

Report to: Transport Committee

Date: 25 May 2018

Subject: **Leeds City Region HS2 Connectivity 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 Connectivity Strategy following the engagement, and request Transport Committee support for the updated LCR HS2 Connectivity Strategy
- 1.2 To set out the forwards work plan in development of the Inclusive Growth Corridor Plans as the next stage in development.

2 Information

- 2.1 The previous agenda item provided an update on the LCR HS2 Growth Strategy, its workstreams and next steps. This agenda item provides the details around the next steps for the Connectivity Strategy.

Feedback on the Leeds City Region HS2 Connectivity Strategy

- 2.2 As set out in the previous agenda item, engagement on the LCR HS2 Connectivity Strategy took place earlier in 2018. Overall, feedback from received through the engagement on the LCR HS2 Connectivity Strategy was very supportive. The comments on the strategy are set out in the Engagement

Report which has been circulated to Transport Committee members and is available on the Combined Authority website¹

- 2.3 Based on the feedback received through the engagement, the following overarching changes have been made to the LCR HS2 Connectivity Strategy:
- Inclusion of a specific/explicit environmental objective within the strategy in Chapter 2;
 - Strand 1: Greater definition around the scope and opportunities to embrace future technologies;
 - Strand 2: Providing an updated narrative around how our existing rail priorities will require a coordinated approach to network capacity around Leeds; and
 - Including a new fourth Stand called “*Creating Stops/Stations as Gateways to the City Region*”. This focuses on the importance of developing integrated, multimodal interchanges which reflect the place and meet passenger expectations. Examples highlighted in the engagement feedback include York Central, Bradford Interchange, the Leeds Station Gateway including NPR, HS2 and TRU, as well as locations such as Huddersfield, Halifax and Wakefield.
- 2.4 The updated version of the LCR HS2 Connectivity Strategy has been circulated separately to Transport Committee members. Subject to comments received at the meeting, the updated documentation would then be published on the Combined Authority website.

Update on development of the Inclusive Growth Corridors

- 2.5 HS2 has provided the catalyst to develop a transformed approach to connectivity for the City Region. Through the HS2 Growth Strategy, the HS2 Connectivity Strategy identified and prioritises a series of corridors where there is the greatest economic opportunity for transformational connectivity. The corridors are illustrated in Appendix 1; the recent engagement demonstrated strong support for these corridors.
- 2.8 The next stage of work is to develop Inclusive Growth Corridor Plans for each of these priority corridors. Following funding approval for development of the corridor plans on 5 April 2018 by the Combined Authority, momentum around the development work has grown. Building on the Growth Deal, ‘Connecting Leeds (£173.5m proposals), and the West Yorkshire ‘plus’ Transport Fund, the corridor programmes aim to set the future pipeline of transformational projects which will deliver ambition for the region.
- 2.9 This work is a highly significant opportunity for the City Region and will consider opportunities around all modes, such as bus, rail, mass transit autonomous vehicles and active modes.
- 2.10 In developing the Inclusive Growth Corridor Plans, the development work will consider:

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

- **Housing and employment** sites – both existing and potential areas for growth over the short, medium and longer term,
- Areas at risk of **flooding**, and **Social indicators** for example demographics i.e. long standing, inter-generational unemployment and availability of local services.
- **Transport mode and technology options** required to provide the capacity required for the scale of current and future demand using the corridor. Bespoke proposals will be needed that build on existing plans to make it easier for people to make sustainable travel choices. Some corridors may be better suited to rail or car, others to a blend of modes including city/mass transit and active modes to deliver the future capacity and quality customer service required.
- How to create the **sense of place along the corridors**, building on Transport for London's 'healthy streets²' approach to help tackle air quality and provide an environment within which people want to be active.
- **Funding opportunities** including from Central Government, but also consider opportunities to utilise local funding streams such as through land value uplift.
- Our understanding of on the **impact of future technologies**, for example autonomous vehicles, in the context of the LCR and the corridors.
- Examine the **skills and supply chain interventions** which can be clearly integrated within the Connectivity Strategy.

2.11 Development of each Inclusive Growth Corridor Plan is being undertaken through the following process:

- Establish through analysis of the economic evidence the detailed baseline position for each corridor
- Establish the Inclusive Growth vision, ambition and outcomes for each individual corridor.
- Long listing of potential connectivity options for each corridor
- Undertake an option shortlisting based on the objectives of the connectivity strategy and the bespoke challenges facing each corridor.
- Identify a shortlist of priority schemes and alignments for the corridor
- Continue a conversation with communities, businesses and stakeholders on the development of corridor plans to ensure it meets expectations and ambitions for the region.

2.12 It is proposed to hold a workshop with Transport Committee members to examine and consider the development of the corridors. This workshop will help shape the development of the work and enable further reports on the emerging conclusions of the corridor plans to be brought to Transport Committee for consideration.

² More information on Transport for London's Healthy Street strategy can be found here - <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

Towards a Leeds City Region Connectivity Strategy

- 2.13 Whilst HS2 has been the catalyst for developing a new Connectivity Strategy, the development of the City Region needs to look beyond the impact of HS2 and consider the wider transformative connectivity needs across the region. To enable this, a series of additional corridors have been identified through applying a complementary economic methodology to that applied for the HS2 Connectivity Strategy development work, which are highlighted in the Appendix 1. The economic methodology included looking at factors such as deprivation, levels of existing travel demand, current and future transport supply, and future growth opportunities.
- 2.14 Emerging development work is suggesting that a number of additional corridors (which are not focused on connections to the HS2 hub at Leeds) should also be prioritised for the City Region. These emerging additional corridors are also illustrated out in Appendix 1 and will require development to develop the longer term pipeline of priority schemes.

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Funding approvals for the Inclusive Growth Corridor Plans were granted at the Combined Authority Assurance Process, with capital approval sought at the 5 April 2018 WYCA meeting.

4 Legal Implications

- 4.1 There are no legal implications directly arising from 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 partner 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 endorse the refreshed LCR HS2 Connectivity Strategy which takes account the messages received through the engagement
- 7.2 That Transport Committee note the progress on the Inclusive Growth Corridors Plans and hold a workshop to consider the details during 2018.

8 Background Documents

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

9 Appendices

Appendix 1: Corridor Update