 25 May 2018

Subject: **Leeds City Region HS2 Growth Strategy**

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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 checked="" type="checkbox"/> Yes <input 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 an update on the LCR HS2 Growth Strategy priorities, following the recent stakeholder engagement.

2 Information

- 2.1 The Combined Authority continues to support High Speed 2 and the opportunity it brings to:
- Reshaping our economic geography by bringing 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. HS2 will enable people to have greater access to jobs and attract businesses to invest here.
 - Adding capacity to the national network and therefore freeing up capacity creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local and regional network.

- Being a catalyst for growth across the region – in Leeds and York where HS2 currently arrives and then, with improved local connectivity, to the economic hubs in Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Selby and Wakefield.
- Creating opportunities for skills and employment which Leeds City Region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.
- Transforming Leeds Station – after local intervention, the proposals for an integrated station will now create a single interchange between HS2 services, and local rail services to places such as Bradford, Wakefield, Huddersfield and Halifax, and potentially future Northern Powerhouse Rail ('NPR') / HS3 services.

2.2 The Leeds City Region HS2 Growth Strategy (the **LCR HS2 Growth Strategy**)¹ sets out our priorities for how we will maximise the investment opportunity arising from HS2 to rebalance the national economy. The LCR HS2 Growth Strategy sets out that the opportunity to create over 40,000 additional jobs and add c£54billion to the City Region economy by 2050.

2.3 Transport Committee last considered the details of the Leeds City Region HS2 Growth Strategy at the meeting in January 2018. This report provides an overview of the engagement and the forwards priorities for the LCR HS2 Growth Strategy.

Feedback received through the LCR HS2 Growth Strategy Engagement

2.4 Since the Transport Committee meeting in January 2018, the LCR HS2 Growth Strategy and the accompanying strategies on HS2 Connectivity and Skills and Supply have been published on the Combined Authority website¹. Stakeholder focused engagement has also taken place.

2.5 The engagement ran from Monday 15 January to Friday 2 March 2018, though a number of late submissions were accepted. The purpose of the engagement was to:

- Inform and update stakeholders around the development of the Leeds City Region HS2 Growth Strategy.
- Gather feedback regarding the Leeds City Region HS2 Growth Strategy and its related documents in order to influence the updated versions of the documents.

2.6 The engagement was mainly targeted towards stakeholders, though comments were welcomed from the general public. The engagement included:

- A bespoke webpage was hosted on the Combined Authority's website providing information on the strategies and the engagement, background documents and a link to the online survey

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

- A series of bespoke emails/newsletters sent out to a wide ranging stakeholder database. Further promotion of the engagement series of press releases and use of social media channels.
- A link to the main webpage was hosted on the consultation and engagement webpage on the Metro site.
- An online survey was hosted on the Combined Authority website. Responses were also welcomed via email or letter

2.7 The full engagement report which sets out the conclusions of the engagement is available on the Combined Authority website².

2.8 Given the purpose of the engagement was to focus on dialogue with key stakeholders and so the volumes of feedback were anticipated to smaller than for scheme specific engagements/consultations. However, feedback received through the engagement was very supportive.

Forwards priorities around the LCR HS2 Growth Strategy

2.9 The section below summarises the next steps for each workstream of the LCR HS2 Growth Strategy:

i. Updating the documentation to reflect feedback received through the engagement

ii. Leeds Integrated Station Masterplan:

- Working with HS2 Ltd and their design partners ARUP Plus, to ensure that the design of the HS2 station meets the ambitions of the Integrated Station Masterplan design principles.
- Developing an overarching Strategic Outline Business Case for the Station to create a shared evidence base which will support delivery of the Masterplan.
- Work with Network Rail on early design work around the current station.
- Working with Leeds City Council, Network Rail and Leeds BID around implementing a series of short term improvements to the existing station environment.

iii. City Region Connectivity to support HS2:

- The next steps are focused on progressing with corridor plans and reaching an evidenced position in terms of alignments and modes. This work will also support the development of the Transforming Cities Funding submission. The following item on the Transport Committee agenda provides greater detail around the next steps around the connectivity component of the LCR HS2 Growth Strategy.

² <https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

- iv. **South Bank infrastructure:**
 - Following an initial approval of the Leeds City Region Housing Infrastructure Fund submission, the next steps are to continue to working with Central Government to develop the detailed Housing Infrastructure Fund bid for funding of South Bank infrastructure.
 - Working with Central Government partners and HS2 Ltd to ensure the City continues to be able to develop the resilience plans during the 10 year construction phase for HS2 and to minimise any blight impacts.

- v. **Preparing for the Hybrid Bill for the Eastern Arm of HS2 (Phase 2b)**
 - The Hybrid Bill for HS2 Phase 2b which includes both the Eastern arm from Birmingham to Sheffield/Leeds and the Western arm from Birmingham to Manchester will be published next year. The Bill will include a very substantial Environmental Impact Assessment ('EIA') which will set out the detailed implications as a result of the construction and operation of HS2. Preparations are now underway to put in place the local resources required in order to consider the EIA and to understand whether the Combined Authority (and/or Leeds City Council) will need to formally petition Government through the Select Committee process.

- vi. **Skills and Supply Chain**
 - Working with Central Government to establish funding opportunities to deliver this key component of the strategy.

 - Continue to work with stakeholders and businesses to enhance awareness and ownership of the forthcoming HS2 opportunities.

Funding delivery of the LCR HS2 Growth Strategy

- 2.10 The LCR HS2 Growth Strategy sets out the scale of the joint financial investment required up to 2021 and beyond to deliver our shared outcomes. In summary, up to 2021, the LCR HS2 Growth Strategy set out that Central Government support of £13.4m is required, with Leeds City Council and Combined Authority contributing the remaining £8.75m through aligning existing local funding sources. Certainty on the availability of central government funding is fundamental to enable the joint delivery of the full LCR HS2 Growth Strategy.

- 2.11 In particular, the local connectivity and skills workstreams of the LCR HS2 Growth Strategy need a longer term approach to funding. The proposal to Government was to explore setting up an "*LCR HS2 Growth Strategy Delivery Fund*" which would include a multi-year settlement established by Government as a means to enable delivery of the LCR HS2 Growth Strategy beyond 2021. Now that central Government is in receipt of all HS2 places' Growth Strategies, the Combined Authority also awaits the overarching strategy on how Government will respond to those areas where places have common asks.

- 2.12 Central Government have so far advised that delivery of the LCR HS2 Growth Strategy will need to be through local funding sources and through alignment with other existing central government funding sources, such as the Transforming Cities Fund and Housing Infrastructure Fund.
- 2.12 Discussions with the Government around the HS2 Growth Strategy continue. This has included feedback from the Department for Transport / Ministry of Housing, Communities and Local Government. The key points were highlighted in the March 2017 Transport Committee papers. The Combined Authority and Leeds City Council are currently awaiting direction from central Government on the broader LCR HS2 Growth Strategy funding approach to the majority of the 'asks' contained in the LCR HS2 Growth Strategy.
- 2.13 Further updates on the LCR HS2 Growth Strategy, as well as around LISM and HS2 will be brought back to future Transport Committee meetings.

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Central Government have advised that delivery of the LCR HS2 Growth Strategy will need to be through local funding sources and through alignment with other existing central government funding sources, such as the Transforming Cities Fund and Housing Infrastructure Fund.

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 District Partners and other stakeholders have provided significant input to the development of the Leeds City Region HS2 Growth Strategy.

7 Recommendations

- 7.1 That Transport Committee note the priorities and next steps for the LCR HS2 Growth Strategy.
- 7.2 That Transport Committee write to Secretaries of State for Transport / Communities and Local Government to seek reassurances around their commitment to development to funding the implementation of the Leeds City Region HS2 Growth Strategy.

8 Background Documents

January 2018 LCR HS2 Growth Strategy report to Transport Committee
<http://westyorkshire.moderngov.co.uk/documents/s5086/Item%208%20-%20HS2%20Growth%20Strategy.pdf>

March 2018 Leeds City Region Update Report to Transport Committee
<http://westyorkshire.moderngov.co.uk/documents/s6657/Item%2014%20-%20City%20Region%20Transport%20Update.pdf>

May 2018 Engagement feedback report
<https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

9 Appendices

None