

**Report of Director of City Development**

**Report to Executive Board**

**Date: 21<sup>st</sup> November 2018**

**Subject: Leeds City Region Connectivity Strategy and Connecting Leeds Update**

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input 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? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Summary of main issues**

1. Our vision is for Leeds to be the best city in the UK: one that is compassionate and caring with a strong economy, which tackles poverty and reduces inequalities. With transport and inclusive growth intrinsically linked, a key element of the Leeds Inclusive Growth Strategy is supporting people, place and productivity through the provision of 21<sup>st</sup> century infrastructure.
2. In December 2016 Executive Board approved the Connecting Leeds Transport Strategy which was shaped by the people of Leeds through our Transport Conversation. The strategy retained the ambition for a mass transit system within Leeds, but listened to the concerns of people who wanted to see action now, with a clear focus on spending the £173.5m from Department for Transport on a 'Leeds Public Transport Investment Programme'. Our Connecting Leeds Vision shaped by a city wide transport conversation looks to create:
  - A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
  - An ambitious city, that attracts and plans for inclusive growth;
  - A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
  - A people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone;

- A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
3. The majority of transport investment schemes within Connecting Leeds are to be completed in the next 5 years. The Leeds City Region Connectivity Strategy looks beyond this horizon to inform the next phase of the investment pipeline required to unlock the potential of high speed rail arriving in the city (HS2 and NPR) and deliver the 21st century transport infrastructure to support the Inclusive Growth Strategy.
  4. The development of the Leeds City Region Connectivity Strategy is being undertaken through a collaborative approach led by West Yorkshire Combined Authority in partnership with local district authorities. The strategy identifies that the opportunity is significant, with natural growth and planned investment (including HS2) resulting in the creation of an additional 146,000 FTE jobs across the Leeds City Region and an additional 25,000 FTEs in Leeds City Centre. Nevertheless, a significant future capacity gap is identified, taken together, the current committed/planned investments in bus, rail, walking and cycling do not provide the required transport capacity to meet the scale of jobs forecast in the city centre.
  5. The Leeds City Region Connectivity strategy seeks to 'open a conversation' on future solutions to future capacity requirements and delivering inclusive growth - including maximising the positive impact of strategic transport investments (HS2/NPR). The report provides an emerging spatial vision, and identifies a need to integrate a mass transit system across the core urban areas to connect high density local communities / labour markets into the national hubs and centres, as part of an integrated public transport system. The phrases Mass Transit, Light Rail and Tram, refer to the mode of travel and are used interchangeably to mean the same type of vehicle, i.e. a vehicle which can carry 200-300 people.
  6. The Council will support the Combined Authority who are set to open a conversation on the emerging Leeds City Region Connectivity Strategy in early 2019, with the next stage to develop detailed alignments, confirmation around mode choice and business case value for money assessments. In terms of what this means for the City, we are clear that high quality, high capacity intra city travel, while only part of the solution to transforming travel in Leeds, remains a key gap in our transport investment pipeline and welcome the continued development of this important infrastructure programme.
  7. The citywide Transport Conversation which took place in 2016 marked a new era of transport engagement and consultation with the city, with over 8000 responses received in the first phase of consultation. Through the Connecting Leeds portal we will continue this dialogue on the role of mass transit in partnership with the Combined Authority. We are clear that delivering real inclusive growth and regeneration through new major transport infrastructure for mass transit technologies which connect and supports communities - should be collaborative. We are fully committed to ensuring we listen to the voices of communities, businesses and wider stakeholders to deliver a solution that is right for the city.
  8. Our Connecting Leeds Transport Strategy approved by Executive Board 2016, focussed on delivering transport improvements in the short term through the Leeds Public Transport Investment Programme. With work progressing on mass transit options for the Leeds City Region, we are fully committed to working in partnership with the West Yorkshire Combined Authority to drive forward the Leeds City Region

Connectivity Strategy, and continuing our Transport Conversation with the city to help inform and update our Connecting Leeds Transport Strategy.

### **Recommendations**

9. Executive Board are requested to
  - I. Note the update on the work undertaken to date by the West Yorkshire Combined Authority to progress the Leeds City Region Connectivity Strategy, as reported to the Combined Authority Transport Committee.
  - II. Request that officers continue to work in partnership with the West Yorkshire Combined Authority to drive forward the Leeds City Region Connectivity Strategy to deliver appropriate solutions for the city.
  - III. Endorse establishing a member working group to oversee the connectivity and mass transit strategy.
  - IV. Endorse the commencement of a conversation with the public and stakeholders around the role of mass transit, as a part of the solution to the economic and transport challenges facing West Yorkshire.
  - V. Agree that the Chief Officer for Highways and Transportation update the Connecting Leeds Transport Strategy for consideration by Executive Board in summer 2019.

## 1. Purpose of this report

- 1.1 This report provides members with a summary of the update provided to the West Yorkshire Combined Authority at November's Transport Committee on the Leeds City Region Connectivity Strategy.
- 1.2 This report focuses on the implications of this piece of work for the city, outlining the work undertaken to date, and the forthcoming engagement on the strategy.

## 2. Background information

### Policy Context

- 2.1. Our vision is for Leeds to be the best city in the UK: one that is compassionate and caring with a strong economy, which tackles poverty and reduces inequalities. With transport and inclusive growth intrinsically linked, a key element of the Leeds Inclusive Growth Strategy is supporting people, place and productivity through the provision of 21<sup>st</sup> century infrastructure. With our ambition to be the best city for health and wellbeing, transport also has a crucial role to play in supporting active and healthy lifestyles, through reducing the negative impacts of transport on air quality with the progression of a Clean Air Zone for the city. For Leeds to be a child friendly city - connected transport for young people has been highlighted as a priority in the Children & Young People's Plan. Improving transport accessibility is also an important part of making Leeds of the best city to grow old in.
- 2.2. The West Yorkshire Transport Strategy 2040 sets the ambition to create "a world class public transport system that connects different modes of transport seamlessly into one comprehensive, easy to use network".
- 2.3. The Leeds Core Strategy, adopted in November 2014, sets our proposals for the integration of transport solutions with spatial planning and inclusive growth.
- 2.4. The HS2 Growth Strategy sets out how the Leeds City Region will work with Government, business, schools, colleges and universities to position the arrival of High Speed Rail at the centre of a coherent strategy, to create a world class gateway at Leeds station, and to provide a step change in regional connectivity.
- 2.5. The National Infrastructure Commission report published in July 2018 highlights a clear need for additional urban transport capacity to enable people in local communities (i.e. housing/suburban areas) across the city regions to travel to current and future employment opportunities. The report also recommends that increased long term funding is necessary to deliver this improved connectivity.

### Connecting Leeds

- 2.6. In December 2016 Executive Board approved the Connecting Leeds Transport Strategy which was shaped by the people of Leeds through our Transport Conversation.
- 2.7. Our Connecting Leeds Vision looks to create:
  - A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
  - An ambitious city, that attracts and plans for inclusive growth;

- A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
- A people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone;
- A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.

2.8. The strategy retained the ambition for a mass transit system within Leeds, but listened to the concerns of people who wanted to see action now, with a clear focus on spending the £173.5m from Department for Transport on a 'Leeds Public Transport Investment Programme' providing a significant step towards a transformational change to the public transport offer across Leeds. Executive Board have been updated most recently on the good progress with this programme in July 2018. In addition to that update further progress on short to medium term programme is outlined below:

### **Recent Delivery**

2.9. The current programmes build on the success of recent infrastructure investments. The new Park & Ride facilities at Elland Road and Temple Green, offer a real alternative to bringing the car into the city centre - reducing congestion, and improving air quality. Leeds Southern Station Entrance and Kirkstall Forge Railway Station have also supported both the growth in rail use and regeneration of communities. On the highways significant junction improvements have been delivered to tackle congestion, including Thornbury Barracks and Rodley. The City Connect programme has delivered high quality cycle superhighway facilities linking the City Centre to Bradford and East Leeds, promoting active travel and improving health outcomes in the city.

### **Short / Medium Term Programme**

- 2.10. Alongside the Leeds Public Transport Investment programme, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund. The delivery of the Leeds City Centre Package including Armley Gyratory, East Leeds Orbital Road and Airport Link Road are projects designed to deliver housing, employment and inclusive economic growth.
- 2.11. New rail rolling stock is being introduced across the Northern and Trans-Pennine franchises to increase the capacity of the rail network and the city is working in partnership with the Combined Authority, Network Rail and DfT to deliver 3 new stations in Leeds at White Rose, Thorpe Park and Leeds Bradford Airport. At the last Executive Board members endorsed the submission of an strategic outline business case to government for the Leeds Integrated Station Masterplan.
- 2.12. The majority of the schemes within the programmes detailed above are to be completed in the next 5 years. The LCR Connectivity Strategy looks beyond this horizon to inform the next phase of the investment pipeline required to unlock the potential of high speed rail arriving in the city (HS2 and NPR) and deliver the 21st century transport infrastructure to support the Inclusive Growth Strategy.

## Leeds City Region Connectivity Strategy Update December 2017

- 2.13. Aligned to the background of those schemes above it is imperative that the city develops and maintains clear proposals for the delivery of a rapid mass transit system over the longer term. The Combined Authority have developed the Leeds City Region (LCR) Connectivity Strategy and the work is presented further in this report.
- 2.14. Early work was previously reported to Executive Board in December 2017. In summary the report stated that:
- 2.14.1. The opportunity is significant, with natural growth and planned investment (including HS2) potentially creating an additional 146,000 FTE jobs across the Leeds City Region and an additional 25,000 FTEs in Leeds City Centre. This equates to an additional 25% increase in trips into Leeds City Centre in every morning peak by 2033.
- 2.14.2. The Strategy is aligned with Transport for the North's Strategic Transport Plan, the West Yorkshire Transport Strategy and our existing connectivity priorities around Northern Powerhouse Rail as well as the planned upgrades to the Trans Pennine Route, East Coast Main Line and Calder Valley Line.
- 2.14.3. Taken together, the current committed/planned investments in bus, rail, walking and cycling do not provide the required capacity to meet the scale of jobs forecast in the city centre.
- 2.14.4. The scale of the challenge demands innovative approaches, to adopt new technologies, as well as delivering mass transit solutions where there is the greatest demand and economic need.
- 2.14.5. To achieve the HS2 Growth Strategy outcomes, the LCR Connectivity Strategy has three strands:
- Continuing to invest highways, bus, rail, cycling and walking to deliver an integrated network across all modes.
  - Ensuring continued Government and Network Rail support for delivering our core transport priorities
  - Delivering mass transit solutions on the corridors where the economic need is greatest.
- 2.14.6. With regard to mass transit solutions the strategy established from an economic perspective, the corridors where the case for mass transit solutions is greatest. At a local intra city level these are:
- Leeds City Centre to Bradford City Centre
  - North West Leeds to City Centre
  - East Leeds to City Centre
  - South Leeds through the Southbank to City Centre
  - North Bradford to Bradford City Centre

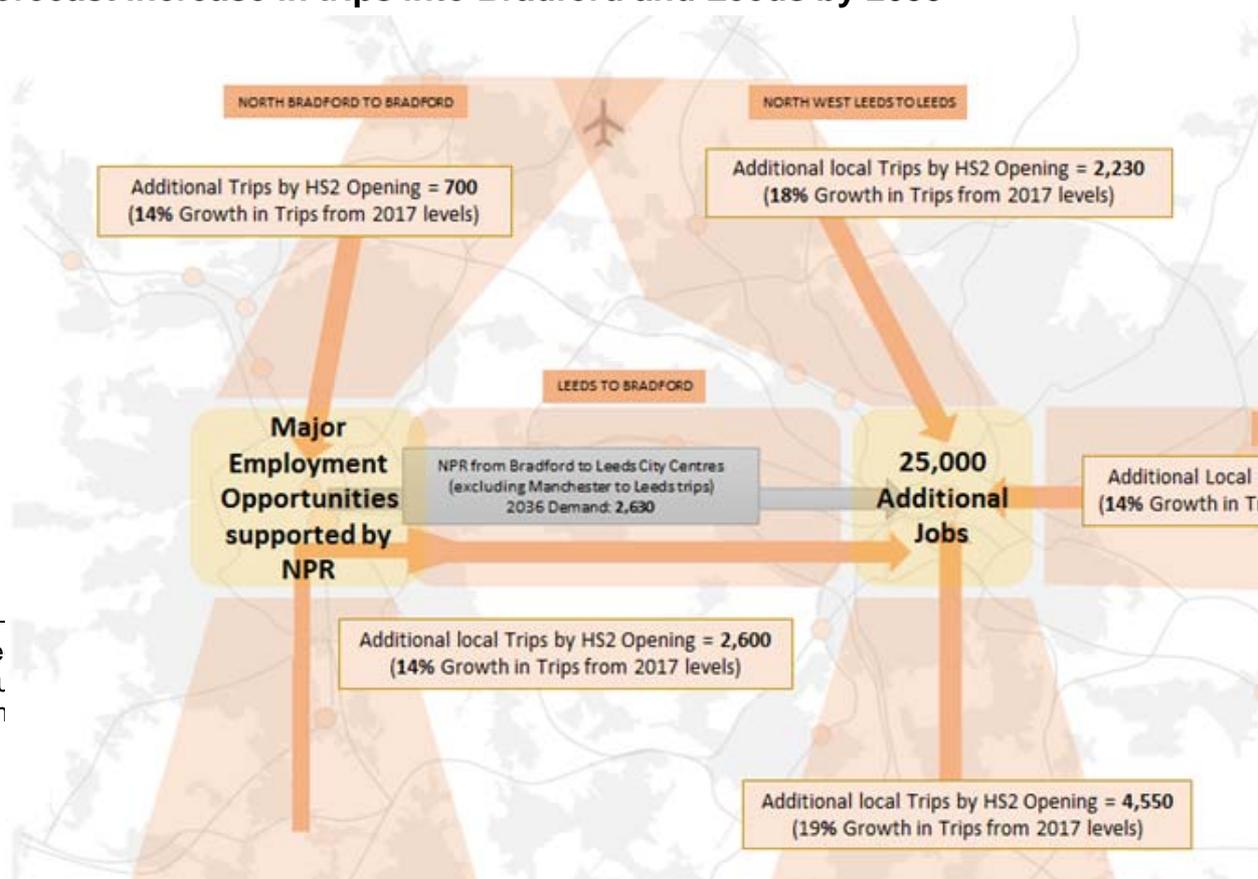
### 3 Main issues

- 3.1 For the city it is important to introduce an advanced mass transit system at the leading edge of 21<sup>st</sup> century technologies that matches our ambition to be the best city. There is no easy solution to building new transport infrastructure like mass transit in dense urban areas, but across the United Kingdom and Europe cities have successfully integrated mass transit technologies into their transport networks.
- 3.2 Without a network legacy, we have an unparalleled opportunity to future proof our technology options and embrace smart solutions in terms of connected vehicles and controls. For example, recent advances in battery technologies mean that impact of overhead wires, which has been a significant landscape and community concern in the past, can be better mitigated. There is the opportunity for the city to be innovative and to blend together the best in class, to find the right mode and technology solution for different parts of the network.

#### Leeds City Region Connectivity Strategy Update November 2018

- 3.3 The Combined Authority West Yorkshire Transport Committee considered the report attached in appendix A on 9th November 2018. In summary the report covers the following key issues:
  - 3.3.1 The development of the emerging Leeds City Region Connectivity Strategy has been through a collaborative approach led by the Combined Authority in partnership with local district authorities.
  - 3.3.2 The report summarises the growth of employment in the City Region and translates into demand for travel between communities and key employment areas – in particular into Leeds City Centre. The analysis undertaken demonstrates current transport capacity does not meet this demand and Figure 1 illustrates the level of additional demand growth in the future by the time of HS2 opening in 2033.

**Figure 1: Forecast increase in trips into Bradford and Leeds by 2033<sup>1</sup>**



<sup>1</sup> Image from Le Committee Fig Intelligence team

- 3.3.3 The report reiterates the existing committed priorities in the region and demonstrates even with these schemes in place a significant capacity gap remains. This means that by the time of HS2 opening the urban communities in Leeds City Region may not be able to access to the employment opportunities in the vicinity of the Leeds HS2 station gateway or access the onwards HS2 connections because of insufficient urban transport capacity.
- 3.3.4 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 Northern Powerhouse Rail.
- 3.3.5 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. 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 (for example a car can typically carry 5 people, a bus / bus rapid transit vehicle can carry 70-100 people, a mass transit vehicle can carry 200-300 people, heavy rail vehicle can carry 300-800 people).
- 3.3.6 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 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.
- 3.3.7 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.
- 3.3.8 The report highlights that different modes of transport serve different purposes, alongside research undertaken by 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

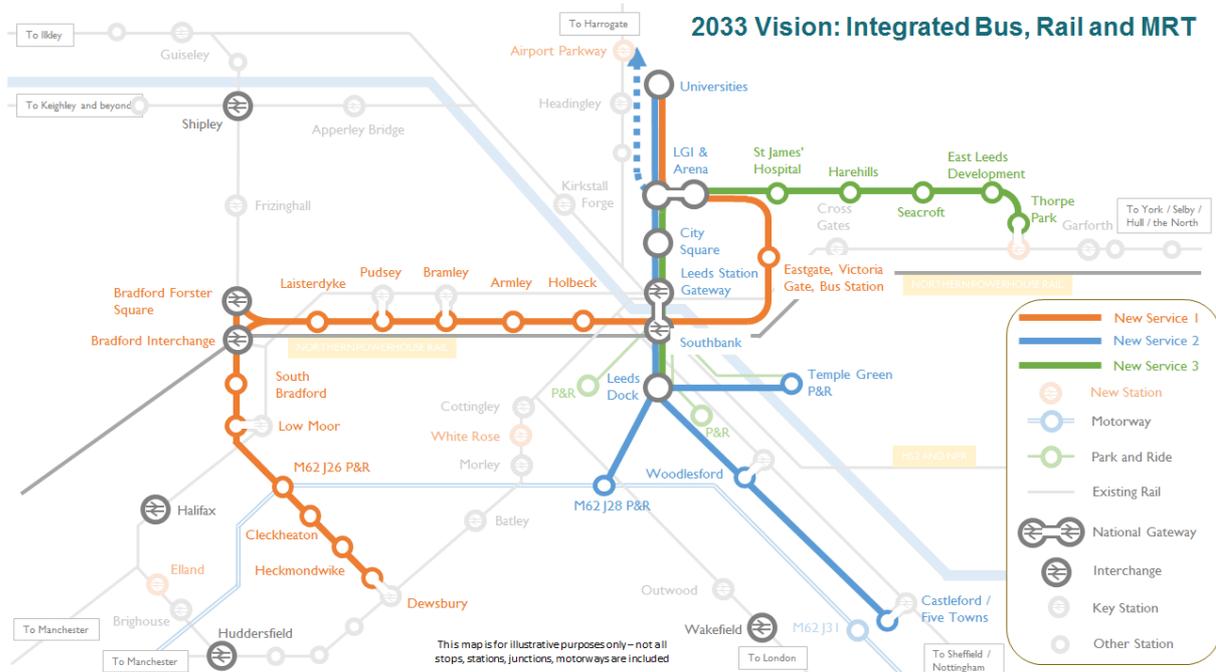
- Penetration of town and city centre with permanent, visible, and acceptable infrastructure: direct access can be provided to city centre jobs, shopping, colleges and universities in a way that is highly visible, reliable and dependable and improves air quality
- Predictable, regular and reliable journey 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 choose not 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 Northern Powerhouse Rail / 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.

3.3.9 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 is 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

3.3.10 The work has focused on identifying the key 'places to connect' for four corridors as illustrated within Figure 2.

**Figure 2: 2033 Emerging City Region Transit Network with HS2<sup>2</sup>**



3.3.11 The services highlighted in Figure 2 would be entirely new (and complementary but separate to the existing heavy rail network). They have

<sup>2</sup> Image from Leeds City Region Connectivity Strategy Update to WYCA November 2018 Transport Committee.

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.

- 3.3.12 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 the 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 are lower levels of capacity required or where there is direct interface with the heavy rail network respectively.
- 3.3.13 The Combined Authority report also states that 'It is important to note that, detailed alignments, confirmation around mode choice and business case value for money assessments would be undertaken as part of the next stage of development works and would also be subject to feedback and amendments as a result of 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'.

### **Implications for Leeds - a city planning for growth**

- 3.4 Clearly this piece of work is really important with housing and employment forecasts set to double the size of Leeds City Centre and promote developments across the city, solutions of this scale are necessary to deliver the Leeds Inclusive Growth Strategy. The benefits of an integrated transport system which includes mass transit that reaches across the city region and integrates with the existing public transport network are clear. It can be a key element of the Connecting Leeds strategy in tackling the level of congestion, over-crowding and unreliability on our transport network.
- 3.5 Through our Transport Conversation we have listened to the views of the public, businesses and stakeholders about how transport in Leeds affects you. We understand that transport is personal - congestion is a real issue, making us late for work and appointments and impacting on the movements of goods. Unreliable public transport impacts on your travel choice with a reliable journey essential for quality of life, access to employment, education and opportunities; as well as your health and wellbeing. Respondents from our Transport Conversation wanted to use public transport more, particularly when travelling to Leeds City centre, with 69% wanting alternative types of high quality, high capacity public transport schemes, for example tram or bus rapid transport.
- 3.6 The 2011 census showed 32% of households in Leeds have no car and as such public transport is essential to provide travel choices for a larger proportion of Leeds residents. Developing mass transit will help to deliver a transport system as a vital

service that is accessible for all. The proposals also support our ambition is to improve the air quality of Leeds, and improving the health outcomes for the city.

- 3.7 In terms of what the emerging Leeds City Region Connectivity Strategy means for the City. We are clear that high quality, high capacity intra city travel, while only part of the solution to transforming travel in Leeds, remains a key gap in our transport investment pipeline and welcome the continued development of this important infrastructure programme.

### **Leeds City Region Connectivity Strategy - next steps**

- 3.8 Officers will continue to support the Combined Authority as they engage on the emerging Leeds City Region Connectivity Strategy report in early 2019. A strong focus needs to be on deliverable solutions that are supported by the communities and stakeholders within the city.
- 3.9 Officers will continue to work with the Combined Authority to develop detailed alignments, confirmation around mode choice, technology solutions and business case value for money assessments.
- 3.10 The Combined Authority recommends that a member working group is established to continue to oversee the work going forward. This would enable the wider engagement and conversation with the region to formally commence after Christmas.
- 3.11 Alongside the detailed work on the routes highlighted in this report, feasibility work will start on the next tranche of wider city region corridors listed below and further phases are planned to commence early in 2019.
- Leeds – Five Towns
  - Leeds – Wakefield – Barnsley
  - Leeds – Bradford – Halifax
  - Bradford City Centre to Airport
  - Leeds to Airport
- 3.12 Together, the conclusions of all the corridor plans will help shape the future pipeline which will be set out in the overarching LCR Connectivity Strategy. The corridors plans will also help to shape the Inclusive Growth agenda and feed into the Local Inclusive Industrial Strategy.

### **Connecting Leeds update**

- 3.13 The Connecting Leeds Transport Strategy was shaped by the people of Leeds through our Transport Conversation in 2016, with a focus on delivering transport improvements in the short term through the Leeds Public Transport Investment Programme. With the emerging Leeds City Region Connectivity work progressing on mass transit options, alongside the recent Leeds Inclusive Growth Strategy, Leeds City Region High Speed Rail Growth Strategy, Our Spaces and Cultural Strategy publications – it is timely to refresh the Connecting Leeds Transport Strategy to sit alongside the Leeds City Region Connectivity strategy reflect the current policies and our emerging transport investment priorities moving forward.

- 3.14 Our transport vision will continue to support our wider ambition to be the best city in the UK: one that is compassionate and caring with a strong economy, which tackles poverty and reduces inequalities. The city must respond to community needs by connecting neighbourhoods, linking people to services and recognise that transport is a vital service that needs to be accessible for all. With transport and inclusive growth intrinsically linked, our focus will be on supporting people, place and productivity through the provision of 21st century transport infrastructure.
- 3.15 In addition to reviewing the role of mass transit, the role of technology and future mobility within the city will be a key element of the updated strategy. As one of the 'key challenges' identified in the Government's Industrial Strategy 'Mobility as a service' and making better use of new technology will be a key driver in our future travel options. People will have a different set of travel options in the future driven by advances in technology. Options for travel will be more clearly available (via all-in-one apps) and people will pay for travel more easily between modes. We need to ensure this innovation is at the heart of Connecting Leeds.
- 3.16 With our continuing commitment to listen to the views and ideas of people and business and stakeholders across the city, our updated strategy will be informed by the Transport Conversation on mass transit. For Connecting Leeds to be a success we are committed to ensuring that everybody is engaged in transport and what this means for the city. The intention is to bring a further update on this revised Transport Strategy to Executive Board in Summer 2019.

## **4. Corporate consideration**

### **4.1 Consultation and engagement**

- 4.1.1 The citywide Transport Conversation which took place in 2016 marked a new era of transport engagement and consultation with the city. Through the Connecting Leeds portal we will continue this dialogue on the role of mass transit in partnership with the Combined Authority to ensure that people remain at the heart of our journey to transform travel across the city. We are clear that delivering real inclusive growth and regeneration through new major transport infrastructure for mass transit technologies which connect and supports communities - should be collaborative. We are fully committed to ensuring we listen to the voices of communities, businesses and wider stakeholders to deliver a solution that is right for the city.
- 4.1.2 The LCR connectivity strategy report seeks to 'open a conversation' on 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.

### **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 Themes running through this report have an impact on equality and diversity. The Council aims to improve the lives of all its citizens and foster good relations between different groups in the community. The LCR Connectivity strategy will

support the objectives of the HS2 Growth Strategy which encourages inclusive growth, aiming to ensure that the benefits of a prosperous economy impact on all Leeds citizens, this includes supporting young people, increasing women and BME groups into HS2 related jobs (that are currently underrepresented), also supporting career changes and those returning to work.

- 4.2.2 An Equality Diversity, Cohesion and Integration screening has been undertaken to assess the impact of this report on equality and diversity and is attached as an Appendix B. The Leeds City Region Connectivity Strategy has been informed through the development of the Inclusive Growth Corridor plans. In developing the Inclusive Growth Corridor Plans, as individual schemes are developed within this programme they will have their equality impacts assessed as they are taken through the approval process, where the appropriate EDCI assessment procedure will be invoked.

### **4.3 Council policies and best council plan**

- 4.3.1 Our vision is for Leeds to be the best city in the UK: one that is compassionate and caring with a strong economy, which tackles poverty and reduces inequalities. The Leeds City Region Connectivity strategy is key element in helping us achieve that vision.
- 4.3.2 With transport and inclusive growth intrinsically linked, a key element of the Leeds Inclusive Growth Strategy is supporting people, place and productivity through the provision of 21st century infrastructure. With our ambition to be the best city for health and wellbeing, an integrated transport network also has a crucial role to play in supporting active and healthy lifestyles, through reducing the negative impacts of transport on air quality with the progression of a Clean Air Zone for the city.

### **4.4 Resources and value for money**

- 4.4.1 The Combined Authority are managing the development budget for the strategy and have consultant resources in place to develop the strategy. Guidance and expertise is being delivered by a mix of Council and Combined Authority personnel.

### **4.5 Legal implications, access to information, and call-in**

- 4.5.1 This report is eligible for call in.

### **4.6 Risk management**

- 4.6.1 The development of a Leeds City Region Connectivity Strategy to address the identified future transport capacity gap and is a crucial element of the Connecting Leeds Transport Strategy, to make progress towards our best city vision as outlined above. If strategy and supported the programme is not implemented, Leeds will not be able to develop in the way articulated above.

## **5 Conclusions**

- 5.1 Delivering an integrated transport network the city can be proud of remains a significant and complex challenge. The recent delivery of transport infrastructure

and our transport investment pipeline for the city marks a major step forward on our journey to transform travel across Leeds.

- 5.2 We are clear that inclusive growth, collaboration and deliverability must be at the heart of any future mass transit proposals for the city and city region. We are fully committed to working in partnership with the West Yorkshire Combined Authority to drive forward the Leeds City Region Connectivity Strategy, and continuing our Transport Conversation with the city to help inform our Connecting Leeds transport strategy.

## **6 Recommendations**

Executive Board are requested to

- I. Note the update to members on the work undertaken to date by the West Yorkshire Combined Authority to progress the Leeds City Region Connectivity Strategy, as reported to the Combined Authority Transport Committee.
- II. Request that officers continue to work in partnership with the West Yorkshire Combined Authority to drive forward the Leeds City Region Connectivity Strategy to deliver appropriate solutions for the city.
- III. Endorse establishing a member working group to oversee the connectivity and mass transit strategy.
- IV. Endorse the commencement of a conversation with the public and stakeholders around the role of mass transit, as a part of the solution to the economic and transport challenges facing West Yorkshire.
- V. Agree that the Chief Officer for Highways and Transportation update the Connecting Leeds Transport Strategy for consideration by Executive Board in summer 2019.

## **7 Background documents<sup>3</sup>**

None

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<sup>3</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.