



Image: Leeds City Council

“Towards a shared vision for transport in Leeds and the City Region”

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OVERVIEW

1. Introductions & what is the combined authority
2. Context:
 - Strategic Economic Plan
 - West Yorkshire Transport Strategy & Consultation
3. Emerging Leeds Transport Strategy
4. Strategic Outline Case submission for the £173.5m
5. Mass-Transit Opportunity for Leeds
6. Questions

WHAT IS THE COMBINED AUTHORITY?

The West Yorkshire Combined Authority (CA) is a collaboration between the West Yorkshire authorities.

It is the place where work that cuts across the whole of West Yorkshire and city region is undertaken and is the Local Transport Authority for West Yorkshire.

The CA is a governing board of nine political leaders, plus the chair of the Leeds City Region Enterprise Partnership (LEP).

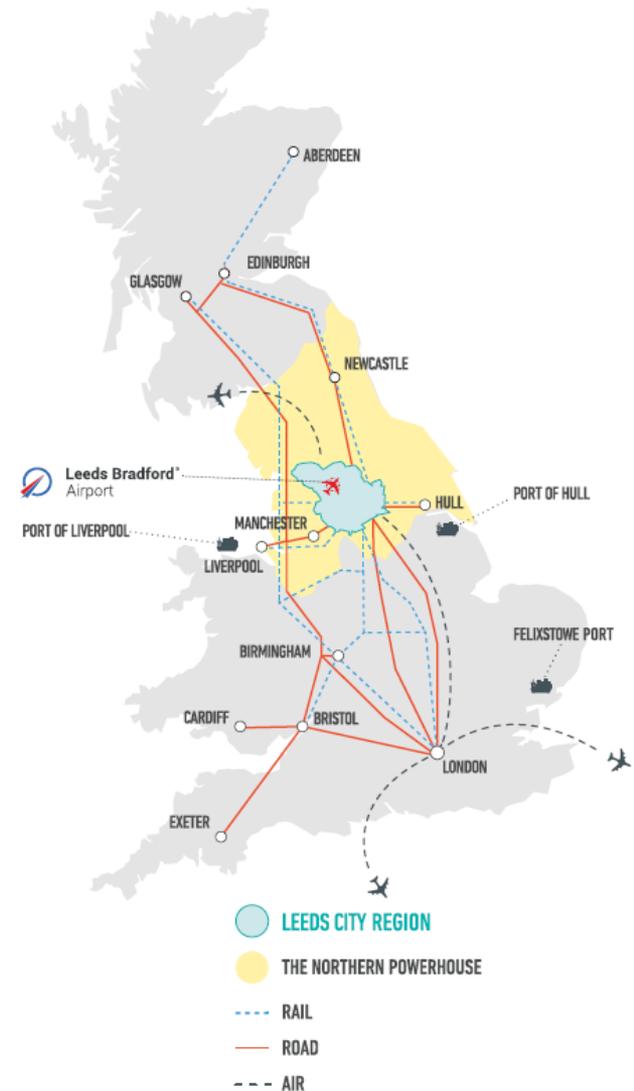
The CA and the LEP are supported by an officer organisation that undertakes their Boards' policies and actions. This includes the former PTE.

The LEP and CA have a joint vision for economic growth in the City Region.

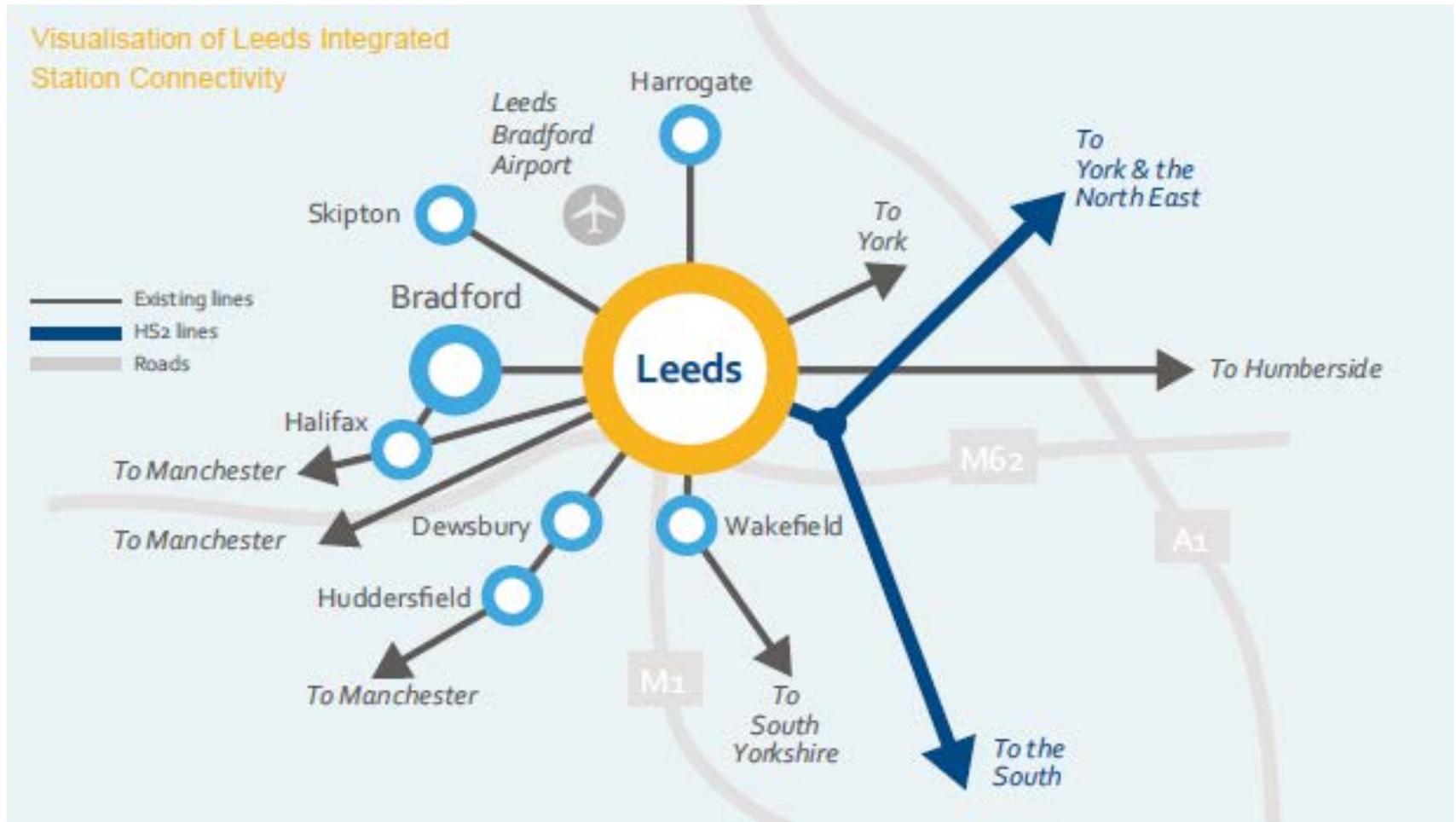


LEEDS CITY REGION

- The biggest region outside London
- Worth over £62 Billion
- Generates 5% of England's Output
- Three million residents
- A workforce of 1.9 million
- 119,000 Businesses
- 23 Further Education / Nine Higher Education Institutions: one of the largest concentrations in Europe.



A CONNECTED LEEDS

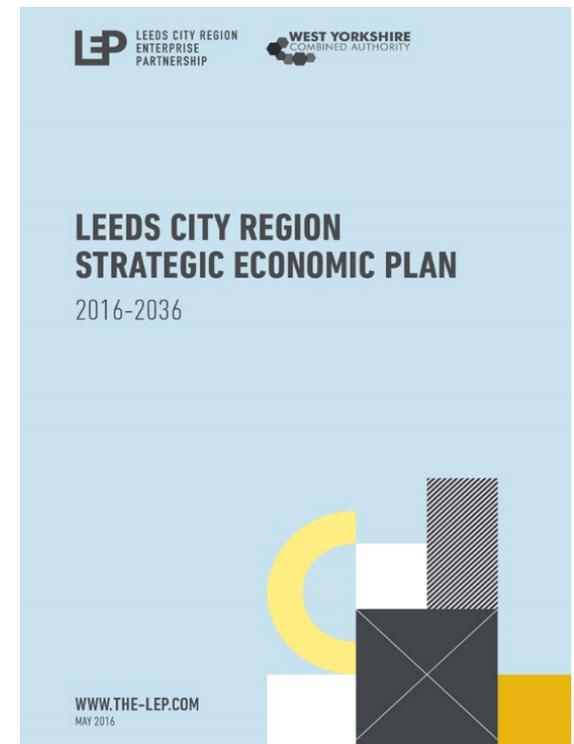
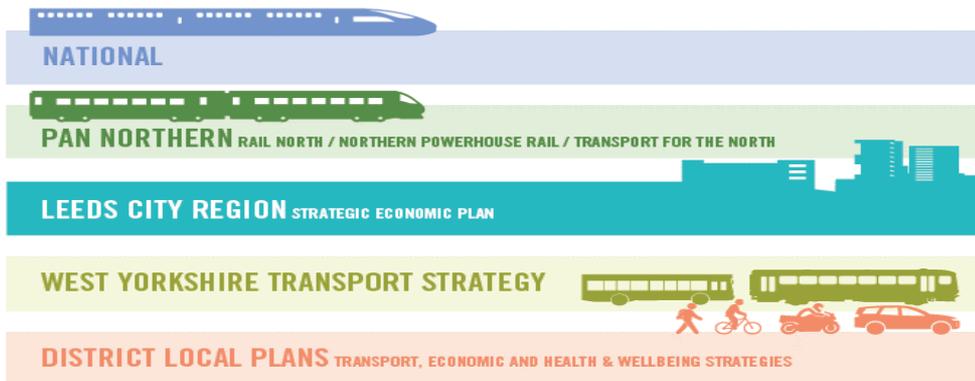


OUR STRATEGIC ECONOMIC PLAN

Our SEP is our long-term plan to transform the Leeds City Region economy. The investments within it will lead to c.36,000 additional jobs and an additional £3.6bn GVA by 2036.

It sets out our ambitions for our region and how – working with partners from across the public and private sector - we will achieve them.

Our refreshed Strategic Economic Plan (SEP) was launched in May 2016 and will be delivered by focusing on four-inter connected strategic priorities.



HOW WE WILL DELIVER IT

BY FOCUSING ON FOUR INTER-CONNECTED PRIORITIES:



BY PROMOTING GOOD GROWTH:



GOOD GROWTH

WEST YORKSHIRE TRANSPORT STRATEGY

2016-2036

SUMMARY CONSULTATION DRAFT



"City Regions" and their Transport Systems



DEVELOPMENT OF THE LEEDS TRANSPORT STRATEGY

TRANSPORT CONVERSATION PHASE 1

Identifying issues and options, Transport Summit, On-line Questionnaire, Key Stakeholder Meetings & Community Engagement

TRANSPORT CONVERSATION PHASE 2

Feedback to Key Stakeholder & Community Groups, including engagement on short/long term issues and options. Public Consultation on Preferred Leeds Transport Strategy

LEEDS TRANSPORT STRATEGY ACTIONS 2016-17

SUMMER/AUTUMN 2016

- Transport Conversation Phase 1
- Leeds Public Transport Investment Programme development

WINTER 2016

- Leeds Public Transport Investment Programme submission to DfT
- Phase 1 Leeds Transport Conversation outcome report
- Additional Strategy workstreams defined, eg Mass Transit, Future Technologies

SPRING/SUMMER 2017

- Preferred Leeds Transport Strategy Development
- Outputs from Transport Strategy Workstreams

AUTUMN 2017

- Final Leeds Transport Strategy to Executive Board

TRANSPORT CHALLENGES FACING LEEDS

- Population, housing and employment growth, along with rising car ownership:
 - Which is leading to significant travel demand growth.
- Extremely congested routes into Leeds, eg:
 - A65 Kirkstall Road, A61(N) Scott Hall Road and the A660 Otley Road.
- Bus: Long term decline in bus patronage, though there is no silver bullet to resolve this.
- Rail: Highly congested in peaks, poor rolling stock, major demand growth continues.
- Variations in accessibility, particularly in areas of high deprivation.
- Poor air quality, especially in the city centre.
- Strength of Leeds City Centre economy - large increase in inward commuting.



DEVELOPMENT OF THE LEEDS TRANSPORT STRATEGY

- The Strategy will set a 20 year vision for transport in Leeds.
- Getting the transport system in Leeds right is a critical to achieving ambition.
- Connecting people to jobs, goods to people, bringing businesses closer together, and providing opportunities for training and reducing social exclusion, is a vital requirement of a competitive economy.
- Our ambition remains to have a transport system that can transport large numbers of people through the growing city. This includes considering options for mass transit.

STRATEGIC OUTLINE CASE SUBMISSION

SOC is only the first component of the emerging Leeds Transport Strategy.

It incorporates the £173.5m of DfT funding originally allocated to NGT Trolleybus

DfT requirements - Funding must be:

- Focussed on public transport in Leeds district;
- Deliverable in the short to medium – assumed up to 2021; and
- Capital schemes, unless funding was to be provided as match funding.

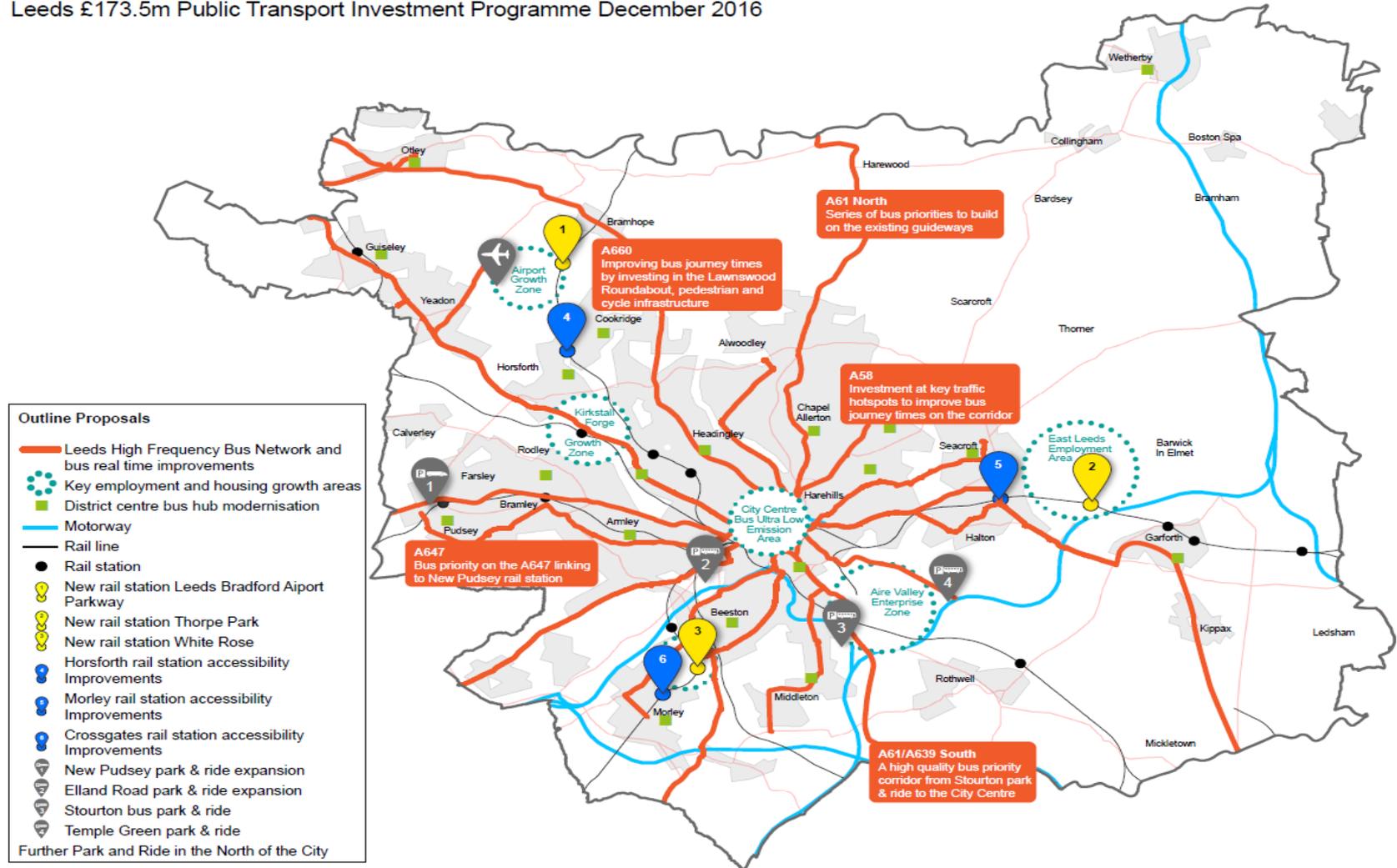
£270m package put forward to DfT focuses on:

1. Transformation the bus network;
2. A world class city centre gateway, being HS2 ready and high quality transport hubs;
3. Rail stations at key economic growth, housing and employment locations; and
4. **Development of a mass-transit proposal for the City.**

DfT Decision expected Feb/Mar 17

STRATEGIC OUTLINE CASE SUBMISSION

Leeds £173.5m Public Transport Investment Programme December 2016



BENEFITS WHICH MASS TRANSIT CAN BRING

- Caters for future growth.
- Maximizes HS2 Station 'Business Case'.
- Encourages delivery of broader SEP outcomes:
 - More local jobs created, apprenticeships, local supply chain boost (Nottingham great example).
 - Improves the attractiveness of cities and attracts inward private investment.
 - Environmental benefits – less pollution, reduces congestion, helps create regeneration of cities.
- Recent technical developments helping to reduce scheme capital costs, more cities and areas looking at LRT (again).
- Provides a real alternative to travel by car.
- Operating revenues exceed operating and maintenance costs once built.
- Provides an ambition for the City.



CATERING FOR GROWTH: MASS TRANSIT

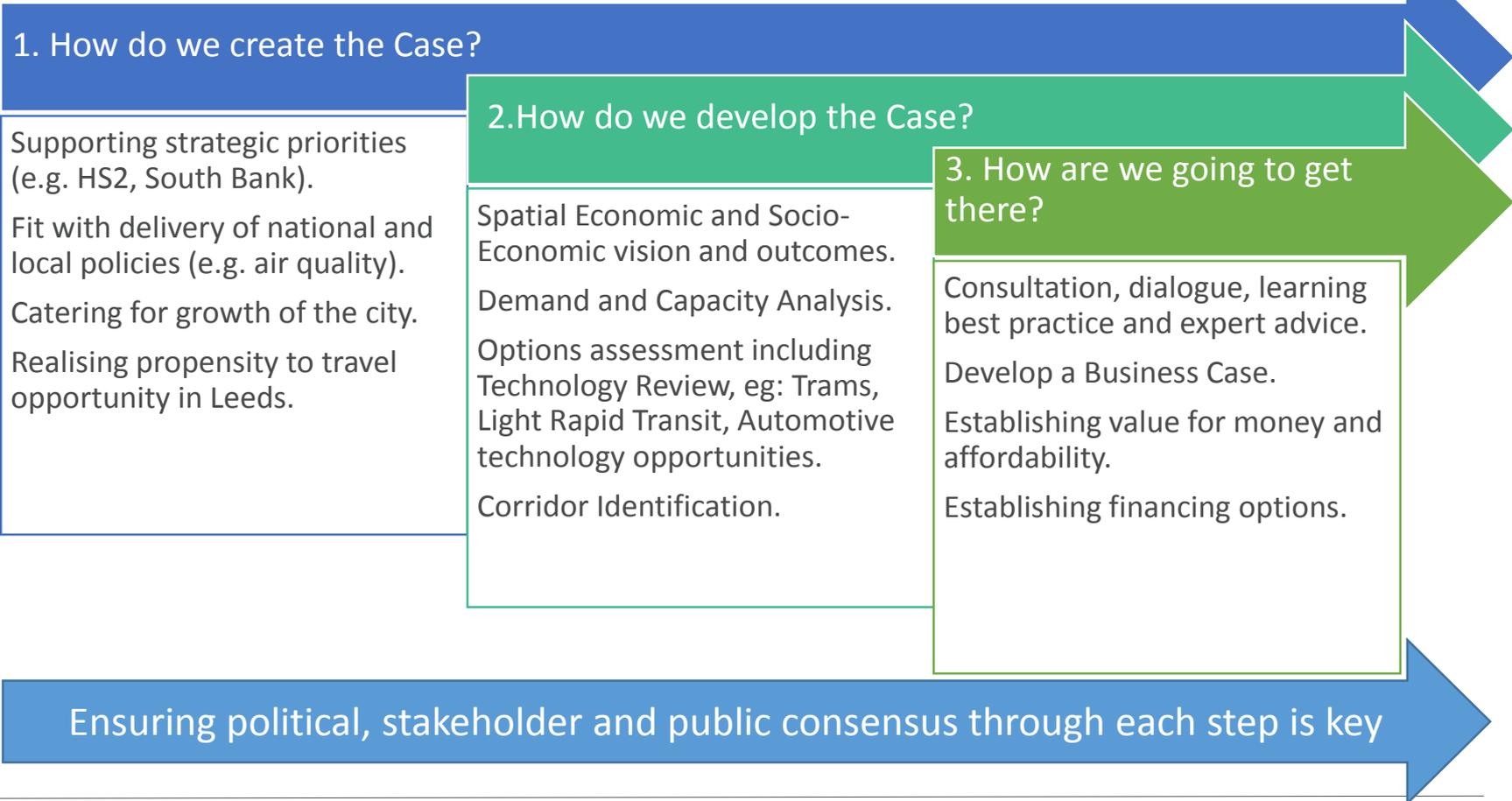
- Buses will continue to play an important role to play in short distance trips.
- Rail has important role for Long Distance / Commuter / Interurban trips.
- Mass Transit provides a solution for local connectivity and moving large volumes of passengers where capacity is constrained, eg:
 - HS2 Business Case needs to be complemented by a step change in local connectivity.
 - Providing part of the solution to heavy rail capacity issues.

Mass Transit is being considered through Leeds Transport Strategy:

- Funding allocated within SOC to develop strategy, options and the case.

CREATING THE STRATEGIC CASE

A compelling case for change is vital to scheme success: establishing 'why' before 'how' is key.



MASS-TRANSIT DRAFT FORWARD PROGRAMME

Significant development work required throughout 2017:

- DfT response and sign-off of the Strategic Outline Case: Feb/March 2017.
- Commence delivery of the Leeds Strategic Outline Case.
- Continuation of the Leeds Expert Panel and 2nd Phase of the 'Leeds Conversation: Throughout 2017.
- Leeds Station / HS2 Masterplan reporting: late summer 2017.
- Leeds Mass Transit Connectivity:
 - Creating the Strategic Narrative: January to April 2017.
 - Developing the Case: April to Summer 2017
 - Spatial Economic and Socio-Economic vision and outcomes
 - Demand and Capacity Analysis ;
 - Options Assessment including Technology Review, eg: Trams, Light Rapid Transit, Automotive technology opportunities
 - Corridor Identification
 - Establishing a business case: Autumn 2017 onwards.



Image: Leeds City Council

Thanks for listening – any questions?

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