

West Yorkshire

Combined
Authority

Transforming Cities Fund Call for Proposals

Moving Britain Ahead



March 2018

Transforming Cities Fund: Summary of Leeds City Region Stage 1 Submission

8 June 2018

Aims / Objectives of TCF

“investment in new local transport infrastructure and sustainable transport”

“intra-city connectivity, making it quicker and easier for people to and access jobs”

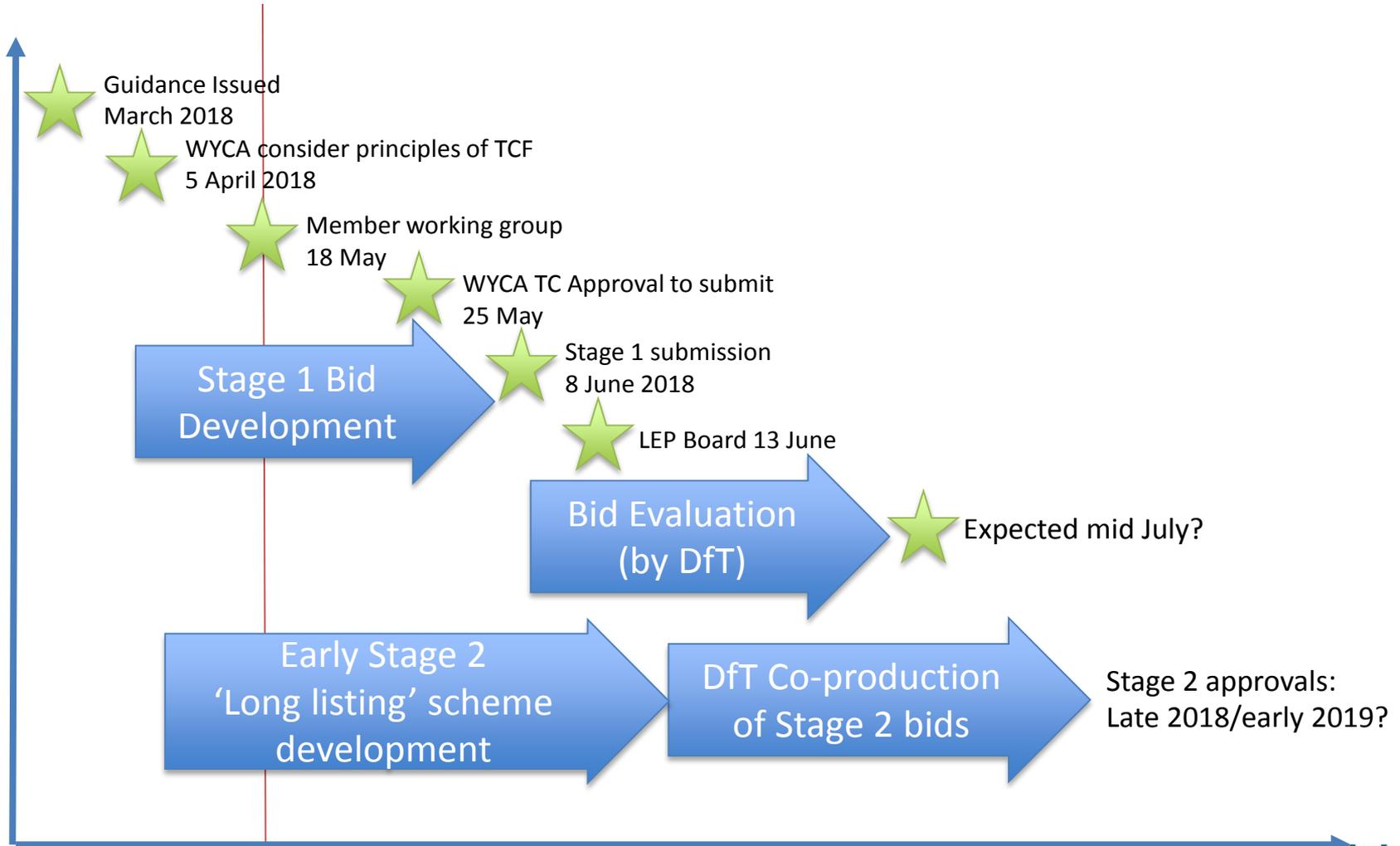
“coherent programmes of interlinking interventions which will transform connectivity in key commuter routes”

“to support the Industrial Strategy ‘Future of Mobility’ Grand Challenge”

Key Points

- £840 million of capital funding
- Guidance requires bids to be received from Combined Authorities
- Bids will be competitively assessed against each other
- Two stage application process
 - Stage 1 submission is 1,500 words & will not focus on individual schemes/projects
 - Guidance is light touch:
<https://www.gov.uk/government/publications/apply-for-the-transforming-cities-fund>

Timeline



Funding Profile & Bid Evaluation

Funding profile as set out in the guidance:

Competitive Fund	2018/19	2019/20	2020/21	2021/22	Total
Capital (£m)	60	110	160	510	840

Likely areas of focus in stage 1 bid evaluation:

1. Is this a recognisable city region submission?
2. Is there a ambitious and deliverable vision?
3. Has there been clear prioritisation against the strategy?
4. Can the promoter demonstrate experience in delivery by 2021/22?
5. Is there strong support from stakeholders?

1. Recognisable City Region Submission?

- The **accountable body** is the West Yorkshire Combined Authority
- Constituent Local Authority members :
 - West Yorkshire Combined Authority
 - Leeds City Council
 - Wakefield Metropolitan District Council
 - Bradford Metropolitan District Council
 - Kirklees District Council
 - Calderdale District Council
 - City of York Council
 - North Yorkshire County Council, within the geography of
 - Harrogate, Selby and Craven District Authorities.
- Barnsley – part of the South Yorkshire City Region submission, however given the overlapping geography, our LCR submission is aligned with the South Yorkshire submission.

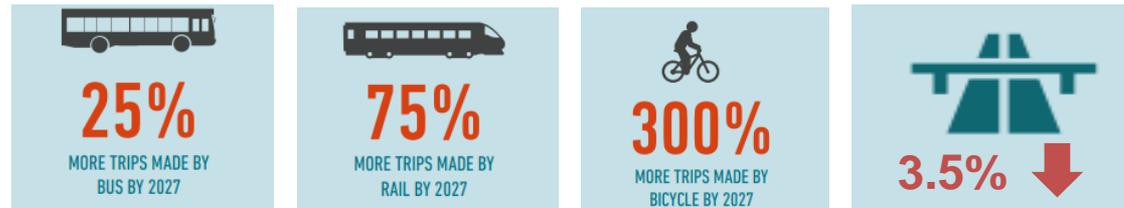


2. Is there a ambitious and deliverable vision?

Leeds City Region Strategic Economic Plan sets the vision:

To move towards Leeds City Region being economically self sufficient

West Yorkshire adopted Transport Strategy sets the modal targets:



Leeds City Region HS2 Connectivity Strategy sets the connectivity priorities:

Strand 1: **Embracing technology** to create an integrated network

Strand 2: Delivering **our existing transport priorities**

Strand 3: Delivering inclusive growth - **transforming connectivity on the corridors with the greatest economic need**

Strand 4: **Creating stops/stations which are gateways** to the city region

3. Clear prioritisation against the strategy?

Through collaboration with private and public sector partners:

Principle 1: Enable delivery of our key policies and strategies:

- Enabling delivery our targets for public transport and car travel
- Investing in the priority economic opportunity corridors and gateways

Principle 2: Shortlisted corridors and gateways where there is strongest alignment with the Transforming Cities Fund guidance criteria:

- Potential to deliver transformational change through integrated public transport/cycling improvements
- Potential to address weaknesses in intra-city transport systems
- Connect prosperous cities and struggling suburbs
- Integrates future mobility/technology opportunities
- Potential to leverage in private sector contributions
- Align to existing funding and deliverability by 2022
- Align with housing and employment growth zones

Our TCF Submission - Summary

1. Transforming the four corridors in greatest economic need:
 - HS2 Hub - Bradford - Halifax and the Calder Valley
 - Bradford City Centre to South Bradford / North Kirklees
 - Wakefield / Barnsley to the HS2 Hub
 - Five Towns to the HS2 Hub
2. Delivering 21st Century Gateways at our most important interchanges:
 - Huddersfield, Selby, Harrogate, Bradford Stns, York, Halifax and Leeds Station Gateways
 - And a series of smaller local gateways along the priority corridors
3. Transform mobility for future generations
 - Implement demand responsive transport
 - Delivering a single 'all mode' ticketing & Information App for the region
 - Roll out of 'Door to Door digital hub'
 - Integration with Ultra Low Emissions vehicle bid
 - Research and Innovation

Strand 1: Transforming the four corridors in greatest economic need

Transforming connectivity on our corridors in greatest need

Corridor 1: HS2 Hub to Bradford, Halifax and the Calder Valley

- Significant opportunity to improve public transport
- Public transport accessibility, journey times and reliability are all significant transport barriers on this corridor
- 35,000 people on this corridor live in LSOAs that are within the 10% most deprived zones (IMD)
- Engaging with private sector on potential DRT trials e.g. in Calder Valley
- Private sector bus operators are being engaged. Partnership support from the major bus operators on the corridor
- Builds on existing Connecting Leeds schemes beyond the Leeds border
- 7 SEP Growth Zones within the corridor

Corridor 2: Bradford to South Bradford and North Kirklees

- Significant opportunity to improve public transport
- Current public transport provision poor leading to high car mode share on corridor
- Accessibility poor in some parts of North Kirklees
- North Kirklees to Bradford – many Kirklees residents look to Bradford as employment centre with around 9,000 travelling to Bradford and 20,000 to Leeds
- Engaging with private sector identified through bus operators
- Private sector bus operators are being engaged. Partnership support from the major bus operators on the corridor
- Corridor not included in the West Yorkshire Transport Fund or Connecting Leeds
- North Kirklees Growth Zone set to provide 5,000 new homes in Dewsbury and improved transport on corridor will support this
- 5 SEP Growth Zones within the Corridor

Corridor 3: Five Towns to HS2 Hub

- The Five Towns are Pontefract, Normanton, Castleford, Featherstone and Knottingley
- Significant opportunity to improve public transport
- Current rail and bus provision poor on the corridor – improvements needed to enable access to jobs in Leeds
- A number of communities on the corridor within top 10% most deprived areas nationally
- Engaging with private sector identified through bus operators
- Private sector bus operators have been engaged. Partnership support from the major bus operators on the corridor
- Proposals in development.
- Corridor not included in the West Yorkshire Transport Fund or Connecting Leeds
- Corridor runs directly through Aire Valley Enterprise Zone
- Significant housing growth at Castleford through Housing Zone and Homes England designation

Corridor 4: Wakefield/Barnsley to HS2 Hub

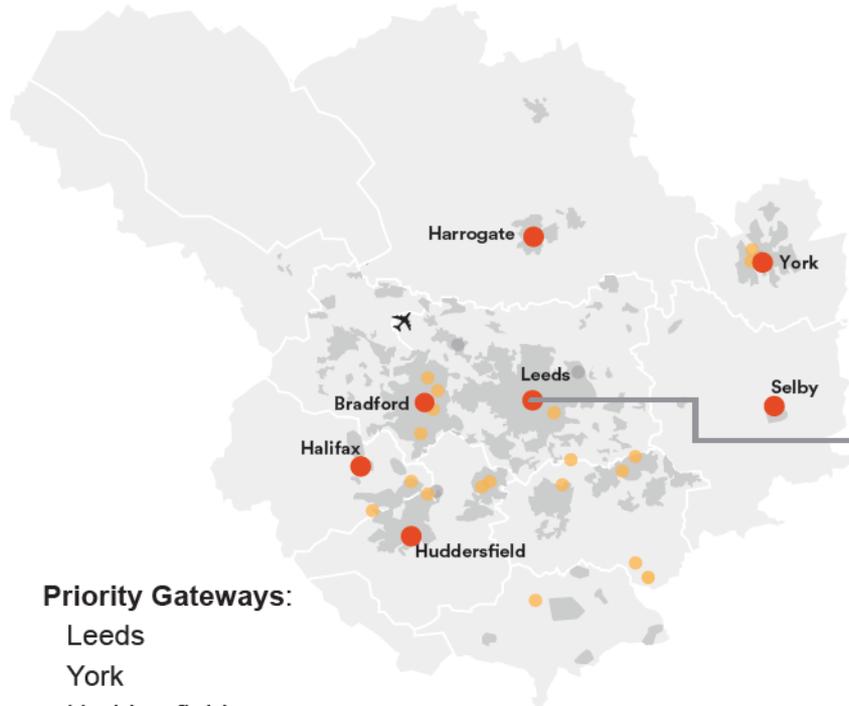
- Potential for transformational public transport improvements along the A61
- Whilst rail accessibility is reasonable, the local bus offer is slow and unreliable
- 17,000 people on this corridor live in the LSOAs that are within the 10% most deprived zones (IMD)
- Engaging with private sector identified through bus operators
- Private sector bus operators have been engaged. Partnership support from the major bus operators on the corridor
- Builds on existing Connecting Leeds schemes beyond the Leeds border.
- Links with the South Yorkshire TCF Submission
- 5 SEP Growth Zones within the Corridor



key
● Growth Zones

Strand 2: Delivering 21st Century Gateways at our most important interchanges

Creating Transformed 21st Century Gateways



Priority Gateways:

- Leeds
- York
- Huddersfield
- Bradford (Interchange and Forster Square stations)
- Halifax
- Harrogate
- Selby

Through Transforming Cities Fund we will create transformed 21st Century Gateways, which:

- Maximise seamless interchange between rail, bus, walking and cycling
- Provide capacity for growth
- Deliver modern, accessible facilities
- Support sustainable, inclusive economic growth
- Transform the image of the city
- Bring together multiple funding streams and maximise commercial opportunities

Given the timescales for delivery by 2022, our proposals for the TCF Gateways are focused on improving local accessibility and interchanges in the local vicinity of the station, rather than on investing within the internal, 'Network Rail' station environment



Key

- Gateways
- Growth Zones

Strand 3: Transform mobility for future generations

Through TCF Stage 2, we will develop the following concepts:

- **Dynamic Transport:** A ‘passenger service innovation fund’ for West Yorkshire to implement demand responsive transport solutions by 2022 - this is supported by key bus operators.
- **Mobility As A Service:** A single ‘all mode’ ticketing and information app for the region. For bus, rail cycling and car clubs, this would integrate all transport ticketing, journey planning and payment options for the region.
- **Total Transport:** A ‘Door to Door digital transport hub’, operating across the region to help ensure that existing spare capacity in public transport services is best matched to currently unmet trip requests.
- **Research and Development:** Work with leading research institutions, such as the University of Leeds Virtuocity programme, to look at the impact of autonomous vehicles on our city centres.
- **E-Bike Transformation at our Gateways:** Delivery of a programme of urban realm infrastructure improvements, including docking stations for a first phase of E-bikes initially focused at each gateway.

Our TCF Submission

Our Stage 1 submission forms the first step in delivery of the ambitions set out in our LCR HS2 Connectivity Strategy.

Through TCF stage 2, we will address the challenges by developing a package which will:

- Transform the public transport offer in some of the most deprived communities in the LCR, befitting a growing young population
- Support the delivery of our inclusive growth ambitions, to rebalance the economy and address the key transport facing our region
- Create 'healthy streets', which put people and their health at the heart of improving transport and encourage physical activity by enabling more and safer walking & cycling
- Reduce harmful emissions – air quality, carbon, noise



4. Can the promoter demonstrate experience in delivery by 2021/22?

Building on 'Connecting Leeds' & West Yorkshire 'plus' Transport Fund

5. Is there strong support from stakeholders?

Letters of support from stakeholders where they want to work with us through the stage 2 coproduction will aim to include:

- University of Leeds
- Bus Operators
- Chamber / business sectors
- LCR LEP