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Transport Committee, Item 7, Appendix 1: Current Pipeline Illustrations and Future Connectivity Maps

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1. Vision, Strategy and Ambition

Our priorities

Leeds City Region Strategic Economic Plan sets the vision:

To move towards Leeds City Region being economically self sufficient

IDEAS

Keep the City Region and the UK at the forefront of scientific research, innovation and new technologies.

BUSINESS ENVIRONMENT

Enable businesses to start-up, innovate, trade and invest. Supporting private sector leadership to deliver a more productive City Region.

PEOPLE

Nurture future talent, address skills shortages and provide the technical skills that will drive our economy.

INFRASTRUCTURE

Invest in infrastructure to transform the places where people want to live and work and businesses invest.

PLACE

Support vibrant, people-friendly, regenerated places, no longer dominated by the car, with clean growth, high quality green infrastructure and a vibrant cultural offer.

Ambition & Vision

West Yorkshire adopted Transport Strategy vision and modal targets:

“A world class public transport system that connects different modes of transport seamlessly into one comprehensive, easy to use network.”



Leeds City Region HS2 Connectivity Strategy: ‘Inclusive Growth’

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.

Regional Challenges and Opportunities

- Opportunities
 - Quality of Life / inclusive growth
 - Young populations
 - Diverse economy
 - Housing plans
 - Development potential
 - New and emerging technologies
- Challenges:
 - Peak congestion
 - Crowding and reliability
 - Ageing assets that are deteriorating and not accessible to all
 - Environmental and Air Quality
 - Life expectancy / health problems

Connecting Leeds City Region

Leeds city region sits at the crossroads of the UK's transport system, and is the heart of the Northern Powerhouse.

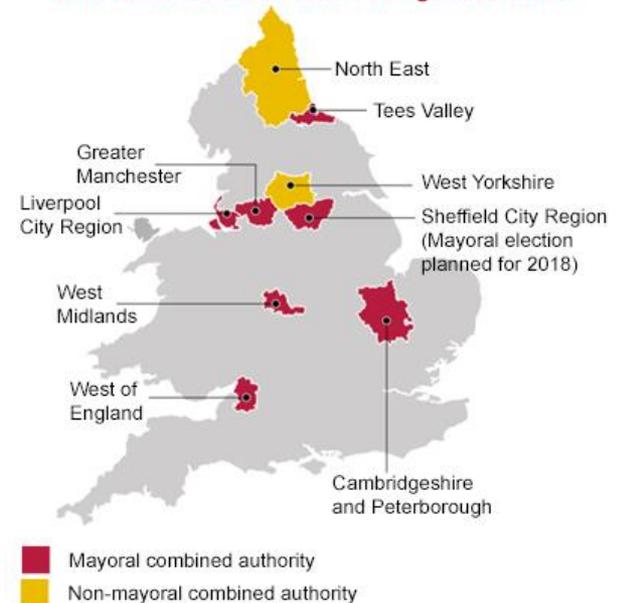
Getting the transport right here unlocks development right across the country - North/South and East/West.

It's vision is for transport connectivity that accelerates **inclusive, economic growth for the benefit of all.**

Promoting developments across the region are all local drivers of change as we cannot continue with the level of congestion, crowding and unreliability on our networks if this growth is going to happen.

Across the piece we are now getting in place the investment to begin to right a legacy of decades of underinvestment in the north. But there is much to do.

Combined authorities in England, 2017



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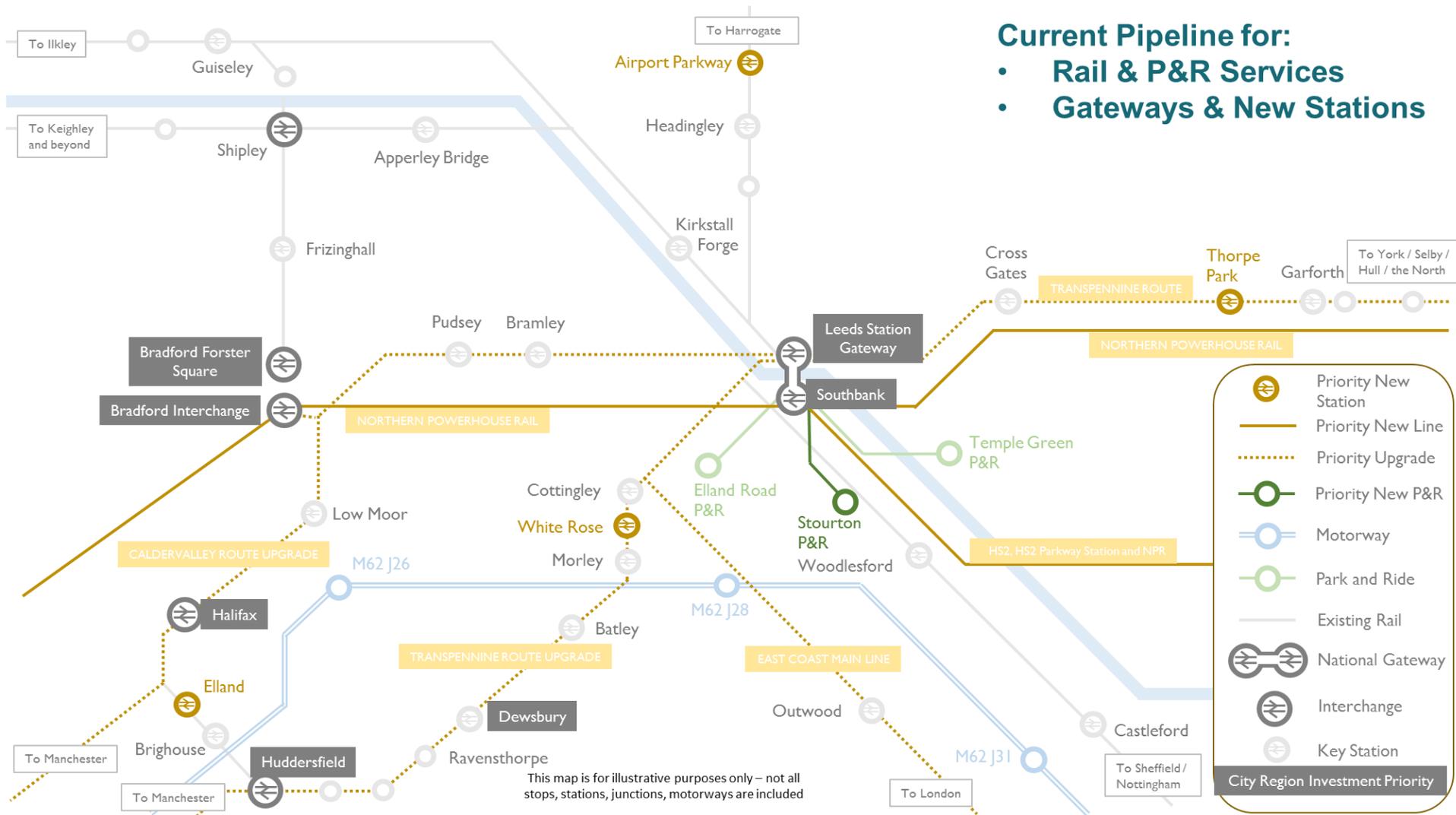
2. Current Pipeline and Priorities

Making the most of national infrastructure

- **National motorways**
 - Existing problems on M1, M621, and M62
 - Interest in TfN proposals from East Lancashire to North/West Yorkshire
- **National Rail**
 - Significant growth
 - TRU and Transpennine fibre & 5G pilot (Manchester to Leeds and York)
 - HS2
 - Economic Growth across the region
 - Leeds Station
 - Touchpoints with NPR
 - Parkway station
 - Leeds EZ - Rolling Stock Depot and UoL Institute for High Speed Rail
 - NPR
 - New capacity from York to Leeds to Bradford City Centre to Manchester
 - Calder Valley
 - East Coast Mainline
 - Penistone Line
 - Leeds Question

Current Pipeline for:

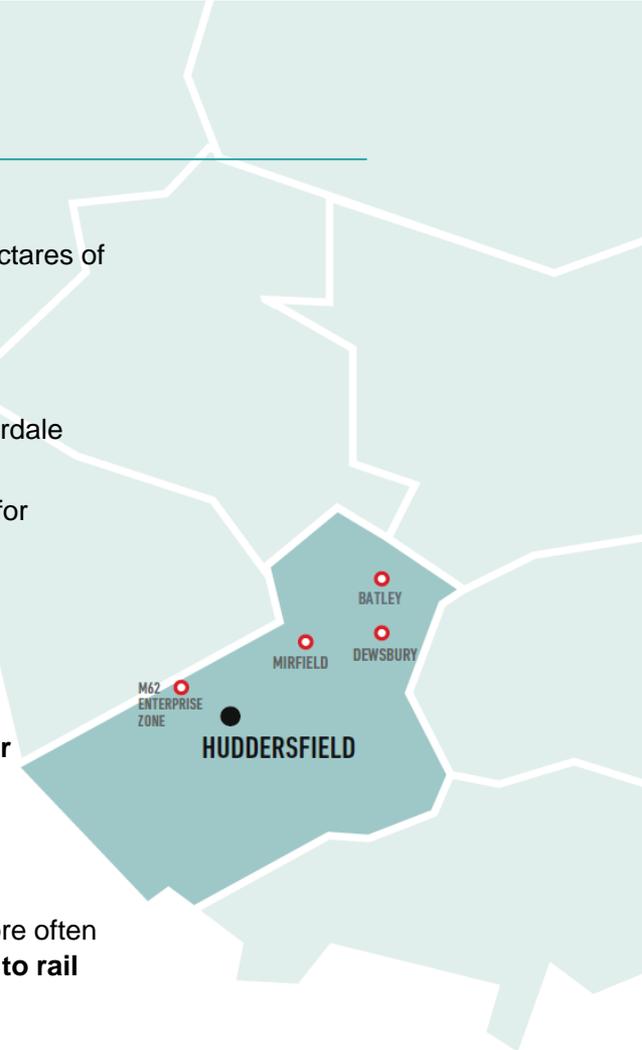
- Rail & P&R Services
- Gateways & New Stations



Kirklees – Connectivity Priorities

- **Transport investment in spatial and growth priorities**
 - Connectivity to support North Kirklees Growth Zone including 6000 new homes and 35 hectares of land for new jobs
 - To enhance Huddersfield Town Centre
 - Capacity and resilience around the M62
 - To support housing and employment growth around J25 of M62 in conjunction with Calderdale Council - 5000 new homes and 1000's of new jobs
 - **Influencing/maximising the design of the Transpennine Route Upgrade (TRU)** – and for onwards local connectivity along the route
 - **Penistone Line (Huddersfield to Sheffield)**
- **Securing investment in Strategic Roads**
 - **M62 performance and resilience**
 - Improve the existing **M62 J26 (Chain Bar)** and for a new junction on the **M62 at J24a near Bradley/Brighouse** **Improving major local roads**
 - **North Kirklees Orbital Route (NKOR)**
 - Delivery of its WY+TF programme of schemes
- To be recognised as a great place to walk and cycle, inspiring more people to walk and cycle more often as a mode of transport **to extend cycling and walking networks and enhancing connections to rail**

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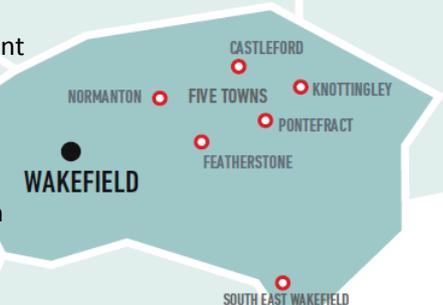
Wakefield – Connectivity Priorities

Vision and priorities

- Wakefield as a leading city for investment and culture
- The Five Towns area as the home of a vibrant leisure, housing and retail offer
- The South East as an attractive and appealing place to work and live

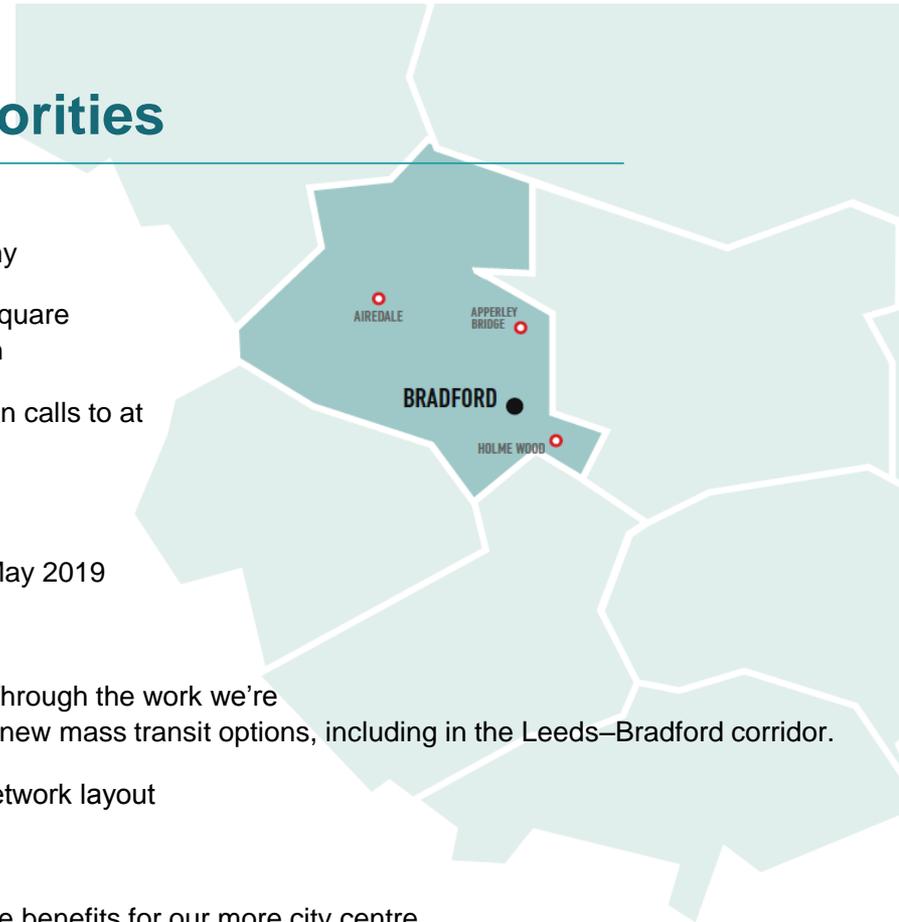
What will achieve this?

- **Housing, jobs and economic opportunity with quality of place and active travel and healthy lifestyles** – e.g. Wakefield city and City Fields, 4,500 new homes being developed along Castleford Growth corridor and development sites in Featherstone, Knottingley
- **Growth focused in areas where there is an opportunity to build on recent transport investments with particular spatial priorities in:** Wakefield and Castleford; North East of District - connecting the Five Towns to Wakefield and north to Leeds and east to Selby, South East of District - connect Hemsworth, South Elmsall, South Kirkby and Upton
- **Improved pan-northern and national connectivity through ECML, NPR, HS2 to Leeds, Sheffield, and beyond**
- **Developing Rapid Transit (e.g. Tram Train link) connecting the Five Towns to Leeds**
- **Securing investment in our local rail facilities and services**
 - including Knottingley / Outwood stations, and improving services from Castleford
- **Investment in major local roads priorities:**
 - Delivery e.g. Pontefract Northern Link Road, the Wakefield Eastern Relief Road and Kirkgate,
 - Further investment e.g. South Featherstone Link Road, Pontefract Key Route Network capacity improvements; link roads for Knottingley and South Elmsall and highway links for HS2 connections
- **Improving bus performance and attractiveness**
- **Investment in active travel**



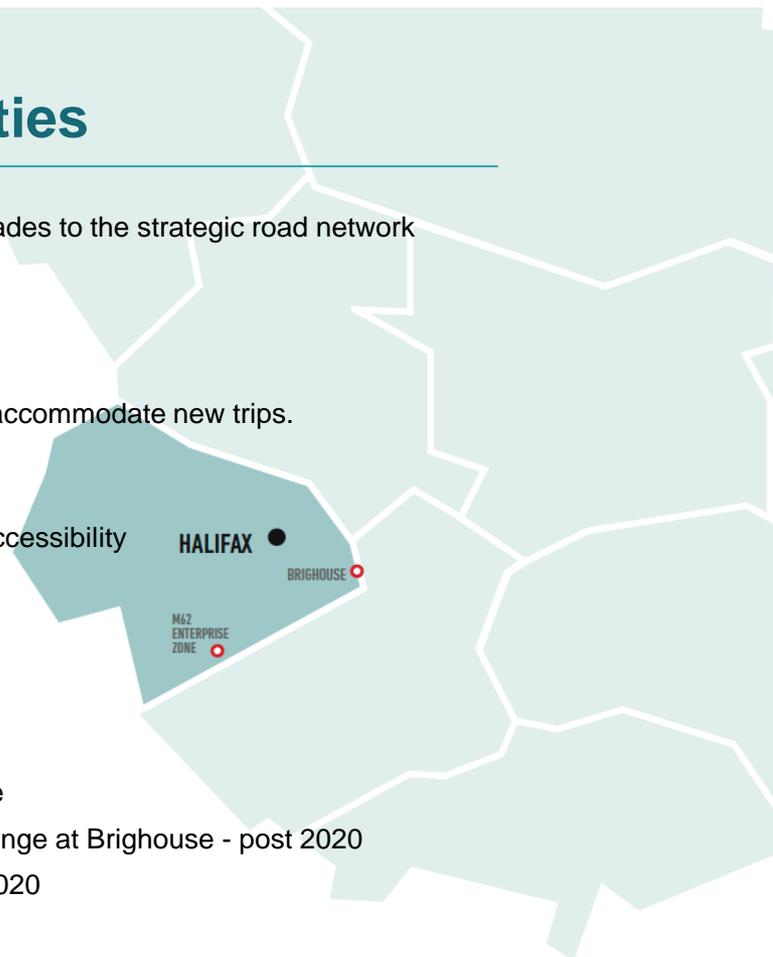
Bradford – Connectivity Priorities

- Northern Powerhouse Rail to serve Bradford city centre.
- Improving Leeds–Bradford connectivity for an interconnected urban economy
- Delivering Station Gateways at Bradford Interchange and Bradford Foster Square which support wider regeneration
- Low Moor - Additional trains to serve Low Moor Station with additional station calls to at least a half-hourly service
- Improving journey experience and options on the Calder Valley line
- Additional LNER through trains from Bradford and Shipley to London from May 2019
- Airedale and Wharfedale lines - additional capacity
- Establish the role of rail in respect of new mass transit in the City Region - Through the work we're undertaking on Inclusive Growth Corridors we expect to identify new mass transit options, including in the Leeds–Bradford corridor.
- Develop and operational solution to Bradford city centre's challenging rail network layout
- Development of Apperley Bridge station as airport gateway.
- Highway junction improvements to the Bradford ring road - which would have benefits for our more city centre
- **Road Priorities:**
 - Tong Street Hard Ings Road, Keighley Harrogate Road New Line Junction
 - Bradford Shipley Corridor South East Bradford Link Road



Calderdale – Connectivity Priorities

- Capitalise on planned HS2 and Northern Powerhouse Rail investment as well as upgrades to the strategic road network
- Growth priorities in developing employment sites in the north and east of the district
- Delivery of Calderdale Local Plan requirements for 17,000 new homes by 2031.
- Enhancing the quality of sustainable transport options to reduce car dependency and accommodate new trips.
- Improving transport connectivity within West Yorkshire and to Manchester
- Improved quality of life and environment with good air quality, public realm and local accessibility
- Priorities:
 - Calder Valley line electrification - dependent on TPU from 2025
 - Bradford-Halifax-Huddersfield corridor road improvements
 - New Station at Elland - Strong possibility for delivery in 2021-22
 - Halifax Station Gateway - dependent on additional funding to deliver full scheme
 - Better services from upper Calder Valley to Huddersfield - via improved interchange at Brighouse - post 2020
 - Better services Brighouse to Leeds - Fast upper Calder Valley to Leeds - post 2020
 - Customer improvements/Access for all
 - Build on past investment in cycling.



Leeds – Connectivity Priorities

- Doubling the size of our city centre with a new Leeds station at its heart
- Public transport as a real alternative to access the city centre
- More people friendly, healthy streets with improvements to the quality of the air.
- Leeds as the place to invest and trial new technologies and approaches
- Key priorities:
 - West Yorkshire Transport Fund – City Centre package
 - Leeds Bradford Airport to grow supporting £7m passengers and better business destinations
 - Leeds Public Transport Improvement Programme – Bus and New Stations
 - Leeds Station - HS2 / NPR
 - Future Mobility Programme
 - Blake/Johnson Review of Rail



A map of Leeds showing connectivity priorities. The city is outlined in white against a light teal background. A darker teal area represents the city center and surrounding areas. Four locations are marked with red dots: Leeds Bradford Airport (top left), Leeds (center), South Bank (bottom left), and Aire Valley (bottom right). East Leeds is also labeled with a red dot to the right of the center.

LEEDS
BRADFORD
AIRPORT

LEEDS

SOUTH BANK

EAST LEEDS

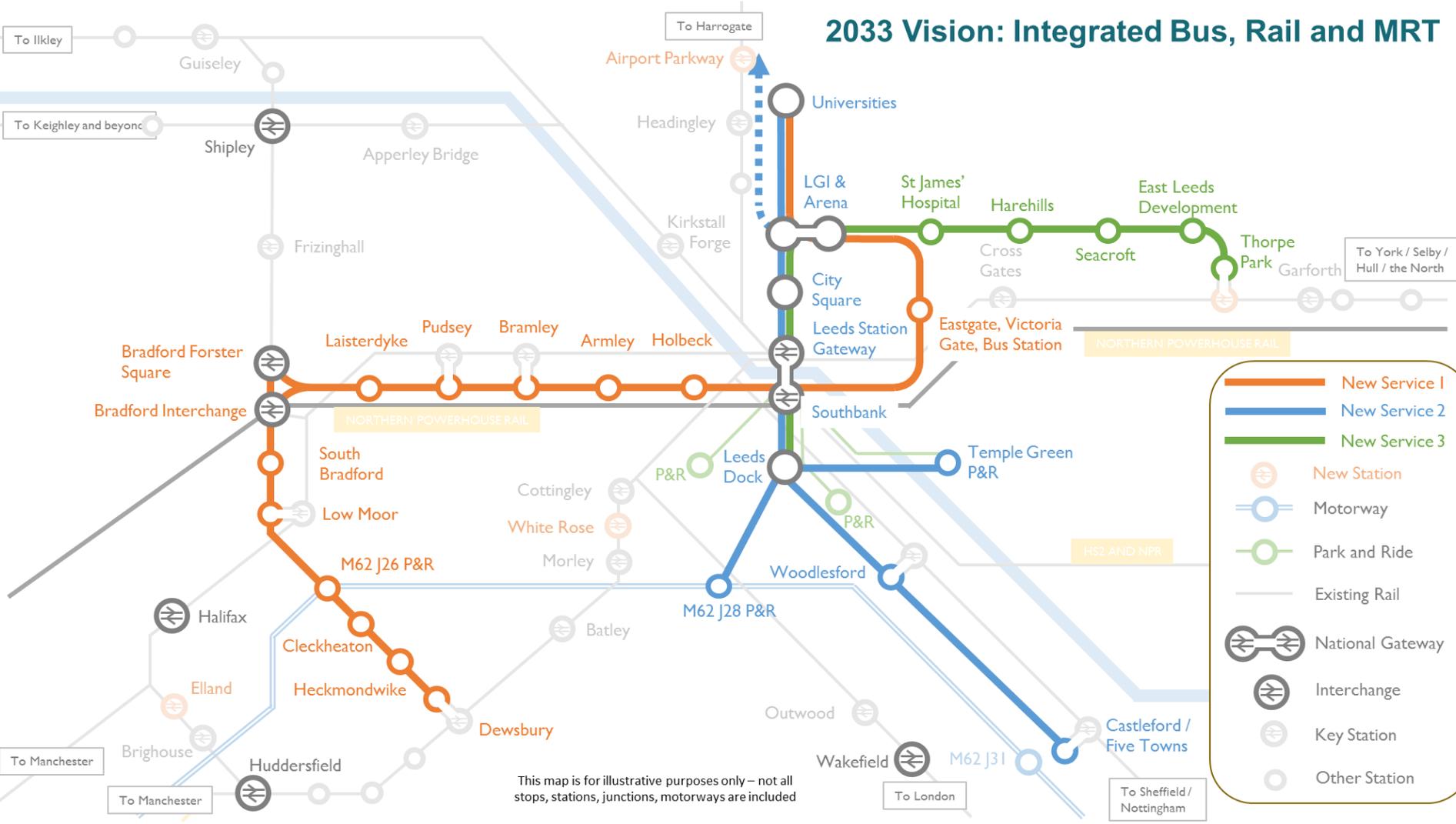
AIRE VALLEY

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2033 Vision: Integrated Bus, Rail and MRT



This map is for illustrative purposes only – not all stops, stations, junctions, motorways are included

2033 Emerging City Region Transit Network with HS2



This map is for illustrative purposes only – not all stops, stations, junctions, motorways are included

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Key Messages

- We have developed the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy.
- 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
- The proposals 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.
- The 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).
- 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.
- 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.
- This is the logical and evidenced based next step in the City Region’s plans for transport investment.
- Significant further development work is required on the City Region Transit Network and would be informed by the conclusions of the forthcoming engagement.