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**Report to:** Transport Committee

**Date:** 9 November 2018

**Subject:** **Planning for Growth: The Leeds City Region Connectivity Strategy**

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**Director:** Alan Reiss, Director Policy, Strategy and Communications

**Author(s):** Tom Gifford

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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 note the ongoing development of the Inclusive Growth Corridor Programme which will help to shape the future connectivity pipeline across all modes of transport serving the Leeds City Region.
- 1.2. To commence a conversation with the public and stakeholders around the new 21<sup>st</sup> century connectivity and services technologies required to address the economic and transport challenges facing West Yorkshire, to complement future strategic infrastructure including HS2 and Northern Powerhouse Rail (NPR).
- 1.3. To recommend establishing a member working group to oversee the development of the emerging City Region Transit Network.

## 2. Information

### Introduction

- 2.1. This report develops the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. The report sets out how transforming connectivity in the communities of greatest economic need will help raise productivity, living

standards and improve air quality, thereby helping to deliver Inclusive Growth.

2.2. Transport Committee have considered and supported the development of the HS2 Growth Strategy and the associated HS2 Connectivity Strategy throughout 2017-2018. The most recent update was provided to the May 2018 Transport Committee meeting. This report also reflects feedback received from a workshop on 28 September 2018 with Transport Committee Members / Portfolio Holders.

2.3. Alongside local priorities, the narrative and approach set out here in the City Region Transit Network have the potential to shape future connectivity priorities at a City Region level in the period up to HS2 opening in 2033 and beyond. The proposals are designed to complement, maximise and accelerate growth associated with HS2 coming to the Leeds City Region.

**The Leeds City Region economy: At the heart of the North**

2.4. Cities can be great places to live, with excellent public transport systems, well-designed public spaces for leisure and social activities, and flourishing, well-connected and productive businesses. Cities are also the engines of inclusive, economic growth. Strong, prosperous northern cities will help rebalance the national economy.

2.5. Leeds City Region is growing. At the heart of the North of England, it is an attractive place to live, increasingly attracting highly skilled, knowledge intensive service sector workers as well as new tourism/cultural/leisure opportunities. However, as the population has increased, transport congestion and air quality have become major constraints on inclusive growth.

2.6. Significant interventions are planned through the West Yorkshire Transport Fund and Connecting Leeds interventions and by the rail industry. However, as a whole there remains insufficient resilience and capacity in our urban transport system, particularly to the key employment centres. This will constrain business labour markets catchments, and constrain the ability to train and develop the next generation, by restricting access to colleges and universities. As identified by the National Infrastructure Commission, this is affecting many urban centres across the North of England and will increasingly inhibit economic development, living standards and our ability to help rebalance the national economy.<sup>1</sup>

2.7. Urban transport infrastructure to distribute the benefits of HS2 / Northern Powerhouse Rail (“NPR”) cannot drive inclusive growth alone; a range of factors are essential to creating a coordinated programme of activity aiming to create more and better jobs, with a highly skilled workforce to sustain them. But the lack of urban transport capacity/infrastructure will inhibit growth.

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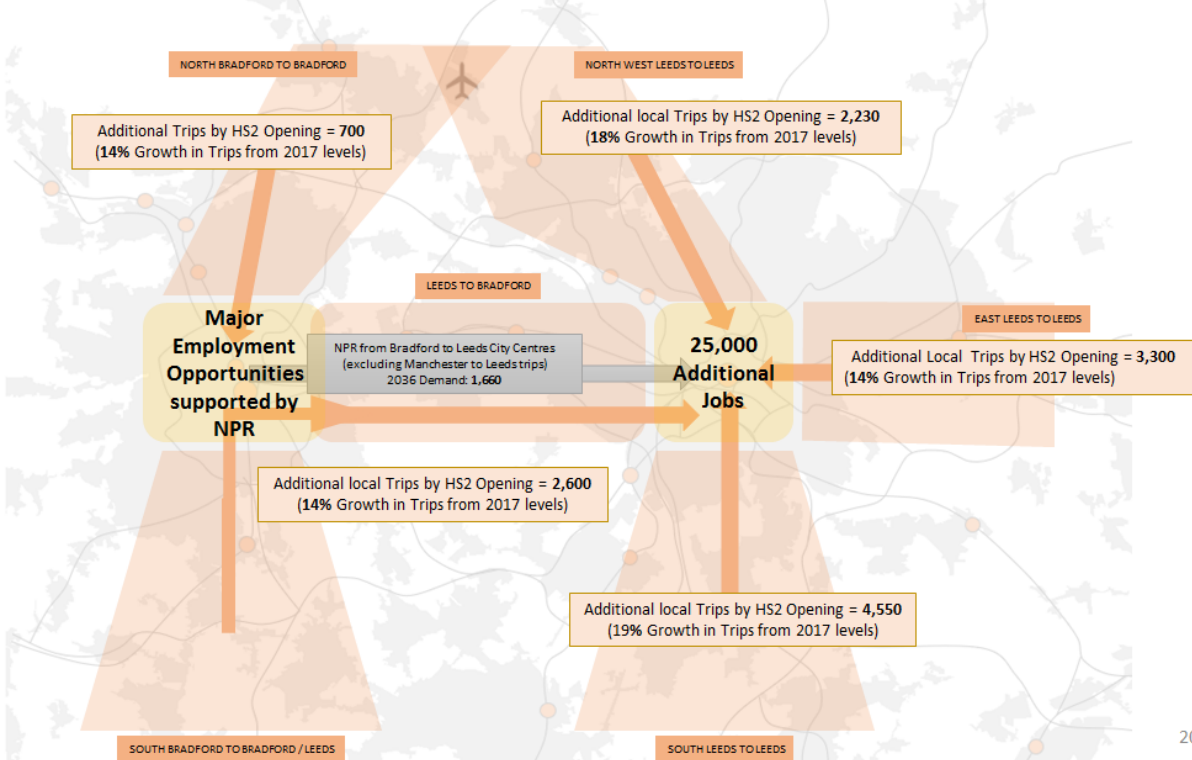
<sup>1</sup> National Infrastructure Commission, “National Infrastructure Assessment”, July 2018

2.8. This report sets out the first steps in helping to ensure space in the core urban centres is used effectively, with room allocated for high capacity, fast, frequent local public transport systems which allow our local urban communities to access employment opportunities and support our region’s plans for a 21<sup>st</sup> century transport system.

**Planning for Growth**

2.9. The HS2 Growth Strategy and the Strategic Economic Plan set out the potential for almost 150,000 new Full-Time Equivalent jobs to be created across the City Region by the time of HS2 opening in 2033. This includes 25,000 additional FTEs in Leeds City Centre. People need to travel to get to work and the additional jobs create extra pressures on the already heavily congested transport system. The scale of additional trips forecast is illustrated in Figure 2.1.

**Figure<sup>2</sup> 2.1: Forecast increase in trips into Bradford and Leeds by 2033<sup>3</sup>**



2.10. At a national level overall numbers of trips being made are falling<sup>4</sup>. This trend has not yet, however, been seen in West Yorkshire/Leeds City Region. The average number of trips per person by all modes in West Yorkshire is above the national average and has remained fairly stable over a number of years. Cars and vans make up 70% of all our travel to work trips and recent trend data shows the use of cars in our major urban centres increasing. With our economy centralising towards city centres, which are increasing in size and

<sup>2</sup> Larger versions of all figures can be found in Appendix 1  
<sup>3</sup> AM peak hour trips, based on information produced by WYCA Research and Intelligence Team  
<sup>4</sup> “The future of travel demand and its implications for policy and practice”  
<https://www.its.leeds.ac.uk/about/news/the-future-of-travel-demand/>

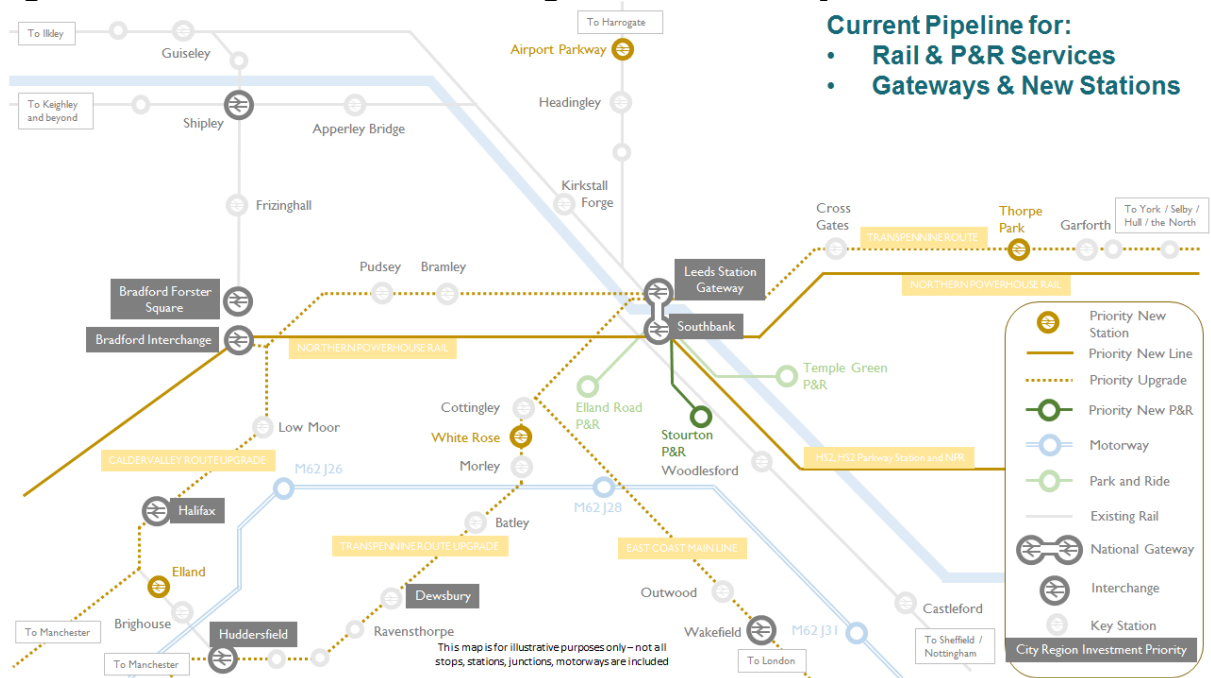
with many new employment opportunities being focused around Knowledge Intensive Businesses ('KIBs') in the professional services, retail, financial, health and creative sectors, the demand for travel into cities is expected to remain strong and increase.

- 2.11. With the scale of growth forecast, by the time of HS2 opening the urban communities in Leeds City Region will not be able to access the employment opportunities in the vicinity of the Leeds HS2 station gateway or access the onwards HS2 connections because there is insufficient urban transport capacity.
- 2.12. As highlighted by the National Infrastructure Commission, there is a clear need for additional urban transport capacity to enable people in local communities (i.e. housing/suburban areas) across the city region to travel to current and future employment opportunities, alongside strategic network investment such as HS2 and NPR.
- 2.13. Business as usual for connectivity will not enable the social and economic constraints to be resolved or the economic opportunities to be achieved.

**Agreed Regional Connectivity Priorities**

- 2.14. As a region we already have an ambitious programme of schemes in delivery through the West Yorkshire 'plus' Transport Fund, 'Connecting Leeds' and with partners such as Transport for the North and Highways England. And these are complemented by the Combined Authority's strategic transport priorities which are described in Appendix 1 and a number are illustrated in Figure 2.2.

**Figure 2.2: Illustration of Current Regional Connectivity Priorities**



- 2.15. These schemes are essential to delivering pan-northern transformational connectivity. They are also supported by a series of mainly highways and bus

priority interventions within each partner authority, which help to address historic underinvestment in transport in the north.

- 2.16. However, even with the current committed and planned investments, there is a substantial capacity gap to enable the local communities within the City Region to access the future employment opportunities.
- 2.17. The City Region needs to address this major capacity challenge, if the ambitions for inclusive, economic growth are to be realised.

### **Towards a 21<sup>st</sup> Century Public Transport System**

- 2.18. Different transport modes fulfil different purposes and can help address the capacity challenge in different ways. Efficient transport systems across other city regions integrate different modes, enabling the best mode to be used to meet demand and address the local economic challenges/need.
- 2.19. The role and requirements for different modes of transport is driven by a range of factors, but, fundamentally different modes of transport can meet different scales of demand. Appendix 2 sets out a summary of the role of different modes. Within each mode, the future technology opportunities are moving forwards through innovations in propulsion systems (e.g. battery, EURO IV diesel, hydrogen) and increasing levels of autonomous operations. Yet even with these innovations, Appendix 2 demonstrates that the basic level of capacity provided by each mode remains constant.
- 2.20. Based on analysing the evidence around the current and forecast levels of demand, especially into Leeds City Centre, by the time of HS2 opening in 2033 there is a need to deliver a mass transit system<sup>5</sup> within the core urban areas of West Yorkshire. It would connect high density local communities / labour markets into the national hubs and centres, as part of an integrated public transport system. Mass transit is just one element of integrated future pipeline; the system would need to be integrated within the wider public transport offer, for example through bus services feeding the mass transit services. Bus will continue to have a very important role in the transport network.
- 2.21. The adopted West Yorkshire Transport Strategy sets the ambition to be at the forefront of 21st Century, innovative technologies. In introducing a mass transit system, there is the opportunity to learn from past experiences, bringing together the best elements of systems elsewhere in the UK and beyond, and innovate through new autonomous / propulsion technologies. The region has the opportunity to implement new and emerging technologies which are not yet commonplace in UK, and become a world leader in advanced mass transit technologies.
- 2.22. As outlined above, different modes of transport serve different purposes. Whilst the principle need here is to grow capacity, research undertaken by

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<sup>5</sup> This is subject to the conclusions of the Business Case, which would need to be developed as a next stages in development. The phrases Mass Transit, Light Rail and Tram are often used interchangeably to mean a vehicle which can carry 200-300 people. As Appendix 2 illustrates a Mass Transit vehicle can carry 200-300 people – a vehicle of this size requires a steel rail.

Urban Transport Group has demonstrated that mass transit systems can bring many wider benefits, including:

- The opportunity to raise living standards and productivity through regenerating areas as a result of transit-led development. The development of mass transit in conjunction with major changes in the urban fabric is an effective way of supporting development activity, as has been demonstrated primarily in London Docklands, but also in Manchester and Nottingham for example;
- Penetration of town and city centre with permanent, visible, and acceptable infrastructure: direct access can be provided to city centre jobs, shopping, colleges and universities in a way that is highly visible, reliable and dependable and improves air quality;
- Predictable, regular and reliable journey times and service patterns, which meet local ambitions: service levels are generally high on simple, easily understood routes, generally operating at a high level of reliability due to segregation from traffic, priority at junctions and contractual incentives to operators;
- Raises the profile of the region and encourages inward investment: the image offered by mass transit permanent infrastructure, vehicles and operations secured in the long term, gives individuals and business confidence to make location decisions;
- Stops which are fully accessible to all users: Vehicles are highly accessible to all users and can provide 100% level boarding at stops. Other features include highly visible stops, good information, easy to purchase tickets and security measures (visible staff or police on and around the system, CCTV etc.);
- A high quality of ride throughout the entire journey, whether or not a system is fully segregated or mixes on-street and off-street running; short dwell-times: Multiple doors and off-vehicle ticketing ensure mass transit has the benefit of short dwell times at stops, with consequent journey time benefits;
- Additional capacity in a sustainable way – mass transit can provide additional passenger carrying capacity to existing city centres or major developments, whereas new road capacity would not be acceptable and bus is unable to meet the need;
- Providing capacity relief for the rail network, particularly at local rail stations close to city centres, and allowing the rail network to better serve the markets where it is the natural mode choice;
- A realistic, quality alternative to car users – a substantial body of industry evidence demonstrates that many car users would not choose to use a bus (regardless of how good a service is operator), but the same car users would be willing to travel by mass transit;
- Providing the opportunity to create a hierarchy of modes which integrate together to provide seamless interchange and services for passengers. For example, providing local communities with the ability to easily access

the NPR / HS2 stations in Leeds and Bradford – spreading the benefits of these national infrastructure projects;

- Provides opportunities for an expanded network into the future for example, potentially through integration with Tram-train technologies applied to existing rail lines in the future.

2.23. However, lessons learnt from elsewhere suggest that there are also significant challenges associated with delivering mass transit. These include for example, the scale of costs involved, integration with bus within the deregulated market, engineering / deliverability challenges, as well as ensuring value for money for both users and investors. Funding and financing is a major challenge both for development and construction - early identification of the funding strategy is essential. Whilst the cost of implementing mass transit can be high, the scale of benefits which it delivers are also high (for the reasons set out above). Other cities in the UK and beyond are demonstrating mass transit does offer high value for money and can also open up new funding opportunities.

#### **Transforming connectivity for local communities by 2033**

2.24. To establish where to address the 'Capacity Challenge', we are working through the following analytical and structured process to create the future pipeline:

- Stage 1:** Prioritising those communities of greatest economic need (as identified through the Leeds City Region HS2 Connectivity Strategy and endorsed by Transport Committee on 25 May 2018, following public and stakeholder).
- Stage 2:** Creating a 'Single Evidence Base', which brings together the challenges and opportunities across: socio-economic demographics; major housing and employment opportunities; anticipated land use changes and new employment growth zones; the environmental and clean energy opportunities; the known transport constraints as well as the forecast changes to travel demand patterns and capacity.
- Stage 3:** Based on conclusions above, identify those key '**Communities to Connect**' through transformed connectivity.

2.25. To date this approach has been undertaken for 4 of the 24 Inclusive Growth Corridors<sup>6</sup>. These first four corridors were prioritised based on their high volumes of demand:

- Leeds Bradford cross city connectivity
- Extending the Southbank opportunity to the south of Leeds
- Encouraging new development from Bradford City Centre to South Bradford / North Kirklees

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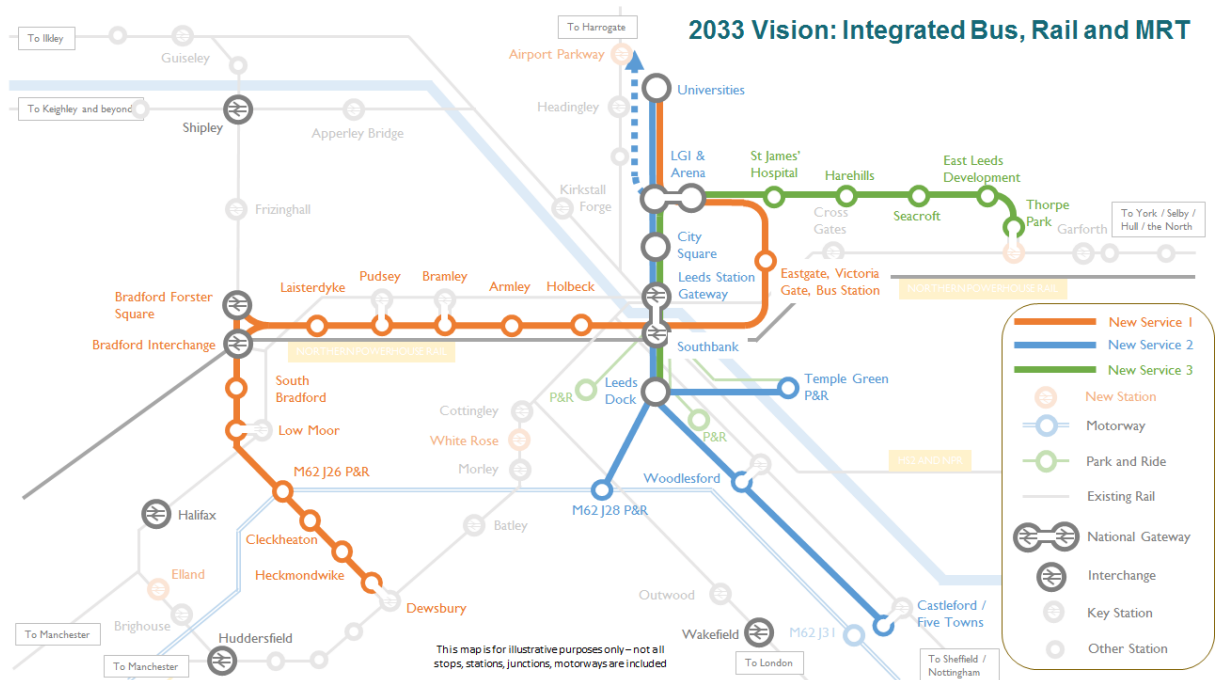
<sup>6</sup> The programme for development of the remaining corridors was also considered by Transport Committee in May 2018. The report and associated appendices can be found here:

<https://westyorkshire.moderngov.co.uk/documents/s7238/Item%208%20-%20Leeds%20City%20Region%20HS2%20Connectivity%20Strategy%20v2.pdf>

- Accelerating inclusive growth in the East of Leeds towards St James' Hospital and the East Leeds extension

2.26. Through this process, the key 'places to connect' for these four corridors have been identified and are illustrated within Figure 2.3. The work to date proposes three new public transport services to increase capacity between key local urban communities into national hubs – the orange, green and blue lines. These services require entirely new infrastructure and whilst complementary to the existing transport system, offer the opportunity to reimagine how other modes such as bus and rail can integrate with it. Together these new services would form the first tranche of the 'City Region Transit Network' to open in parallel with HS2 opening in 2033.

**Figure 2.3: 2033 Emerging City Region Transit Network with HS2<sup>7</sup>**



2.27. In designing schemes which connect these places and deliver the ambition, a set of inclusive growth targets have been developed for each service. These are summarised in Appendix 3 and form a key design criteria for scheme development.

2.28. The services highlighted in Figure 2.3 would be entirely new (and complementary but separate to the existing heavy rail network). They have the potential to form a key component of the emerging City Region Connectivity Strategy, and have the potential to help shape the future ambition for the development of an inclusive, 21st century, integrated transport system for the region for the next 20 years and beyond. Further

<sup>7</sup> It is important to note that, detailed alignments, confirmation around mode choice and business case value for money assessments would be developed as part the next stage of development works and would also be informed by feedback and amendments as a result of from the proposed forthcoming engagement. At this stage the image is intended to illustrate the key communities to connect through transformed connectivity by 2033. It is likely that Mass Transit has an important role to play for these services given the scale of demand forecast and the economic needs of these communities.



development on additional corridors is still on-going (for further details of the Inclusive Growth Corridor Plans, see Appendix 5).

- 2.29. Mass transit vehicles are anticipated to be required to meet the capacity need in delivering these new City Region Transit Network services. This is only the start of the conversation. Through the conversation with stakeholders and the public as well as through development of the business cases, other modes such as Bus Rapid Transit or Tram-Train will continue to be assessed and may be more suitable for example, where there lower levels of capacity are required or where there is direct interface with the heavy rail network respectively.
- 2.30. The proposals will provide significant benefits across the entire region. Of the proposals presented in Figure 2.3, the benefits for West Yorkshire include the following:

#### Kirklees

- Complement investment in Transpennine Route Upgrade to the Huddersfield-Leeds line - to help create major regeneration areas to help realise the economic and social opportunities for North Kirklees
- Linking key new employment and housing sites in North Kirklees Growth Zone (Dewsbury) into Leeds (city centre, White Rose Centre Aire Valley Enterprise Zone) and Bradford (city centre and South Bradford)
- Addressing the poor public transport provision in areas particularly from within North Kirklees (where there is also no rail connectivity) connecting to Leeds and Bradford
- Provide transformed public transport provision through new park and ride provision to better connect and speed up journeys to Leeds and Bradford and provide congestion relief to the M62

#### Bradford

- Complementary investment in the Calder Valley rail route, improving journey times and travel options, including increased peak time capacity and improved options at evenings and weekends
- Enhance public transport provision linking Bradford Stations for enhanced north-south connectivity, integrated with Northern Powerhouse Rail
- Transform connectivity to help accelerate transit led regeneration / development in Bradford
- Provide new, additional capacity between Bradford and Leeds to serve a high density, interconnected urban economy
- Provide enhanced links between the urban centres of Bradford and Huddersfield, and connect communities in between to enable better access to employment opportunities

## Calderdale

- Address the poor public transport provision and access to key employment centres
- Help to shape the development and future proposals for the Calder Valley Line and deliver continued improvements to the route including, but not limited to, electrification.
- Support transformation of connectivity for the entire Leeds-Bradford-Halifax corridor. This will address connectivity challenges for the various poorly connected residential centres and for employers seeking staff with the right skill sets – there are multiple such communities on this corridor.
- Enable sustainable growth in Calderdale's Garden Suburb proposals and the Clifton Business Park commercial developments with transit orientated development.
- Strengthen the role of Halifax as a focus for growth and a cultural centre attracting national and international visitors

## Wakefield

- Complement investment in East Coast mainline and HS2 to make the most of enhanced pan-northern and national connectivity and strengthen Wakefield's role as a centre for business and culture
- Provide transformed public transport provision through new park and ride to Leeds - with potential congestion relief to the M62
- Transformed connectivity for the Five Towns area – to be developed further in the next stages of the Inclusive Growth Corridor programme. This will address connectivity challenges from the Five Towns to urban centres – e.g. connectivity north to Leeds and east to Selby – as well as enhanced connectivity between the Five Towns themselves.

## Leeds

- Support and facilitate the developments within the Southbank, Aire Valley, Airport and Thorpe Park employment areas across the City
- Introduce, new innovative advanced technologies which create significant additional transport capacity from labour markets across the region
- Provide transformed connectivity which builds on the existing 'Connecting Leeds' proposals.
- A 21<sup>st</sup> century, high quality, high capacity intra city travel, while only part of the solution to transforming travel in Leeds, remains a key requirement in the transport investment pipeline.

### **Supporting Delivery of Inclusive Growth**

- 2.31. The transformed connectivity set out in this report has the potential to raise productivity, living standards and improve air quality; thereby supporting delivery of Inclusive Growth to communities across the region. Illustrations of the economic impact of these new services on communities by 2033 are summarised below:

- Charlie, the NHS nurse who lives in Skipton and travels frequently to St James's and LGI hospitals (the joint largest NHS Hospitals in the North of England) would have a quicker, more reliable and direct route to work. Charlie would be able to interchange between hospital sites efficiently, meaning that Charlie could spend more time with patients.
- With HS2 East and the proposed City Region Transit Network, Mia the owner of an SME Medtech business in Birmingham will now be able to get to the important business meeting in Leeds Dock in less than an hour, rather than the current three hour journey time.
- Jessica, the academic who lives in South Yorkshire and travels between universities in Sheffield and Leeds will now have a quicker, more direct services connecting both sites. Jessica would now also be able to take up a permanent position at one of the Leeds Universities as the commuting time has halved compared to current journey times.
- Alethea, is currently studying her GCSEs at Swallow Hill Community College and lives in South Bradford. The careers advice support given to her through the College gave her the inspiration to start a career in Architecture and develop her skills through a Built Environment Design Apprenticeship at the Leeds College of Building. She would not have been able to access this course by public transport without the City Region Transit Network.
- The large numbers of commuters traveling from the York (/ East Riding) direction towards Leeds would have more resilient travel options as a result of the interchange facility at Thorpe Park. For example, Ben would now have the choice to travel by the new 'green' service to his offices in the innovation district of Leeds in the North city centre, or continue travel by rail to Leeds Station Gateway. This would also free up capacity on the existing heavily congested Leeds – Garforth – York railway line for other commuters.
- A start-up communications and technology company in Pudsey has recruited an advanced apprentice studying IT, software, web & telecommunications. The company accessed an Apprenticeship Grant for Employers grant. With the new City Region Transit Network in place, Ethan, who lives in Cleckheaton was able to apply for the apprentice position as he does not own a car. He has now completed the apprenticeship training and is employed as a programmer within the company.

#### **Next steps for the emerging City Region Transit Network**

- 2.32. The next stages of work for the proposals set out in Figure 2.3 are for further consideration by Transport Committee/ Combined Authority, as well as individual district Executive Boards (as required) in the run up to Christmas. It is also proposed to set up an on-going member working group to continue to oversee the work. This would enable the wider engagement and conversation with the region to formally commence after Christmas. Appendix 4 provides further details around the proposed engagement.

- 2.33. For the engagement and conversation, there is the opportunity to commence a twin-track process:
- With stakeholders focused around whether the principles set out in this report meet expectations and ambitions for the region
  - With communities in the areas of the proposed services, to help shape the work.
- 2.34. Subject to these next stages in the development, further reports would be brought back to Transport Committee and Combined Authority. Given the scale of development work required, the report proposes a member working group be set up to oversee the development of the City Region Transit Network. Appendix 6 provides further details around the scope of this group.
- 2.35. If there is support for the proposals set out here to be delivered by the time of HS2 opening in 2033, development work needs to start as soon as possible, given the long lead in times for major projects. Delivery would need to be in a phased approach. There is also the opportunity to consider integration of this work with the emerging Transforming Cities Fund submission.

**Next steps for the Inclusive Growth Corridor Plans**

- 2.36. Paragraph 2.24/2.25 set out that to date the development of the corridor plans has focused on:
- Leeds Bradford cross city connectivity
  - Extending the Southbank opportunity to the south of Leeds
  - Encouraging new development from Bradford City Centre to South Bradford / North Kirklees
  - Accelerating inclusive growth in the East of Leeds towards St James' Hospital and the East Leeds extension
- 2.37. In parallel with the proposals set out above, it is anticipated to increase development work for the wider corridor plans.
- 2.38. The next tranche of corridors to be focused are listed below and further phases are planned to commence early in 2019. Further details are provided in Appendix 2:
- Leeds – Five Towns (*included within scope of Transforming Cities Fund<sup>8</sup>*)
  - Leeds – Wakefield – Barnsley (*included within scope of Transforming Cities Fund*)
  - Leeds – Bradford – Halifax (*included within scope of Transforming Cities Fund*)
  - Bradford City Centre to Airport

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<sup>8</sup> Transforming Cities Fund provides funding in the period between 2018-2023. Details of the Leeds City Region submission can be found here: <https://www.westyorks-ca.gov.uk/transport/> and the item is discussed in the following agenda item.

- Leeds to Airport

- 2.39. Together, the conclusions of all the corridor plans will help shape the future pipeline (the potential City Region Transit Network would form only one element), which will be set out in the overarching Connectivity Strategy. The corridors plans will also help to shape the Inclusive Growth agenda and feed into the Local Inclusive Industrial Strategy.

### **Conclusions and Key Messages**

- 2.40. This report develops the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. The report sets out how transforming connectivity in the communities of greatest economic need will help raise productivity, living standards and improve air quality, thereby helping to deliver Inclusive Growth.
- 2.41. The conclusions set out here build on the current investment in transport improvements across York, Wakefield, Leeds, Bradford, Calderdale and Kirklees. Significant improvements are already being made through programmes including Connecting Leeds and the West Yorkshire-plus Transport Fund across Walking, Cycling, Bus and Rail.
- 2.42. This report seeks to ‘opening a conversation’ on future solutions to future capacity requirements and delivering inclusive growth - including maximising the positive impact of strategic transport investments (HS2/NPR).
- 2.43. Subject to feedback received through the conversation, the proposed City Region Transit Network has the potential to form a key priority for delivery in the timeframe up to HS2 opening in 2033.
- 2.44. Different modes of transport serve different needs and provide different levels of capacity. Technologies have moved forwards significantly in last decade. For example, new battery technologies, hydrogen propulsion and autonomous innovations are changing advance mass transit vehicle technologies.
- 2.45. The analytical and evidence based approach applied here is focused on connecting communities in greatest economic need/opportunity. This is the logical and evidenced based next step in the City Region’s plans for transport investment.
- 2.46. Significant further development work is required on the City Region Transit Network and would be informed by the conclusions of the forthcoming engagement.

## **3. Financial Implications**

- 3.1. There are no direct financial implications from the report, however, the pipeline outlined have high value and high cost. A funding strategy for the emerging schemes identified here is essential and will be developed as part of the next stages of development.

- 3.2. Funding approvals for the Inclusive Growth Corridor Plans were granted through the Combined Authority Assurance Process, with capital approval sought at the 5 April 2018 West Yorkshire Combined Authority meeting.

#### **4. Legal Implications**

- 4.1. The West Yorkshire Combined Authority is the Local Transport Authority for West Yorkshire. Individual District Authorities are the Local Highways and Planning Authorities for their area. As such, the development of this Connectivity Strategy requires a collaborative partnership and mutual support between the Combined Authority and District Authorities.
- 4.2. In April 2017, the Combined Authority delegated oversight to the development of the Connectivity Strategy to Transport Committee. The West Yorkshire Transport Committee has a key role in overseeing the development of the Connectivity Strategy, which will help shape the future connectivity pipeline for the region.
- 4.3. In April 2017, Transport Committee noted that that land already within West Yorkshire Combined Authority 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. The emerging conclusions set out in this report demonstrate that this land may be required for this purpose and as such should be retained subject to the conclusions of the detailed alignments which would be considered as part of the next stages of development.
- 4.4. An Integrated Sustainability Appraisal was developed for the West Yorkshire Transport Strategy 2040. It is anticipated that this will be updated in parallel to the development of the Leeds City Region Connectivity Strategy.

#### **5. Staffing Implications**

- 5.1. Development work has been undertaken within the West Yorkshire Combined Authority Transport Policy Team in partnership with partner district authorities.

#### **6. External Consultees**

- 6.1. The development of this report has reflected feedback and input from district partners. It also follows feedback from the recent Transport Committee member workshop as well as individual West Yorkshire Leader / Portfolio Holder meetings.
- 6.2. Subject to feedback and consideration by Transport Committee, it is anticipated that tailored versions of this report will also be considered by each West Yorkshire District Authority Executive Boards in the coming months.
- 6.3. The summary of the Engagement approach is included within Appendix 4. Engagement on the proposals set out here is anticipated to formally commence early in the New Year.

## **7. Recommendations**

- 7.1 That Transport Committee notes the ongoing development of the Inclusive Growth Corridor Programme which will help to shape the future connectivity pipeline for the Leeds City Region.
- 7.2 That Transport Committee endorse commencing a conversation with the public and stakeholders around the new 21st century connectivity services and technologies required to address the economic and transport challenges facing West Yorkshire, to complement to complement future strategic infrastructure including HS2 and Northern Powerhouse Rail (NPR).
- 7.3 That the Transport Committee establish a member working group to oversee the development of the emerging City Region Transit Network.

## **8. Background Documents**

- 8.1 25 May 2018 Leeds City Region Connectivity Strategy report to Transport Committee

## **9. Appendices**

Appendix 1: Current Pipeline Illustrations and Future Connectivity Maps  
Appendix 2: Role of Different Modes  
Appendix 3: Proposed Service Targets  
Appendix 4: Engagement Strategy  
Appendix 5: Inclusive Growth Corridor Programme Update  
Appendix 6: Draft scope for Member Working Group