

Leeds City Region HS2 Growth Strategy

Engagement Report

The West Yorkshire Combined Authority Consultation and
Engagement Team

May 2018

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Executive Summary

Overall the response to the engagement activities was positive and showed strong support for the visions and principles outlined within the strategies. Numerous descriptive comments were provided to supplement quantitative data, though these varied widely both in terms of content and level of detail with most organisations focusing on elements of the strategies that would benefit their sector specifically or which highlighted potential within their area of expertise. Some of the key points and quotes are highlighted below:

- Support for the vision and principles:
 - *“[We welcome] the Leeds City Region HS2 Growth Strategy, and endorse the overall approach around highlighting the step change in connectivity while focussing on harnessing the skills, supply chain and regeneration opportunities that high speed rail investment will provide for the whole region.”*
 - *“[We support] the preparation of a strategy for growth to secure maximum economic and social benefit from the construction of HS2 within the Leeds City Region”*
 - *“As an organisation with a strong interest in economic growth and the city’s development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north’s economic potential, and transforming the city centre.”*
- Support for the benefits of the strategies to the city’s workforce and in particular young people:
 - *“We also welcome the impact of the project on the city’s workforce, with new opportunities for young people, career changers, and graduates emerging from our colleges and universities across the North, as well as the opportunities for our supply chain (and our clients) in the city to benefit from the HS2 project.”*
 - *“The HS2 project will provide excellent transport links which are key to attracting and retaining a highly skilled workforce, and creating more opportunities for young people in the region.”*
 - *“I have a personal interest in the success of this project and the opportunities that it will provide for our young people.”*
- Concern regarding the limited emphasis given to the environment and air quality:
 - *“Strategic Connectivity Objectives – these are primarily economic (skills, business, growth,) and social (sharing the benefits of growth). It would be good to see environmental and Air Quality reflected in these as well.”*
- Suggestion that a higher focus should be placed on the need for electrification:
 - *“Electrification should be more prominent in the strategy, and we seek a commitment to implementing the recommendations of the Electrification Task Force.”*
 - *“Electrification of the Trans-Pennine route [...] needs to be addressed”*
- Concern regarding the importance of the station gateways and the limited focus given to some of the individuals station projects:
 - *“The discussion around the development of, and regeneration around, station hubs should mention Selby too.”*
 - *“[Further discussion should be held around] the Halifax and Harrogate station regeneration projects”*
 - *“[We urge] that the strategy should reference explicitly that part of the strategy is to understand and deliver the station upgrade at York needed to service HS2”*

Due to the wide variety of feedback, it is recommended that the comments are read in their entirety to gain a full insight into the responses provided.

A number of the individual survey responses were skewed by personal preferences and negative attitudes toward High Speed 2 (HS2) as a concept, regardless of the content of the Leeds City Region HS2 Growth Strategy. This is to be expected as respondents not in favour of the motivator are not likely to champion any related outcomes.

Participants were given the option to provide feedback on whichever sections of the strategies they felt most able to comment on or that were relevant to them. This has meant that an already small number of responses has been minimised further by the structure of the questionnaire. Percentages reporting in this engagement report are therefore for limited illustrative use alongside the actual reported response counts.

1. Background

High Speed 2 (HS2) is a planned high speed railway designed to transform connectivity between our major cities, making it easier for businesses to locate across the Midlands and the North of England. This will help to rebalance the economy across the UK. An overview of the HS2 scheme can be found at

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629380/high-speed-two-from-concept-to-reality.pdf

Early construction work of HS2 Phase 1 has already commenced between London and Birmingham. With detailed planning already underway, construction of the line to Leeds is planned to start in 2024, with the line to open in 2033. Some services will terminate at an expanded Leeds Station and others will travel onto York Station.

The Leeds City Region is growing and HS2 is vital to supporting the next steps in transforming our economy. With the arrival of HS2, it is vital that the West Yorkshire Combined Authority and its partners plan how best to distribute the economic benefits across the Region. The Leeds City Region HS2 Growth Strategy sets out how Leeds City Region will work with Government, businesses, schools, colleges and universities to maximise the benefits of HS2.

In order to develop the strategy and its daughter documents (the Leeds City Region HS2 Connectivity Strategy and the Leeds City Region HS2 Skills and Supply Chain), a period of engagement was held from Monday 15 January to Friday 2 March 2018. The results of this engagement are outlined within this report.

2. Engagement Objectives

- To inform stakeholders and the general public of the existence and development of the Leeds City Region HS2 Growth Strategy and its related documents.
- To gather feedback from stakeholders and the general public regarding the Leeds City Region HS2 Growth Strategy and its related documents in order to influence further iterations of the documents.

3. Methodology

- Engagement was mainly targeted stakeholders, though comments were welcomed from the general public
- An online survey was hosted on SNAP surveys
- Responses were welcomed via email or letter
- A bespoke webpage was hosted on the Combined Authority's website providing information on the strategies and the engagement, background documents and a link to the online survey
- A series of press releases were sent out
- Various social media channels were used to promote the engagement including those of the Combined Authority, Leeds City Council and district partners.
- A link to the main webpage was hosted on the consultation and engagement webpage on the Metro site.
- A series of bespoke emails were sent out to a wide ranging stakeholder database

4. Summary of Responses

Appendix A provides a list of all the responses received, which is summarised in the table below.

	Via Email	Via the Online Survey	TOTAL
Stakeholders:			
Government (Central / Local)	6	2	8
Local Business	10	-	10
Educational Institutions	3		3
Business Chamber	-	1	1
Public Transport	4	-	4
Interest Groups / Community Groups	1	1	2
Individuals:			
Individuals	3	30	33
TOTAL	27	34	61

As aforementioned, engagement was heavily targeted towards stakeholders. Where individuals have responded, the majority have taken the opportunity to highlight their grievances with HS2 itself, rather than answering the question regarding the HS2 Growth Strategy thus skewing the quantifiable survey results. The question of whether HS2 should happen or not was not the purpose of this engagement and cannot be influenced by the Combined Authority. The summary of the feedback provided in this report is therefore focused on the responses which respond to the documentation and questions highlighted in the engagement.

Due to the small sample size of survey respondents and a wide variety of responses given, with the exception of dislike for HS2, there are very few key themes emerging from the survey responses. A full list of the open text comments can be found in **appendices C – E (groups/organisations) and L-N (Individuals)**. It is strongly recommended that decision makers read all the comments in depth to gain a full understanding of the issues raised.

The majority of organisational responses were submitted via email and therefore only four organisations responded to the survey. This means that the percentages provided in this report should not be used as a basis for decision making.

5. Stakeholder Responses

A marked up questionnaire of the organisational survey responses can be found in **Appendix B**.

5.1 Survey Feedback: Leeds City Region HS2 Growth Strategy

The vision of the Leeds City Region HS2 Growth Strategy is for:

HS2 to be the catalyst for accelerating and elevating the Leeds City Region's position as an internationally recognised place of vitality, connecting the North and creating an inclusive, dynamic economy, accessible to all.

The principles of the Leeds City Region HS2 Growth Strategy are:

- A step change in connectivity for the city region
- A new world class gateway at Leeds Station
- A catalyst for regeneration
- Inspiring our people
- Developing our businesses and supply chain
- A magnet for investment and a cultural destination

All four organisations responded to this section. A full list of comments provided in this section can be found in **Appendix C**.

- Organisational responses showed an entirely positive response with 50% strongly supporting and 50% supporting the vision. Comments include:
 - Strongly support: *“For an economy and the businesses within it to thrive they must have efficient access to people with the right skills to enable them to service their client requirements. By widening and deepening the pool of available labour this will allow more companies to have access to talent. In turn other companies will choose to locate close to where their customers and competitors are based creating further economic growth. The growth strategy rightly points out the agglomeration effects that are likely to happen with good rail links.”*
 - Support: *“The vision is strong and reflects the right type of aspiration for the LCR. There may be a more rounded phrase than being known as a place of vitality, though it is recognized what the statement is intended to achieve. Perhaps it could read on the lines of position as an internationally recognized place of quality commerce, world class public space, vibrant modern living that connects the North creating an inclusive, dynamic economy, accessible to all. Perhaps a touch long winded but you will see what I'm trying to achieve. Essentially maximize the physical characteristics that the strategy seeks to address within the vision.”*
- A wholly positive response was also shown in relation to the Growth Strategy principles with 100% stating either support or strongly support for all the principles. Comments include:
 - *“Confidence breeds confidence, we are already seeing plans coming forward based on HS2 / NPR and improved regional rail connectivity.”*
 - *“It is important to improve connectivity across and beyond the city region; to use the opportunity for regeneration and economic growth; and to ensure access and opportunities are available to all communities.”*
 - *“All of these fit well with the ethos Harrogate Borough Council has in relation to HS2 growth and offer a well rounded set of principles to underpin the strategy.”*
- Three organisations provided further comments regarding the Growth Strategy. These include:
 - *The West and North Yorkshire Chamber of Commerce submitted their Maximising the Potential of the Yorkshire Hub and South Bank Leeds*

- document which outlines opportunities for Leeds and the north as a result of development in the area (Appendix F).*
- *Harrogate Borough Council believes that the HS2 Growth Strategy is based on sound principles and represents an excellent beginning to maximise the benefits from HS2 across the city region. They have raised a number of points and questions and suggest that discussions should be held with the HBC Strategic Transport Planner to discuss these issues further. Points include: the East Coast Mainline franchise, the electrification of the Leeds – Harrogate – York line, the Halifax and Harrogate station regeneration projects, job creation, rail routes that connect into Leeds and the proposed economic benefits. Further details can be found in Appendix G.*
 - *Leeds Civic Trust highlight a confusion regarding the ownership of the strategy and who is referred to by the term ‘we’. They also question the Leeds-centric focus of the strategy and the short term focus. In addition to this they provided an extensive list of comments relating to specific elements or phrases within the strategy noting in particular some of the complex language used throughout. The full list can be found in Appendix H.*

5.2 Survey Feedback: Leeds City Region HS2 Connectivity Strategy

The objectives of the Leeds City Region HS2 Connectivity Strategy are to:

- Put people first in town and city centres
- Invest in skills and attracting business
- Increase employment in growing sectors
- Build on the Leeds-Bradford Powerhouse
- Share the benefits of growth through strategic connectivity

The three strands of the Leeds City Region HS2 Connectivity Strategy are:

- Embracing technology to create an integrated network
- Delivering our existing transport priorities
- Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest

Two groups responded to this section. A full list of comments provided in this section can be found in **Appendix D**.

- Overall individuals showed a wholly positive response with 100% support for the Strategic Connectivity Objectives. Comments include:
 - Support: *“It is important to improve the quality of place, putting people first in order to attract people and businesses to live, be based and invest in the city region. Improving connectivity across and beyond the city region is essential to maximising opportunities and spreading the benefits to communities and businesses.”*
 - Support: *“The HS2 Growth Strategy must be layered into wider strategies for transport connectivity; it is no use having fast rail journeys to and from Leeds if it then takes significant amounts of time to get to and from your final destination / starting point.”*
 - *“Improved connectivity will enable access to a much wider labour market, but we must not ignore the indigenous workforce on the doorstep. Thought*

- should be given to those in the city that are cut off from the current and future labour market, both physically and academically.”*
- Support: *“The report talks about the potential for mass transit options, and it would be sensible to include this as a specific work stream within the programme.”*
 - Support: *“Creating a truly integrated regional public transport network should be an ambition contained within the HS2 growth strategy.”*
 - Support: *“We believe there are further areas for collaboration around the housing agenda, and business start-up and scale-up agenda, especially within the tech sector. Strong connectivity will only enhance these opportunities.”*
- One respondent agreed with the priorities in Strand One and one respondent strongly agreed. Comments include:
 - Strongly agree: *“It is essential to embrace technology to make public transport journeys easy, better value and convenient to encourage sustainable travel, as well as to make better, effective use of the highway networks.”*
 - Agree: *“Given the relatively compact nature of Leeds City Centre, the ambition to see improvements to pedestrian and cycling infrastructure and the overcoming of severance issues, whilst welcome, must recognise that there will still be a need to enable private vehicles to move around.”*
 - When asked what they believed to be the key components of Strand One, responses included:
 - *“Powerful broadband / mobile / WiFi connectivity right across the city region. None of the ambitions set out will be realised if this enabling factor is poor.”*
 - *“Multi-modal, integrated public transport ticketing across and beyond the city region (for example Leeds and Sheffield city regions). Use of smart technologies to manage the rail and highway networks.”*
 - As with Strand One, one respondent agreed with the priorities in Strand Two and one respondent strongly agreed. Comments include:
 - Strongly agree: *“We would also add that transport priorities identified within the Leeds transport plan must also be delivered. Proposed stations at White Rose, Thorpe Park and Leeds Bradford Airport will all bring economic benefit before 2040. The offer of ‘jam tomorrow’ will not generate public support so a strategy to bring quick win solutions would be welcome.”*
 - Agree: *“Transport priorities have been agreed which address the issues and ambitions across the city region.”*
 - When asked what they believed to be the key components of Strand Two, responses included:
 - *“Focus on inclusive, integrated investment in key, whole corridors to improve connectivity and travel conditions, as well as support economic growth.”*
 - *“A detailed timeline, setting out what is going to happen and by when would be helpful in telling the story to would be investors as well as the companies and communities who stand to benefit.”*
 - Strand Three also received a positive response with both respondents agreeing. Comments include:
 - Agree: *“Agree, but it is important to clarify the corridors, notably 5 and 6, extend beyond Leeds City to adjacent West Yorkshire districts. The diagrams and text need to be explicit.”*
 - Agree: *“We acknowledge the need for strategic planning but would not wish to see developments delayed or stalled through laborious and time*

consuming actions. Create the environment in which growth can happen and don't try to control everything."

- The proposed approach to develop Inclusive Growth Corridor Plans as outlined in Strand Three also received a wholly positive response with both respondents agreeing. Comments include:
 - Agree: *"We must remember that transport is an enabler not an end in and of itself and would refer to previous answer."*
 - Agree: *"Agree it is important to develop plans to provide the framework for inclusive, coordinated and integrated investment."*
- When asked what they believed to be the key components of Strand Three, responses included:
 - *"Strong leadership, clarity of vision and mission, along with a clear plan for delivery. There will be the will undoubtedly be a desire or lobbying to spread the jam so that everyone feels they have had their share. Set the plan and deliver it"*
 - *"Whole corridor, multi-modal coordinated and integrated investment, aligned to opportunities for economic growth, including new jobs and homes. Investment in improved quality of place along the corridors."*
- When asked for any other comments regarding the Leeds City Region HS2 Connectivity Strategy, the West and North Yorkshire Chamber of Commerce submitted their Connecting the Northern Powerhouse document (**Appendix I**) which outlines recommendations for the location and development of the proposed HS2 station in Leeds.

5.3 Survey Feedback: Leeds City Region HS2 Skills and Supply Chain Strategy

The vision of the Leeds City Region HS2 Skills and Supply Chain Strategy is to:

- Maximise the employment, skills, education and supply chain development opportunities associated with HS2 in the Leeds City Region.

The ambitions of the Leeds City Region HS2 Skills and Supply Chain Strategy are:

- Attract the best talent, from home and abroad to meet new and leading edge technologies and innovation
- Raise the rail industry as an exciting career for everyone, with real opportunities for progression in a dynamic sector
- Boost productivity through workforce upskilling allowing the LCR to address the demand of new technologies and processes
- Drive investment in leadership, innovation, project management and commercial skills
- Grow the capacity and capabilities of rail engineering in the LCR. Growth in this sector will allow the LCR to take advantage of international export opportunities and become the UK centre for high speed rail
- Address LCR ambitions of inclusive economic growth through responsive improvements to support access to jobs and skills
- Transform the LCR into an economy based around high skills and higher wages

Two groups responded to this section. A full list of comments provided in this section can be found in **Appendix E**.

- Support for the Supply Chain Strategy was positive with one respondent strongly supporting and one respondent supporting. Comments include:
 - Strongly support: *“With significant infrastructure investment comes the opportunity not only to learn from best practice around the world but create new thinking around the delivery of sustainable urban transport solutions. With the scale of opportunities under development we should be looking to develop new 'best practice' and become the place in the UK to come and understand how you create 21st century cities”*
 - Support: *“It is important the opportunity provided by the HS2 investment is taken to benefit the communities and businesses across the city region.”*
- Support for the Skills and Supply Chain Strategy ambitions was also wholly positive with both respondents supporting or strongly supporting each ambition. Comments include:
 - *“All of the above comments set out an ambition which we have not seen at this scale in the region before. There are some enabling factors which must be addressed, not the least is encouraging the education sector that it has a really important role to play, something which has proved somewhat of a challenge in the past. However with the legal requirement for schools to demonstrate their information, advice and guidance credentials we could be pushing against an open door.”*
 - *“The ambitions are important and relevant to ensure the communities and business opportunities across the city region are maximised.”*
- Ways that organisations believe they can support the Combined Authority to deliver the ambitions set out in the strategy include:
 - *“The Chamber of Commerce is a long standing advocate of the education /skills and infrastructure agenda, we would be extremely keen to aid any education / business partnership activities which fall out of this strategy. We have delivered many supply chain opportunity events over the years, most recently for Heathrow and HS2 and would be very happy to deliver future awareness raising and match making events.”*
 - *“Wakefield Council is already working with partners, including the West Yorkshire Combined Authority, to deliver economic growth, raise skills, improve quality of place and invest in transport infrastructure.”*

5.4 Email Feedback

Due the wide variety yet small number of emails, it has not been possible to develop a coding frame for these responses or pick out overarching themes. A summary of the key comments made can be found below, but again it is essential that decision makers read all the responses in full as they differ so widely between respondents (see **appendices J.1 – J.24**). Overall, organisations were supportive of the strategy with many offering their support in its development, though some specific issues and concerns were highlighted throughout.

Brandon Medical Ltd (Appendix J.1)

- Brandon Medical Co Ltd is pleased to endorse and support the Leeds City Region HS2 Growth Strategy. As a medical equipment manufacturer that exports over half of what we make, it's important for us to have fast efficient links to London as many of our export partners arrive via Heathrow. As an organisation with a strong

interest in economic growth and the city's development, we welcome the plans to create significant number of jobs and improve connectivity between our Northern Cities and London, to unlock the North's economic potential and to transform Leeds city centre.

Calderdale Metropolitan Borough Council (Appendix J.2)

- CMBC officers are in support of the strategic approach offered by the HS2 Connectivity Strategy for the Leeds City Region.
- The spatial focus of the Inclusive Growth Corridors offers an opportunity to target transportation investment where it is needed most.
- CMBC also support the targeting of deprived communities and the priority that has been given to the improvement of the Calder Valley line.
- Concern regarding connectivity between Calderdale, the Calder Valley and the corresponding core settlement of Halifax. This is not the sole subject of any Priority Corridor amongst those listed. The Leeds-Halifax-Calder Valley corridor should be viewed as strategically distinct from the Leeds-Bradford corridor and be listed separately.
- Calderdale is only listed as a tertiary link on the Leeds-Bradford priority corridor.
- Page 5, under 'delivering our existing transport priorities', first bullet. Halifax station is also in the process of being redeveloped, this should also be mentioned here
- Page 6 & page 18, under 'Transformational City Region Priority Corridors', first bullet. The Calderdale Valley and Halifax should be distinct from Leeds-Bradford
- Page 18 – page 20, there should be a justification section for the Leeds-Halifax-Calder Valley improvements as discussed above. Suggested justification bullets would include the strategic importance of Calder Valley improvements, connectivity improvements for deprived communities in Halifax, better connectivity for Bradford and Calderdale residents to Manchester and Manchester Airport.

Canada Life Limited and Arringford Limited & Maizelands Limited (as trustees of the LF Canlife UK Property ACS Fund) (Appendix J.3)

- In general, the owners of Leeds City Office Park are supportive of initiatives to regenerate and improve the appearance and perception of the wider South Bank area in Leeds and in principle do not oppose redevelopment. However, our client requests further information and clarifications from the Council and HS2 Limited on the future proposals associated with HS2 in this location.

Central Government (Appendix J.4)

LCR Connectivity Strategy Feedback Summary

- Case for Change is not specified. In taking forward the corridor work, you will need to establish more specifically current and future demand, constraints and gaps in provision within each corridor.
- Strategic Connectivity Objectives – these are primarily economic (skills, business, growth,) and social (sharing the benefits of growth). It would be good to see environmental and Air Quality reflected in these as well.
- Strand 1 (Technology/Integrated Network) – the strategy identifies TfN's Smart programme and continued investment in City Connect (cycling). It would be good to

understand how you intend to develop plans to use innovation and technology across the corridors. It would also be good if cycling and walking provision is considered as part of the corridor plans, rather than being part of a separate work stream.

- Strand 3 (Inclusive Growth Corridors) – quite rightly a very ambitious programme of work but how realistic is it to deliver bespoke solutions for each corridor by the end of the year? Welcome the involvement of local communities and business which is the right approach but this can take time to achieve.

Skills & Supply Chain Feedback Summary

- You describe initiatives that follow on logically such as career development programmes. It would be good to be more specific about exactly what you will do, by when and the cost e.g. a more comprehensive outline of interventions.
- Would be good to hear “the voice of business”. Helpful to briefly set out how businesses have been involved in developing the strategy and how they could be engaged going forward. Anything that could be added about business or business group responses to the opportunities HS2 brings? Who are the business champions for maximising the local benefits of HS2?
- Does the Arup report, or existing LEP information, provide any key statistics about potential HS2 related growth in associated sectors which would add more depth to the information on page 70 which is general and not quantified.
- Proposals include supply chain and accelerator programmes which are already running in a more general form (with LGF, EU and other funding). Might be useful to say a little about these to illustrate what they are, how they work with businesses, what they deliver.
- What is the plan around the programme of support for businesses displaced by HS2? Would be good to give a flavour of what this support might include and how it will be taken forward, and no doubt reassuring to the businesses affected.
- Employment and skills retention (note from transport & housing economist) could some of the detail be incorporated into the SOBC. It may already exist as part of local industrial strategies in the area. Something concrete would certainly help strengthen the narrative around skills and employment. In light of the rebalancing toolkit, it’s important to have a strong narrative surrounding the transport intervention. One that considers both the skills and housing
- Increasing productivity is rightly highlighted. However, the draft also suggests that (page 20) productivity levels are increasing relative to the national average. This this statement should be checked, with the reference made more specific, or corrected if necessary, in the final draft. At city region level the productivity gap is growing (measured by GVA per hour worked).
- Growth Deal outputs figures on Page 21 need to be checked and corrected. These look like they refer only to the round 1 Growth Deals. From all three rounds, they should be more like 19,500 jobs, 2,300 homes and £1.3bn other investment
- Notes on strategy:
 - Query references to National College for High Speed Rail - named in different ways in different places in the document ensure this is consistent.
 - References to Jobs nos. reflecting uplift as a result of Hs2 – how have the numbers been calculated? Has source data been verified? Can you be that specific? (Page 21)
 - Query nos. of local resident jobs per annum (page 43) – as above query accuracy of data.

City of York Council (Appendix J.5)

- York Council welcomes the Leeds City Region HS2 Growth Strategy, and endorses the overall approach around highlighting the step change in connectivity while focussing on harnessing the skills, supply chain and regeneration opportunities that high speed rail investment will provide for the whole region.
- York Council urges that the narrative around station improvements to service HS2 be better balanced to reflect the two direct HS2 stations in the City Region, Leeds and York, and York's key role in connecting beyond LCR to Scotland, the North East, and to North and East Yorkshire
- York Council also urges that the strategy should reference explicitly that part of the strategy is to understand and deliver the station upgrade at York needed to service HS2, in order to meet the capacity increases expected from HS2 and Northern Powerhouse Rail, enhance links to the East Coast main line and fully realise the station and wider regeneration opportunity, and that this will require resourcing as an early priority for the HS2 project. Subsequent iterations of the strategy and/or related reports should be able to include the level of clarity of plans for York Station that are shown in the current documentation for Leeds Station.
- The image/map on page 46 doesn't include York's super regular or reliable links to London. York Council asks that this be added on, maybe as an arrowed line similar to the arrows pointing to London bottom right?

Department for Transport and Ministry of Housing Communities and Local Government (Appendix J.6)

- The Growth Strategy vision captures the key priorities, reflecting issues of local and national importance. It recognises that HS2 can be a catalyst for addressing some deep-rooted challenges for Leeds and the wider city region, including productivity and skills, and areas of deprivation. It has good strategic fit with the Combined Authority's wider economic and transport plans.
- Changes to the local highway network, in part associated with the intention to dedicate Neville Street to future public transport options, require more work and may have implications for the local development of the motorway network.
- The DfT are concerned that the plans for the Station and South Bank will be expensive and will work alongside the Combined Authority to help identify appropriate funding routes.
- The DfT are keen to maximise commercial development around the station.
- The DfT have provided a preliminary categorisations of the proposals. These are outlined in Appendix 2 of Appendix J.6.
- The DfT sets out a series of points designed to help prepare a joint implementation plan (see Appendix J.6 for further info) and requests that these points are addressed by 23 April.

Downtown in Business (Appendix J.7)

- Downtown in Business is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth and the city's development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north's economic potential, and transforming the city centre.

- We also welcome the impact of the project on the city's workforce, with new opportunities for our young people, career changers, and graduates emerging from our universities, as well as the opportunities for our supply chain in the city to benefit from the HS2 project.

Gordons LLP (Appendix J.8)

- Gordons LLP is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth and the city's development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north's economic potential, and transforming the city centre.
- We also welcome the impact of the project on the city's workforce, with new opportunities for our young people, career changers, and graduates emerging from our universities, as well as the opportunities for our supply chain in the city to benefit from the HS2 project.

Hebe Works - The City Talking (Appendix J.9)

- Hebe Works - The City Talking supports the LCR HS2 Growth Strategy.

Highways England (Appendix J.10)

- Highways England is generally supportive of the principles though has some concerns and would like to be involved in future engagement and partnership working especially in relation to the implication of changes to the strategic road network, improving connectivity across the M621 for sustainable modes and the impact of the proposed HS2 station car park.
- "We would comment that the proposed rationalisation of road hierarchy in Leeds is closely related to the proposed charging Clean Air Zone for Leeds, which will have an impact on vehicle movements in the city within the Outer Ring Road. Depending on the exact operational requirements of the Clean Air Zone, this is likely to result in increased traffic using the M621 – specifically HGVs, buses, coaches and taxis. It is currently thought that this impact would be in addition to the South Bank proposals, and as such will require further assessment to be undertaken."
- Highways England raised a number of points in relation to the location of the HS2 Rolling Stock Depot and would look to agree a series of assessments and procedures before any development went ahead.
- Highways England raised some concerns regarding the Road Infrastructure Strategy (RIS) funding and clarified that RIS2 will cover the Road Period 2020/21 to 2024/25 and will not be able to cover for major highway infrastructure projects prior to 2021. Future schemes to be included as part of RIS2 have not yet been fully determined, and only those schemes identified within RIS1 are current committed investments. Until RIS2 schemes have been finalised, it is unclear whether RIS2 investment could deliver improvements that would specifically facilitate the development of the South Bank.

Leeds Beckett University (Appendix J.11)

- Leeds Beckett University is pleased to endorse and lend its wholehearted support to the LCR HS2 Growth Strategy.
- As a major employer in the LCR with a strong interest in economic growth and the city's development, we welcome the plans to increase the prosperity of our region and to create an additional 45000 jobs by 2050.
- The improvement in connectivity to both London and our northern city partners will increase the reach of our university and our ability to foster the collaborative networks which drive innovation. It will improve our ability to draw graduate talent to Leeds from all over the UK, and enable us to strengthen our own skills base through access to a wider travel to work area.
- We believe the HS2 project will be a powerful stimulus to regeneration not just in Leeds but in all of the hubs across the North. It will have a positive impact on the city's workforce, with new opportunities for our young people, career changers, and graduates we train and develop in our universities; and it will boost opportunities for our supply chain in the city.

Leeds Bradford International Airport (Appendix J.12)

- As the regional airport for Yorkshire, Leeds Bradford Airport is pleased to endorse and support the LCR HS2 Growth Strategy.
- As a major contributor to the economy of the LCR in terms of GVA and jobs, we feel the additional connectivity the HS2 project will provide to the LCR will be transformational in improving connectivity to both Leeds Bradford Airport, but also the wider northern economy and its cities thus unlocking their economic potential.
- The add-on benefits associated with the impact on the cities workforce will be significant and only assist in expanding the strength of the graduate offer from the region.

Leeds Building Society (Appendix J.13)

- Leeds Building Society welcomes innovation and investment which helps Leeds retain its position of main financial centre outside London, and the LCR HS2 Growth Strategy supports this.
- The HS2 project will provide excellent transport links which are key to attracting and retaining a highly skilled workforce, and creating more opportunities for young people in the region.

Leeds College of Building (Appendix J.14)

- Leeds College of Building is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth and the city's development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north's economic potential, and transforming the city centre.
- We also welcome the impact of the project on the city's workforce, with new opportunities for our young people, career changers, and graduates emerging from our universities, as well as the opportunities for our supply chain in the city to benefit from the HS2 project.

London and Continental Railways (Appendix J.15)

- London and Continental Railways fully supports the Growth Strategy and recognises that it is an important step in the delivery of such a significant opportunity for Leeds and the wider region.
- The principles and the vision will provide connectivity, additional capacity and infrastructure that will encourage investment and drive regeneration and growth within the region.
- It is important a collaborative approach with strong leadership is maintained over the coming years. The proposed infrastructure investment is a pivotal opportunity for Leeds, the City Region and wider northern economies and we encourage the momentum built in recent years to continue to ensure successful outcomes are delivered.

Mott MacDonald (Appendix J.16)

- Fully support the Growth Strategy work done so far and the direction that it has set for all partners.
- Planning and preparation ahead of the arrival of HS2 will bring the strongest benefits
- Investment is needed now to maximise the potential social and economic benefits that HS2 is capable of delivering. Many of the interventions proposed in the Growth Strategy can start now.

Network Rail (Appendix J.17)

- Network Rail supports the vision set out for HS2 to be the catalyst that elevates the City Region to an internationally recognised place of vitality creating an inclusive and dynamic economy accessible to all.
- Illustrating the commuting flows for the Leeds City Region as shown in the visuals on Page 31 provides a useful high level representation of key demand across local authority boundaries into Leeds. However, it does not demonstrate other flows across the City Region for example the flows between Harrogate and York and Selby to York which will have an interchange with HS2 at York being easily accessible in addition to Leeds.
- Network Rail acknowledge the additional capacity created by a new railway such as HS2 but challenge the assumption of the Growth Strategy that it by itself will create more capacity on the public transport network.
- Comments surrounding Bradford such as “a city centre station for NPR is critical to continued growth in the longer term” on Page 26 need to be carefully noted as an ambition to achieve certain outcomes.
- Network Rail supports the objectives of the LCR HS2 Connectivity strategy to improve the transport system to enable more people to access jobs improving productivity and encouraging investment and look forward to receiving further information on the Inclusive Growth Corridor Plans.
- The strategic connectivity objectives established in the Connectivity Strategy provide core themes, however the specific mention of the ‘Leeds-Bradford Powerhouse’ needs to consider more than just the rail point to point connectivity. The corridor as a whole has benefitted in recent years from additional infrastructure spend such as CityConnect Superhighway 1 and further consideration of journeys door to door to and from the rail system should be included within this theme.

Furthermore, the 'Connectivity Principles' which contain an aspiration for a 'Core network at Turn-up-and-Go frequency' should expand on the evidence base for this ambition, particularly as this goes beyond TfN's Long Term Rail Strategy connectivity aspirations.

- Network Rail acknowledges the increasing demand for rail services in the Leeds City Region however challenge the statement in the connectivity strategy that the rail network is full.
- Additionally, as referenced in our response to the HS2 Growth Strategy, the NPR project is currently being developed by Transport for the North and partners with the exact outputs and corridors to be determined. Therefore, reference to specific alignments such as via Bradford City Centre which is implicit throughout the document should be caveated to reflect this position and clearly disseminate the difference between commitments from TfN and partners and the aspirations of the LCR as a key stakeholder.
- Network Rail looks forward to continue to work with its partners to deliver the benefits of rail improvements.

Rail Future Yorkshire (Appendix J.18)

- We warmly support the general positive tenor of the strategy.
- Whilst we warmly welcome the abandonment of earlier plans for an HS2 station some 400 metres from the Leeds Network Rail station, we would much prefer fully integrated station enabling HS2, NPR and conventional rail to be fully integrated. This would achieve maximum connectivity.
- To do so would probably mean the HS2 line from Sheffield being re-routed to the west of Barnsley, with a high speed link on the Woodhead route serving both Leeds and Sheffield (Railfuture Yorkshire's interest concerns the whole county and not just LCR.)
- That would mean abandoning the proposed NPR Leeds-Bradford-Manchester route, which would be extremely expensive due to the length of tunnelling required. However, one or both of the Leeds- Bradford routes should be four-tracked, with two tracks reserved for an express service and, if technically feasible, 100mph running.
- Should the NPR Bradford route go ahead, it is imperative that here is one city centre station in Bradford, linking NPR with the Calder Valley and Aire Valley routes, and linking up those two conventional routes. Even without NPR Bradford Crossrail is years overdue!
- Electrification should be more prominent in the strategy, and we seek a commitment to implementing the recommendations of the Electrification Task Force.
- We would also like to see a firm commitment to light rail/tram/tram train, certainly in Leeds but also elsewhere where a business case can be put forward.
- We want to see Otley, Wetherby, the Spenn Valley and Ripon provided with rail based public transport. Re-opening the Otley route would link Bradford with Harrogate (and Ripon) and Otley with Leeds and Bradford.
- We want the Pontefract-Doncaster line upgraded and a regular service instituted.
- We want a hourly Leeds-Goole service via Pontefract.

- As a consequence of the TPU, which must include as much four-tracking as possible, we want to see a twice hourly stopping service between Huddersfield and Stalybridge, going onwards to Manchester and Leeds.
- We want Brighouse to have a genuine two trains an hour service to Manchester, and a seven day a week Leeds-Manchester service. Low Moor must have a service to Manchester, and a higher frequency service is required for Apperley Bridge and Kirkstall Forge.
- We want a direct rail service between the Upper Calder Valley and Huddersfield, probably initially starting in Preston.
- Station openings/re-openings must include Elland and Haxby as an absolute minimum.
- We very much support all-public-transport ticketing, and want an Oyster style card as one way of accessing this.
- We want a commitment to the continuation of proper timetables, and we strongly recommend WYCA to reintroduce its very popular and easy to follow ones.

Selby District Council (Appendix J.19)

- Selby District Council supports the preparation of a strategy for growth to secure maximum economic and social benefit from the construction of HS2 within the Leeds City Region. However, the Council believes that the existing document understates the current and potential contribution of Selby District to the economic success of the City Region, and recommends that the growth strategy should be amended to better reflect the following considerations:
 - The HS2 growth agenda is focused not just on benefits within the city region, but also on pan-Northern linkages. As a key location on both north-south and east-west rail and road networks, Selby District's super-connectivity is a critical element in agglomerating benefits across the Leeds City, Humber and North Yorkshire regions.
 - The Leeds City Region HS2 growth strategy is about driving growth across the city region. Selby District has both a track record of delivery in both housing and employment land development and offers a number of transformational opportunities with the potential to add significant value to the city region, and wider regional and northern economies.
- The Council endorses the aims and objectives of Northern Powerhouse Rail and its links with HS2. However, it is vital that these essential infrastructure improvements do not "leave behind" districts like Selby. The need for an ongoing programme of station improvements (including a potential new parkway station in Sherburn-in-Elmet), increased frequency of services, higher quality of existing rolling stock, a long-term solution to level crossings, electrification of the Trans-Pennine route and potential Metrocard integration are all issues that need to be addressed if Selby District is to meet its full potential in supporting the growth of the Leeds City Region.
- The discussion around the development of, and regeneration around, station hubs should mention Selby too. The Council's emerging Selby Station Masterplan seeks to transform Selby Station and its neighbouring areas into a high quality, exemplar station district that creates an improved gateway to the town and acts as a powerful catalyst for regeneration – see pages 5, 11, 58 and 79;
- The map framing Leeds City Region within a wider northern context should also feature Selby, highlighting its strategic location – see page 24;

- The reference to “Gascoigne Wood/Gascoigne Interchange” in the Selby pen pic should be changed to “Gascoigne Rail Freight Interchange” as the site is now being brought forward by Harworth Estates under that name;
- The map showing regional connectivity (page 46) presents Selby District as being considerably far away from Leeds and the wider city region when in reality it’s superconnected locationally (as shown by the accompanying Key Sites Transport Map and Selby District Rail Network Map attached). The District’s close proximity to the urban centres of both Leeds and York is one of its unique strong points. The contribution that Selby District can make, with its highly skilled workforce and strategic development opportunities (i.e. Sherburn growth zone), to the economic growth of the Leeds City Region through the Leeds to Selby District corridor should be capitalised upon by investing further in its transport infrastructure, opening up significant employment and growth opportunities for people and businesses across the city region;
- The discussion around Northern Powerhouse Rail should also mention Hull given that the initial premise of the scheme was for a fast-rail link between Liverpool and Hull, improving east-west connectivity in the North – see page 84.

Squire Patton Boggs (Appendix J.20)

- Squire Patton Boggs is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth and the city’s development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north’s economic potential, and transforming the city centre.
- We also welcome the impact of the project on the city’s workforce, with new opportunities for our young people, career changers, and graduates emerging from our universities, as well as the opportunities for our supply chain in the city to benefit from the HS2 project.

Transport for the North (Appendix J.21)

- TfN supports LCR’s work on developing the HS2 Growth Strategy and recognise that to maximise opportunities from HS2 and NPR, concerted and coordinated action is required to get people, businesses, cities and local transport networks ready to make the most of this once in a generation opportunity.

Turner & Townsend (Appendix J.22)

- Turner & Townsend is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth and the city’s development, we welcome the plans to create significant number of jobs and improve connectivity to both London and our northern city partners, unlocking the north’s economic potential, and transforming the city centre.
- We also welcome the impact of the project on the city’s workforce, with new opportunities for our young people, career changers, and graduates emerging from our universities, as well as the opportunities for our supply chain in the city to benefit from the HS2 project.
- Going forward we recommend that Leeds City Council and the Leeds City Region should treat its’ future as a portfolio of individual programmes and projects aimed at

achieving a series of pivotal outcomes through a concentrated transformational programme approach that would need to span a vast number of years (2018-2043). These outcomes need to be clearly defined objectives, focussed on achieving measurable performance criteria. A structured and agile approach will enable the realisation of a growth plan which provides engagement, confidence and assurance.

University of Leeds (Appendix J.23)

- The University of Leeds endorses and supports the Leeds City Region HS2 Growth Strategy. A world-class city needs world-class connectivity, and we welcome the plans to vastly improve transport links to both London and our northern city partners, helping unlock the north's economic potential, and transforming the city centre.
- The project could also be transformative for the city's workforce, with significant new job opportunities for our young people, those changing careers, and graduates emerging from our universities, as well as generating opportunities for our supply chain.

Ward Hadaway (Appendix J.24)

- Ward Hadaway is pleased to endorse and support the LCR HS2 Growth Strategy. As an organisation with a strong interest in economic growth across the North with offices in Newcastle, Leeds and Manchester and in the development of the City of Leeds, we welcome plans to create a significant number of jobs and improve connectivity to both London and the northern cities partners, unlocking the north's economic potential, and transforming the Leeds city centre. The success of this Growth Strategy is crucial to the continued development of Ward Hadaway as a business a "Northern Law Firm for National Business" and the success of our clients across the North.
- We also welcome the impact of the project on the city's workforce, with new opportunities for young people, career changers, and graduates emerging from our colleges and universities across the North, as well as the opportunities for our supply chain (and our clients) in the city to benefit from the HS2 project. As a former Chairman of Newcastle College Group (NCG) whose Transport Academy recently won the Queen's Award for Higher and Further Education I have a personal interest in the success of this project and the opportunities that it will provide for our young people.

6. Individuals Responses

A marked up questionnaire of the individuals' survey responses can be found in **Appendix K**.

6.1 Survey Feedback: Leeds City Region HS2 Growth Strategy

A total of 27 individuals responded to this section. A full list of comments provided in this section can be found in **Appendix L**.

- Support for the Growth Strategy was mixed with 37% supporting or strongly supporting the vision and 48% not supporting or strongly nor supporting the vision. Comments include:
 - Strongly support: *“I feel that HS2 will only be able to realise its potential if the station is also integrated into a modern public transport system that can move people efficiently to and from the station to the major trip generators and where housing is no more than about 600-800m from a stop, is well integrated with all forms of local transport, can move people easily between modes at efficient interchanges, offer guaranteed and frequent and fast journey times of no more than about 15 minutes to park and ride sites and where unified ticketing allows for ease of use between different modes.”*
 - Support: *“An impressive vision - with one massive omission! Mention of a rapid transit system is limited to “passive provision” for a future system.”*
- Support for the Growth Strategy principles is fairly mixed with an almost equal split between strongly support/support and strongly don’t support/ don’t support. Comments include:
 - *“The youth in the north need a reason to stay, as opposed to coming back with families, many of the brighter ones head for London”*
 - *“My experience [...] is that many international firms will only invest if there is a modern public transport system, that local educational facilities are world-class and they have a ready supply of skilled labour (or labour which can be upskilled).*
- When asked for any other comments regarding the Growth Strategy, one individual responded by attaching the Office for National Statistics Productivity Handbook (**Appendix O**) which collates information on how all ONS productivity measures and theories are sourced and formulated.

6.2 Survey Feedback: Leeds City Region HS2 Connectivity Strategy

A total of 19 individuals responded to this section. A full list of comments provided in this section can be found in **Appendix M**.

- Overall individuals showed a mixed response though all objectives tended to receive a higher proportion of positive responses than negative responses. Comments include:
 - *“There is a lot of evidence that vibrant city centres are created when people work and live in cities and where there are excellent local cultural, retail, recreational and educational facilities accompanied by good housing and good local public transport.”*
 - *“Putting people first is the most important element as car domination of our urban centres has effectively reached a crisis point, and must be reduced in order for us to succeed.”*
- Over half of respondents agreed or strongly agreed with the priorities in Strand One, with 11% neither agreeing nor disagreeing and 34% disagreeing or strongly disagreeing. Comments include:
 - Strongly agree: *“Modern technological improvements should be at the heart of the body of work and integration across various entities is essential, especially with regards to ticketing and gateways.”*
 - Strongly agree: *“Embracing technology, delivering existing transport priorities and transforming connectivity are vital ingredients. Embracing the research being carried out at the universities and attracting new technology providers*

are key. Building on existing high tech areas is likely to produce faster results as well as ensuring that R&D spending in high tech areas within businesses is above average”

- When asked what they believed to be the key components of Strand One, responses included:
 - *“Need better support for skills development and supported for less advantaged communities to enable access to this key employment strand. So invest in skills and access to employment”*
 - *“Identifying the high tech technologies which are available locally is the starting point. Then, the other factors have to be in place - skills, connectivity, attractiveness of the working environment all become important to ensure that the best international skills are prepared to come and work in the region.”*
- Similarly to Strand One, the majority of respondents either agree or strongly agree with the priorities in Strand Two with only 22% disagreeing or strongly disagreeing. Comments include:
 - Strongly agree: *“Improving the accessibility to the job markets and widening the availability of jobs to a larger area will help deliver the growth strategy. Delivering the existing transport priorities will help achieve that but this should also be accompanied by a step change in local public transport provision.”*
 - Neither agree nor disagree: *“No transport infrastructure improvements have been delivered for 25 years. The priorities are no longer clear”*
- When asked what they believed to be the key components of Strand Two, responses included:
 - *“We need schemes that provide separate cycleways & storage points in local neighbourhoods so that people can use a bike to get to the shops & back. Maybe we also need a citywide scheme that allows people to acquire relatively simple, cheap but effective bikes too.”*
 - *“Better trains, more trains, more seats, make it easy for people to get to Leeds without having to change trains or stations.”*
- The majority of respondents agreed with the prioritised corridors identified in Strand Three with 58% strongly agreeing or agreeing, 11% neither agreeing nor disagreeing and 31% disagreeing or strongly disagreeing. Comments include:
 - Strongly agree: *“These are sensible and accurate corridors to identify.”*
 - Agree: *“The corridors reflect the objective assessments but the HS2 station will only work efficiently if integrated into an efficient rail and local public transport network. See my previous comments. I do not think that the region should be tempted to make use of cheaper purely Bus or Bus Rapid Transit solutions, but should invest in rail based solutions wherever projected volumes justify the investment and which offer good modal shift and guaranteed journey times on the main corridors.”*
 - Strongly disagree: *“We need better access without using a car EVERYWHERE. The poorer corridors are already likely to be the ones where people use public transport the most. If you focus on them you're not really changing anything.”*
- The proposed approach to develop Inclusive Growth Corridor Plans as outlined in Strand Three also received mixed support with 50% agreeing or strongly agreeing and 17% neither agreeing nor disagreeing. Comments include:

- Strongly Agree: *“Inclusive growth corridors MUST include provision for mass transit options to provide inclusive benefits for some of the poorest areas of the LCR.”*
- Strongly Disagree: *“As above, it isn't just about corridors. It's that narrow thinking that leads to failure. The places that are not growth corridors are assumed to be OK, but actually it is those places & their car dependence that lead to a lot of the problems elsewhere. The strategy needs to be comprehensive. As far as I can tell, it isn't.”*
- Strongly Disagree: *“Wrong place. Should be North- South as well as NE, NW, SE, SW*
- When asked what they believed to be the key components of Strand Three, responses included:
 - *“Upskilling and raising aspirations and opportunities in the most deprived areas”*
 - *“One thing we should consider is implementing more coordinated public transport (eg cheaper, lower technology tram systems) around city centres, to act as an aid to walking. That way the economically active areas will increase, leading to less pressure on rents & more chances for independent start-up businesses.”*

6.3. Survey Feedback: Leeds City Region HS2 Skills and Supply Chain Strategy

A total of 12 individuals responded to this section. A full list of comments provided in this section can be found in **Appendix N**.

- Support for the Supply Chain Strategy was again mixed with 50% supporting or strongly supporting the vision, 25% neither supporting nor not supporting and 25% not supporting or strongly nor supporting. Comments include
 - Strongly support: *“Most sectors of the UK suffer from both a volume problem and a lack of skills. This is in part due to demographic trends (lower birth rates than historically) and in part due to a loss of population southwards. The situation will not be helped by the withdrawal from the pool of labour once he UK leaves the EU. If we do not solve this problem, the growth rate will have no chance of success.”*
 - Neither support nor don't support: *“HS2 contracts are being given to French and Japanese firms. By the time school leavers are ready to start apprenticeships or work much of the project will be delivered. UK services have already been assigned to Crewe and the Midlands.”*
 - Strongly don't support: *“The idea behind it is okay, but the implementation will not be. It will end up being far over budget, it will work for a short time then it will start to show faults etc just as always.”*
- Support for the Skills and Supply Chain Strategy ambitions was also fairly mixed with an almost equal split between strongly support/support and the other options. Comments include:
 - *“Rail technology has a limited lifespan. Digital skills and services already have a stronger base in Leeds and would offer a better return on investment”*
 - *“The perception that there's some high-level economic action going on & we're going to compete for a piece of it. But what about the people that doesn't work for? And what if somewhere else gets the high speed rail centre first? My previous ideas on transport & development would mean a far greater focus on growing the skills of the region FROM WITHIN, not on*

importing talent & money & relying on it to trickle down. The word inclusive is used liberally but I see nothing about reducing inequalities. That is a serious worry.”

- Ways that individuals believe they can support the Combined Authority to deliver the ambitions set out in the strategy include:
 - *“Invest in Hyperloop and video conferencing”*
 - *“Just an individual, can share on social media positive messaging”*
 - *“I have been asked to sit on the Mass Transit SC for WYCA to help guide thinking.”*

6.4. Email Feedback

A total of three emails were received from individuals

Individual One (Appendix P.1)

- The individual is against HS2 stating it to be a complete waste of time, energy and money, though believes that if it's purpose was to take goods distribution off the road network it would be supportable.

Individual Two (Appendix P.2)

- The individual is unable to comment on the Growth Strategy as he does not believe that HS2 is a desirable project or that it will be beneficial to the West Yorkshire economy. He believes that better value would be obtained by focusing on more local improvements and reducing local journey times.

Individual Three (Appendix P.3)

- The individual believes that a greater emphasis should be placed on reducing local journey time and improving local journeys,
- A Lawnswood park and ride would be hugely beneficial, especially if rental bikes were available.
- There should be a provision of showering and changing in the City Centre.
- Alternatives to car travel must be affordable.

Find out more

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