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**Report to:** West Yorkshire Combined Authority

**Date:** 14 December 2017

**Subject:** HS2 and Connectivity

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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?	<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 provide WYCA with an update on the LCR HS2 Growth Strategy, an overview of the LCR HS2 Connectivity strategy, and to seek support to the development of Inclusive Growth Corridor Plans as part of the next stage in work.

## 2 Information

### HS2 and the LCR HS2 Growth Strategy Overview

- 2.1 HS2 has the potential to help WYCA and its partners deliver its transport strategy through:
- 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 LCR HS2 Growth Strategy has been developed to ensure the overall opportunity from HS2 is maximised for the region. The LCR HS2 Growth Strategy was 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. 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

2.3 Since the 5 October 2017 WYCA meeting, comments from Government around the overarching LCR HS2 Growth Strategy have been incorporated, the Leeds Station Masterplan has been published<sup>1</sup>; engagement on the masterplan has commenced; and Transport Committee have considered and approved the components of the LCR HS2 Connectivity Strategy at its meeting on 17 November 2017. In addition, the proposed skills strategy is set out in the following agenda item for WYCA to consider.

2.4 The purpose of this report is to provide WYCA with an overview of the LCR HS2 connectivity strategy and to seek support to the development of Inclusive Growth Corridor Plans as part of the next stage in work.

#### LCR HS2 Connectivity Strategy

2.5 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.

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

- December 17 to January 18: Open a conversation with stakeholders around this initial draft of the LCR HS2 Connectivity Strategy

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<sup>1</sup> The Leeds Station Masterplan can be found here:

<https://southbankleeds.co.uk/assets/documents/2017.11.03-Leeds-Integrated-Station-Masterplan-LR-v6-DS.pdf>

- 16 March 18: Transport Committee consider an updated version of the LCR HS2 Connectivity Strategy reflecting comments received through the engagement.
- 5 April 2018: WYCA look to adopt LCR HS2 Connectivity Strategy as a Daughter Document to the Strategic Economic Plan
- From November 17 and throughout 2018: Develop the Inclusive Growth Corridor Plans on a phased/staged basis

### Challenges and the Case for Change

- 2.7 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'.
- 2.8 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).
- 2.9 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.
- 2.10 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.
- 2.11 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

- 2.12 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**
- 2.13 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**

2.14 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; York Central as well as the masterplans for Bradford Interchange; the Leeds Integrated Station Masterplan (including upgrades to the existing and HS2 components of the rail station).
- 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**

- 2.15 Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport indicators<sup>2</sup>. 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.
- 2.16 The identified regional/pan-northern HS2 'Inclusive Growth Corridors' linking the Leeds HS2 hub are:
- Bradford and beyond
  - York
  - Harrogate - York
  - Dewsbury - Huddersfield
  - Wakefield /Barnsley and beyond
  - Five Towns
  - Skipton
  - Selby
- 2.17 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.
- 2.18 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.
- 2.19 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 across the local, regional and pan northern corridors. 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.

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<sup>2</sup> Further details on the methodology followed are outlined in the ARUP Case for Change detailed technical report

- 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.
- 2.20 The corridors defined here are only the start of the overall ambitious network solution. We are setting a bold ambition for the future network and will develop an incremental approach to achieving it. From a transport perspective the choice of transport modes on each of these corridors will be influenced by a range of factors including the characteristics of each corridor, the scale of capacity required and the city's aspirations in terms of transformative impact. A bespoke approach will be needed for each corridor – some 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 required. In establishing the technology we will also need to look at the how we can improve the experience for the customer and improve the performance of the network.
- 2.21 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). Development work corridors will need to be prioritised over others. This will form the basis for the future pipeline, with additional corridors added as they become identified through the overarching LCR Connectivity Strategy.
- 2.22 The three stands outlined above form the basis of the emerging LCR HS2 Connectivity Strategy and WYCA endorsement is sought to enable engagement and conversation with partners and Government ahead of a finalised strategy being completed.

#### Budget announcement around the Transforming Cities Fund

- 2.23 The Chancellor announced in the November 2017 Budget, the 'Transforming Cities Fund' – A £1.7 billion fund to support intra-city transport, will target projects to drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. The objectives of the fund provide clear linkages to the emerging priorities set out in this report and further details around the Transforming Cities Fund can be found in Item 9 on this agenda.

### **3 Financial Implications**

- 3.1 There are no direct financial implications from the report.
- 3.2 Development of the LCR HS2 Growth Strategy has been funded through the HS2 Grant received from Central Government.

3.3 Funding approvals for the Inclusive Growth Corridor Plans will be brought through the WYCA Assurance Process, with approval anticipated to be sought at the 1 February 2018 WYCA meeting.

#### **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 WYCA note the progress on the LCR HS2 Growth Strategy.

7.2 That WYCA endorse the emerging principles of the LCR HS2 Connectivity Strategy.

7.3 That WYCA endorse the development of Inclusive Growth Corridor Plans as part of the next stage in development.

#### **8 Background Documents**

8.1 None.