

OVERVIEW AND SCRUTINY COMMITTEE

**MEETING TO BE HELD AT 10.00 AM ON 28 APRIL 2015
WELLINGTON HOUSE, WELLINGTON STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXCLUSION OF THE PRESS AND PUBLIC**

To identify items where resolutions may be moved to exclude the press and public.

- 4. MINUTES OF THE MEETING OF THE OVERVIEW & SCRUTINY COMMITTEE
HELD ON 10 FEBRUARY 2015
(pages 7-13)**
- 5. DEVOLUTION
(pages 14-29)**
- 6. WYCA AND EMPLOYMENT
(pages 30-36)**
- 7. SINGLE TRANSPORT PLAN
(pages 37-47)**

8. FORWARD PROGRAMME OF WORK
(pages 48-49)

9. ANY OTHER BUSINESS

<p>WEST YORKSHIRE COMBINED AUTHORITY</p> <p>DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS</p>	
<p>NAME OF MEMBER:</p>	
<p>COMMITTEE: OVERVIEW & SCRUTINY COMMITTEE</p>	
<p>DATE: 28 APRIL 2015</p>	
<p>AGENDA ITEM NO</p>	<p>NATURE OF INTEREST</p>

Signed

In accordance with Part 4 (paragraph 19) of the WYCA Members’ Code of Conduct, you should complete this form if you have a disclosable pecuniary interest in any particular item on this agenda. (See attached appendix for schedule of disclosable pecuniary interests.) Completed forms should be handed in to the Monitoring Officer **before** leaving the meeting.

Declarations of Disclosable Pecuniary Interests

If you are present at a meeting of the Authority, and you are aware that you have a disclosable pecuniary interest in a matter to be considered, or being considered, at the meeting:

- (a) Unless you have a relevant dispensation you may not:-
 - participate, or participate further, in any discussion of the matter at the meeting; or
 - participate in any vote, or further vote, taken on the matter at the meeting.

- (b) If the interest is not entered in the Authority’s register, you must disclose the interest to the meeting (unless the interest is a sensitive interest). If the interest is not the subject of a pending notification, you must notify the Monitoring Officer of the interest before the end of 28 days beginning with the date of the disclosure.

Disclosing Significant Interests

In accordance with Part 4 (paragraph 20) of the WYCA Members' Code of Conduct, if you are present at a meeting of the Authority and you are aware that you have any significant interest (other than a disclosable pecuniary interest) in a matter to be considered, or being considered, at the meeting, you:

- may disclose the interest to the meeting; and
- must consider whether to continue participating in the matter.

If you are unsure of the correct course of action to take, you should seek advice from the Monitoring Officer prior to the meeting.

Subject	Description of Pecuniary Interests
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the Authority) made or provided within the relevant period¹ in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.</p> <p>This includes any payment or financial benefit from a trade union.²</p>
Contracts	<p>Any contract which is made between you or a relevant person³ (or a body in which you or a relevant person has a beneficial interest⁴) and the Authority—</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land ⁵ which is within the area of the Authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the Authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to the your knowledge)—</p> <p>(a) the landlord is the Authority; and</p> <p>(b) the tenant is a body in which you or the relevant person⁶ have a beneficial interest⁷.</p>
Securities	<p>Any beneficial interest in securities⁸ of a body where—</p> <p>(a) that body (to your knowledge) has a place of business or land in the area of the Authority; and</p> <p>(b) either—</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</p>

¹ The relevant period means the period of 12 months ending with the day on which you notify the Monitoring Officer under paragraph 16a) and paragraph 19b) of the Code.

² Within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

³ As defined in paragraph 15b) of the Code.

⁴ “body in which the relevant person has a beneficial interest” means:

- a firm in which you or a relevant person is a partner or
- a body corporate of which you or a relevant person is a director, or in the securities of which you or a relevant person has a beneficial interest. “Director” includes a member of the committee of management of an industrial and provident society; “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

⁵ Land excludes an easement, servitude, interest or right in or over land which does not carry with it a right for the relevant person (alone or jointly with another) to occupy the land or to receive income.

⁶ See footnote 18.

⁷ See footnote 19.

⁸ “Securities” as defined in footnote 19.

PUBLIC INSPECTION OF DOCUMENTS AND ACCESS TO MEETINGS OF THE WEST YORKSHIRE COMBINED AUTHORITY

- (a) Files containing documentation relating to items to be discussed at the meeting may be inspected by contacting the named officer as detailed below. Certain information may be confidential and not open to inspection.
- (b) The attached agenda items do not contain any exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

Compilation of Agenda by:	Ruth Chaplin
Telephone No:	Leeds (0113) 251 7217
Date:	20 April 2015

**MINUTES OF THE MEETING OF THE
OVERVIEW & SCRUTINY COMMITTEE HELD ON
TUESDAY 10 FEBRUARY 2015 IN WELLINGTON HOUSE, LEEDS**

Present:	Cllr Stephen Baines MBE (Chair)	-	Calderdale MBC
	Cllr Ferman Ali	-	Calderdale MBC
	Cllr Simon Cooke	-	City of Bradford MC
	Cllr Andrew Cooper	-	Kirklees MC
	Cllr Pauleen Grahame	-	Leeds City Council
	Cllr Kim Groves	-	Leeds City Council
	Cllr Julie Gunnell	-	City of York CC
	Cllr Ron Halliday	-	Wakefield MDC
	Cllr Peter Harrand	-	Leeds City Council
	Cllr Albert Manifield	-	Wakefield MDC
	Cllr Betty Rhodes	-	Wakefield MDC
	Cllr Michelle Swallow	-	City of Bradford MC
	Cllr Graham Turner	-	Kirklees MC

In attendance:

John Henkel	-	WYCA (Minute 40 only)
Angela Taylor	-	WYCA
Nick Winney	-	WYCA
Dave Pearson	-	WYCA (Minute 39 only)
Ruth Chaplin	-	WYCA

33. Apologies for Absence

Apologies for absence from Councillors Keith Aspden, James Baker, Barbara Boyce and Hassan Khan were noted.

34. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared by members at the meeting.

35. Exclusion of the Press and Public

There were no items on the agenda requiring exclusion of the press and public.

36. Minutes of the Meeting held on 13 January 2015

Resolved: That Councillor Ferman Ali's apologies be recorded in minute 25 and the minutes of the meeting held on 13 January 2015 be approved and signed by the Chair.

37. Devolution

The Committee considered a report on the current position in respect of the devolution agenda for the region.

It was reported that the WYCA had been provided with a verbal update at their meeting held on 29 January 2015 where members had expressed their disappointment and frustration that a devolution agreement had not yet been reached despite the fact that both Manchester and Sheffield had concluded their deals some time ago. Those frustrations were strongly supported by the Overview & Scrutiny Committee and Councillor Grahame, Lead Spokesperson for the Labour Group asked that an urgent meeting of the Committee be arranged with Government ministers to explain the principles behind their approach to devolution and to understand the reasons for the delay in reaching an agreement. It was also requested that a press release be prepared on behalf of the Overview & Scrutiny Committee outlining their concerns regarding the slow progress in reaching a devolution agreement for West Yorkshire. Members also commented on the issue of democratic accountability and the need to ensure that the implications of the devolution ask are properly understood in this regard.

Members considered it important to have further discussions in order to understand the advantages of devolution, what was on offer for West Yorkshire and the difference between the agreements that had already been agreed with Manchester and Sheffield. Comment was made that there had been a recent conference on devolution in Glasgow and it was suggested that feedback from that debate would be useful.

Resolved :

- (a) That a meeting be arranged with Government ministers to discuss devolution.
- (b) That a press release be prepared on behalf of the Overview & Scrutiny Committee.

38. Business Plan and Budget 2015/16

The Committee considered a report on the business plan and budget for 2015/16.

It was reported that the outline business plan and budget 2015/16 had been agreed by the WYCA at its meeting held on 29 January 2015. Copies of the detailed report, which had been considered by the WYCA, together with the outline business plan and details of the revenue budget and transport levy for 2015/16 were attached as appendices to the submitted report.

Members discussed the process for approving the business plan and budget and asked that they be given the opportunity to scrutinise the proposals at an early stage prior to final approval.

It was noted that the revenue budget and transport levy for 2015/16 allowed for the continuation of current activities. Members were advised that this would be funded by a freeze in the transport levy (other than the small increase previously agreed for the West Yorkshire plus Transport Fund) and the use of £1m of the Authority's reserves. It was noted that from 1 April 2015, the LEP budget, which had previously been overseen by the Leaders Board, would be transferred to the WYCA.

It was noted that work on the budget had been overseen by a Budget Working Group. It was proposed that a similar group would continue to meet during 2015/16 to oversee the merger of the transport and LEP budgets, develop treasury management arrangements and consider other ways of working to reduce expenditure. A detailed plan was being developed for the programme of work and the Overview and Scrutiny Committee would have an appropriate involvement in this programme. Members discussed the WYCA manifesto and it was suggested that the investment to create transport links to jobs, employment, skills and housing be considered at a future meeting.

Resolved –

- (a) That the business plan and budget be noted.
- (b) That the creation of transport links to jobs, employment, skills and housing be included in the forward work programme.

39. Local Rail Service Accessibility

The Committee considered a report on issues affecting the accessibility of local rail services and how they may be influenced by the current re-franchising process.

At the meeting held on 25 November 2014, members had requested an update on the following rail issues:

- Guards on trains.
- Carriage of wheelchairs, prams and cycles.
- Luggage space.
- Health and safety issues in respect of standing passengers.

It was noted that train operators were obliged to comply with national regulations and standards in respect of accessibility and passenger safety. WYCA did not have a regulatory role in the rail industry but the re-franchising process currently underway would provide an opportunity to influence some of the issues.

Guards on Trains

The Committee was advised that the Department for Transport was working closely with Rail North on the specification to be included in the Invitation to Tender (ITT) for the Northern and Trans Pennine Express franchises. This had included the option of drivers taking on increased responsibility of the opening and closing of train doors. The DfT had indicated they would not be specifying staffing levels, this would be down to bidders. Where drivers open and close the doors, it would free up on-board staff to carry out revenue and customer service duties and bidders would not be required to remove on-train staffing. In fact there would be customer service and revenue protection requirements that bidders would have to meet.

Accessibility for People with Disabilities

Details of the legislation and the technical requirements in respect of accessibility for people with disabilities were set out in the submitted report.

Members were advised that the DfT had set a target for trains to be accessible by no later than 1 January 2020 and compliance with the regulations would be the responsibility of the Office of Rail Regulation. It was noted that a large proportion of the rolling stock in the North was built before 1999 and refurbishment or replacement to comply with the accessibility standards would be dependent on investment programmes. It was expected that the process of rolling stock replacement and refurbishment would emerge from the new franchise process in early 2016.

It was noted that accessibility standards for new stations or stations where major work was taking place were set out in relevant specifications. Members highlighted that some stations did not have disabled access and people had to be escorted across the rail tracks to platforms. It was noted that the cost of schemes to introduce lifts at stations was expensive and the Committee was advised of the Access for All funding scheme which focussed on providing step free access at stations. The problems and safety issues experienced by wheelchair users accessing trains via ramps because of the varying platform heights and types of rolling stock used was also discussed. Members stressed the importance of providing adequate disabled access at all stations and their comments would be passed to Network Rail.

Storage Space on Trains

Members noted the information outlined in the submitted report in respect of carrying luggage. Passengers were allowed to carry up to 3 items of luggage onto a train and enforcement of this was at the discretion of the train guard. Provision of luggage space varied depending on the type of rolling stock but the units used for local rail services generally prioritised seating over luggage storage. It was noted that modern train designs provided cycle storage but that there were no specific areas for this on older rolling stock.

Standing on Trains

It was noted that there was no legal limit on the number of passengers that could stand on any given train. Comment was made that the current problems of overcrowding on peak services deterred many people from travelling by train. It was recognised that standing on crowded trains was uncomfortable but the Office of Rail Regulation advised that “there was no conclusive evidence linking crowding on trains with anything other than low level health and safety risks to individual passengers”. Members were advised that some data in respect of passenger numbers on peak trains was available.

The Committee noted that WYCA, through Rail North, was seeking a range of measures in the forthcoming franchises to address the overcrowding issue including an overall increase in the number and capacity of trains.

Car Parking at Stations

Members referred to the need to increase parking facilities at local rail stations but recognised the difficulties particularly when it involved obtaining land outside the station area. It was noted that the West Yorkshire plus Transport Fund included enhancements to rail station car parking.

It was expected that the franchise specifications as part of the Invitation to Tender would be published in February 2015 and the final outcome known at the end of the year. A further report would be prepared for a future meeting of the Committee outlining how the new arrangements would operate in respect of accessibility.

Resolved –

- (a) That the current position regarding rail accessibility and other matters outlined in the submitted report be noted.
- (b) That the actions being undertaken by the WYCA to address the issues outlined in the submitted report be endorsed.
- (c) That members’ comments in respect of disabled access at stations be passed to Network Rail.
- (d) That a report be prepared for a future meeting outlining the provisions of the Northern and TransPennine rail franchises with regard to local rail service accessibility.

40. CityConnect

The Committee considered a report on the CityConnect project.

It was reported that the former WYITA had been awarded funding from the Cycle City Ambition Grant programme and this was supplemented by a further bid to the

Department for Health for activities to promote walking alongside investment in cycling facilities. This, together with additional funding from the Local Transport Plan and LCC Public Health had resulted in an overall programme budget of £25.972m for the CityConnect project, which was one of eight Cycle City Ambition projects across England.

Members were given a presentation which outlined the programme's objectives and benefits and also provided information in respect of the following component projects which were being implemented:

- Cross City Superhighway - 14 miles segregated cycle highway between Leeds and Bradford.
- Shipley – Leeds Canal Towpath Enhancements.
- Cycle Parking and Cycle Access Improvements.
- 20 mph zones in Leeds and Bradford.
- Promotion and Engagement.
- Walking for Health focusing on 6 areas around the Superhighway corridor.
- Monitoring & Evaluation.

The Committee noted details of the programme's governance and management arrangements and were advised of the key risks to the overall programme.

Officers were thanked for the informative presentation and members made the following comments:

- Salary sacrifice scheme to purchase cycles through payroll deductions needs promoting widely.
- The training already provided was welcomed but suggested that this should include people with disabilities on adapted cycles.
- Encourage cyclists to behave more responsibly - ensure they are aware of and adhere to road user laws.
- Cycle lanes welcomed and it was suggested that cyclists make a financial contribution.
- Need for more cycle segregation especially in local communities to encourage cycling.
- Consider funding assistance for people to purchase adapted cycles.
- Consider width of towpaths and suitability of 'A' frames/barriers for adapted cycles.
- Need to involve local communities/charities/voluntary & community groups – cycling should not be elitist – promote schemes for donated/repaired bikes.
- Promote rental bikes eg. at universities.
- Busy areas such as Bradford City Centre deter people from cycling.
- Consider closing a main street into city centre for a day (which has been trialled by York) so that cyclists can experience car free zones and increase confidence.
- Ensure all publicity photographs show cyclists wearing helmets.

The Committee was advised of the support given to Job Centre Plus customers and, in particular, with regard to access to bicycles for people with a job but no public transport available and further information would be circulated to members.

It was reported that health and transport professionals and interest groups in Leeds and Bradford had helped to develop a Walking for Health project with a focus on child obesity. It was proposed to conduct activity programmes based upon community audits but also including GP and health visitors and to provide a funding pot to be accessed by community based organisations through a bidding process.

Members were advised that whilst the City Connect project focussed on the Leeds and Bradford areas, schemes in Calderdale, Kirklees, Wakefield and York districts had been included in the bid prepared for the second round of Cycle City Ambition Grant funding.

Resolved –

- (a) That the officers be thanked for their informative presentation.
- (b) That information in respect of Job Centre Plus statistics be circulated to members.

41. Forward Programme of Work

The Committee considered the updated work programme for the coming year.

It was suggested that the creation of transport links to jobs, employment, skills and housing be included in the forward work programme.

It was noted that the next meeting was scheduled for 28 April 2015 and a Calendar of Meetings for 2015/16 would be formally agreed at the AGM on 25 June 2015. Appointments to Committees would also be made at that meeting and members were advised that the Chair of the WYCA had been made aware of the Committee's suggestion to retain the current membership to serve a second term.

Resolved: That the forward programme of work be amended.

Originator: Rob Norreys,
Head of Economic
Strategy and LEP Director



ITEM 5

Report to: Overview & Scrutiny Committee

Date: 28 April 2015

Subject: Devolution

1. Purpose

1.1. To consider the current situation on devolution for the City Region.

2. Information

2.1. The Overview and Scrutiny Committee has requested that devolution be a standing item on its agenda and for substantive progress to be reported.

2.2. As part of the 2015 Budget the Chancellor announced that the government has agreed a new devolution deal with the West Yorkshire Combined Authority that sees the Combined Authority take further responsibility over skills, transport, employment, housing and business support.

2.3. The final draft devolution agreement reached at the time of the Budget announcement is included as an annex for the information of members. The final wording of the deal is pending formal Ministerial sign off and publication on Gov.uk subject to publicity constraints imposed by the politically restricted period ahead of the General Election.

3. Financial Implications

3.1. None arising directly from this report.

4. Legal Implications

4.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. Recommendations

- 6.1. That the Overview and Scrutiny Committee consider the current position on devolution.

Leeds City Region and West Yorkshire Agreement on Devolution



HM Government



The Rt Hon Nick Clegg

Deputy Prime Minister

Cllr Keith Wakefield

Leader, Leeds City Council

Cllr Peter Box CBE

Chair, West Yorkshire Combined Authority

Leader, Council of the City of Wakefield

Cllr David Sheard

Leader, Council of the Borough of Kirklees

Cllr David Green

Leader, City of Bradford Metropolitan
District Council

Cllr Tim Swift

Borough Council of Calderdale

Cllr Andrew Carter CBE

Leeds City Council

Cllr Dafydd Williams

Leader, City of York Council

Cllr Janet Battye

Borough Council of Calderdale

Roger Marsh

Chair, Leeds City Region Enterprise
Partnership

Cllr Robert Light

Council of the Borough of Kirklees

Leeds City Region and West Yorkshire Agreement on Devolution

This document sets out the terms of an agreement between Government and the leaders of the West Yorkshire Combined Authority and Leeds City Region Local Enterprise Partnership to devolve a range of powers and responsibilities to the West Yorkshire Combined Authority. Building on the City Deal, agreed in 2012, and the Growth Deals, agreed in July 2014 and January 2015, this Devolution Deal marks another step in the transfer of resources and powers from central Government to the Leeds City Region.

This agreement will enable Leeds City Region to accelerate the delivery of its Strategic Economic Plan and to underpin a high skill economy led by strengths in manufacturing and engineering; financial and business services; creative and digital; and health and medical technology.

Summary of the deal

Skills

Leeds City Region will work with Government to deliver an employer focused and responsive skills and training system across the local area, driven by the needs of the economy and led by the private sector, giving local businesses the skilled labour they need to grow. This will also allow Leeds City Region the ability to build on the success of its 'NEET free' strategy and continue to target reductions in youth unemployment.

- The Local Enterprise Partnership (LEP) and Combined Authority will re-commission provision for the West Yorkshire Combined Authority to ensure that a new, forward-looking Further Education (FE) system is in place by 2017. The re-commissioning process will be led by the West Yorkshire Combined Authority and Government (BIS, DfE, SFA and EFA), and will work collaboratively within Leeds City Region, reporting to Ministers and the Combined Authority. This will include:
 - Provision funded through the Adult Skills Budget (other than participation funding for apprenticeships and traineeships)
- Through an enhanced version of its existing Apprenticeship Hub network and Employer Ownership Pilot, Leeds City Region will play a central role in enabling businesses, especially SMEs, to take up and invest in apprenticeships.
 - This will involve the devolution of The Apprenticeship Grant for Employers (AGE).
- Working within Government's reform agenda for apprenticeships in which funding will be routed directly to employers; the Deal will enable businesses to either liaise with the Apprenticeship Hub network or directly with Government.

Employment

The Department for Work and Pensions (DWP) will continue to work closely with Leeds City Region to ensure their work joins up with the local skills and training offer.

- DWP will consult with Leeds City Region about the possibility of joint commissioning for the next phase of the Work Programme beginning in 2017.

Business support

Leeds City Region will get a more flexible and responsive business support system, in which the LEP has more power to meet the needs of local businesses.

- Leeds City Region will align national and local business support through the LEP's Growth Hub, so that businesses get a joined up service that meets their needs. The Government will work with Leeds City Region to develop a devolved approach to the delivery of business support from 2017 onwards, subject to the outcome of future spending reviews.
- UKTI will work with Leeds City Region and the newly created LEP International to allow greater local flexibility and focus on trade across key sectors and strengths.

Transport

Leeds City Region and the West Yorkshire Combined Authority will be supported in playing a key role in developing transport to meet the needs of a growing economy.

- Government will explore options to give Leeds City Region and the West Yorkshire Combined Authority more control over the delivery of local transport schemes, particularly in preparation for High Speed 2.
- Government in partnership with Rail North will work with Network Rail to ensure that infrastructure works are aligned with Leeds City Region's investment strategy for rail stations and to support the implementation of projects funded through the West Yorkshire plus Transport Fund.
- Leeds City Region and the West Yorkshire Combined Authority will enjoy improved liaison with Highways England regarding investment in and maintenance of the West Yorkshire strategic highways network.
- Leeds City Region and the West Yorkshire Combined Authority will be actively engaged by Network Rail as part of its Long Term Planning Process for the national rail network, and the Transport for the North initiative, ensuring that planning and investment decisions are properly informed by local economic priorities.

Housing

Leeds City Region will work with Government to accelerate house building and maximise the economic returns from existing local, regional and national resources and assets.

- Leeds City Region will reconfigure its existing Joint Assets Board with the Homes and Communities Agency (HCA) in order to have greater influence over asset disposals in a way that supports the local economy.
- Leeds City Region and the HCA will also develop a Joint Asset and Investment Plan in order to collectively address barriers to development, and align and leverage national and local housing and regeneration investments.

Future devolution

Leeds City Region moved to strengthen its governance arrangements by setting up the West Yorkshire Combined Authority as part of the 2012 City Deal. The new Combined Authority came into being in April 2014 and these governance arrangements are already delivering significant results.

Government and Leeds City Region are already working closely together, and the policies and initiatives set out in this deal document will further strengthen this relationship. Future phases of negotiation could see Government and Leeds City Region working on the devolution of increased responsibilities and funding to the local level, potentially including greater control over the levers of local growth and public services, as well as fiscal powers. In the event of any future agreement, West Yorkshire Combined Authority will consult on options for enhanced governance, decision-making and delivery arrangements that will be mutually agreed with Government.

Draft Final

1. Skills

Leeds City Region (LCR) will work with Government to deliver an employer focused and responsive skills and training system across the local area, driven by the needs of the economy and led by the private sector, giving local businesses the skilled people they need to grow.

This Deal builds on the LCR City Deal Apprenticeship Hub network (£4.6m of funding over three years, signed in 2012), recent Growth Deal support (£79m of skills capital investment over three years beginning in 2015/16), and the Employer Ownership Pilot (£17.5m over 2 years, finalised in 2014). This agreement will see responsibilities for the Adult Skills Budget and Apprenticeship Grant for Employers devolved to LCR working in partnership with the Skills Funding Agency (SFA).

Leeds City Region and central Government agree to:

Work together to ensure that a new, forward-looking Further Education (FE) system is in place by 2017:

- Government recognises LCR's desire to shape skills provision within the area and to deliver the skills needs of the local economy. We will work together to re-shape and re-structure the FE provision within LCR so that a new, forward-looking FE system is in place by 2017.
- The government and LCR's goal is to improve the ability of the system to respond to labour market need and economic priorities. The re-commissioning process will be led by LCR and the government (BIS, DfE, SFA and the Education Funding Agency), and will work collaboratively across LCR, reporting to Ministers and the West Yorkshire Combined Authority (WYCA) on the future shape and funding (including pricing of adult skills budget courses) of FE provision in the LCR.
- LCR and government will work together to ensure that the system is financially resilient; that governing bodies of institutions enjoy the confidence of the LCR business community; and that there should be specialisation of provision to meet LCR needs and ensure centres of excellence across the City Region in key areas.
- Any change needs to be cost neutral. The programme of joint-working will start from April 2015, and run throughout the 2015 Spending Review so that it can start to deliver a revised curriculum offer from 2017.

Extend the use of the LCR Apprentice Hub network as the mechanism for facilitating apprenticeship brokerage activities for SMEs from 2015:

- Building on the existing Apprenticeship Hub network, LCR will have responsibilities over apprenticeship brokerage activities targeted at SMEs.
- To improve incentives in the skills market immediately, the WYCA will assume responsibility for the Apprenticeship Grant for Employers (AGE) that will enable the LEP and Combined Authority to vary the level of financial support available to different types of learner, sizes of business and subject areas in apprenticeships. The total size of the AGE grant is £85 million across England and it pays £1,500 per qualifying apprentice. Government will work with LCR to calculate an appropriate share of this budget to be devolved, and this funding will be under full LCR control

from August 2015 ahead of the new academic year. This devolution of the AGE grant reflects the key role that local authorities and business leaders can play in identifying the businesses with potential to take up apprenticeships for the first time, and in aggregating local demand for apprentices, especially among small businesses

- Devolution of the AGE grant will allow LCR to:
 - incentivise and flex skills programmes;
 - bolster local brokerage and apprenticeship infrastructure and the new Employer Ownership Pilot; and
 - directly engage local employers in order to meet latent demand for training.

As a result of this Deal, Leeds City Region will commit to:

- Supporting businesses to create more and better jobs and apprenticeships for young people;
- Continuing to pioneer work on the NEET-free City Region agenda by reducing levels of unemployment, particularly amongst the hardest to reach young people;
- Improving skill levels and job-readiness of the workforce of the future;
- Retaining more FE and HE graduates in the right disciplines and sectors needed to underpin a high skill economy.

2. Employment

The Department for Work and Pensions (DWP) will continue to work closely with Leeds City Region (LCR) to ensure their work joins up with the local skills and training offer.

Leeds City Region and central Government agree to:

Give LCR more tools to help people into employment

- DWP will consult with LCR about the possibility of joint commissioning for the next phase of the Work Programme beginning in 2017.

As a result of this Deal, Leeds City Region will commit to:

- Working with government to reduce levels of unemployment, particularly amongst the hardest to help, in order to ensure that the LCR can eventually become a net contributor to the public purse;
- Working with government to explore new pathways to work for jobless families currently dependent entirely on welfare benefits;
- Aligning local resources and programmes, particularly those focused on hard to reach families and their needs, in order to deliver more effective public services.

3. Business support

Leeds City Region Local Enterprise Partnership (LEP) will take on the central role in supporting businesses in the area, working alongside Government to provide the best possible services to local firms. Leeds City Region (LCR) will offer a comprehensive suite of services that will be tailored to the bespoke needs of businesses. The LCR will be an 'exemplar' for Growth Hubs, showing the potential for Hubs to: serve the interests of small and medium-sized businesses, rather than the contractual targets of providers; operate on a pan-City Region footprint – therefore ending the postcode lottery of support; and combine private sector leadership with strong, stable democratic structures.

LCR is also committed to working with UKTI to increase the level of international trade from the City Region in line with the Government's target of achieving exports worth £1 trillion by 2020 and to support innovation and smart specialisation, in order to invest in leading edge technology, engineering and science. This will build on the £28.2 million that Innovate UK has invested in LCR since 2010, the £3 million secured in the LCR Growth Deal for BioVale and the £3.8 million investment in the University of Bradford Enterprise Zone.

Leeds City Region and central Government agree to:

Develop LCR's Growth Hub

- Working within the scope of existing contracts (2015/16 and 2016/17), LCR will be a Trailblazer for aligning the new Business Growth Service and other national services with local business support through LCR's Growth Hub, so that businesses get a joined up, simplified service that meets their needs. This will include co-location, referrals, marketing, diagnostics, evaluation, customer acquisition and the simplification of local and national business support. This will align with the £6m Growth Deal investments for Enterprise and Innovation Centres at the University of Leeds and the University of Huddersfield. The Government will work with LCR to develop a devolved approach to the delivery of business support from 2017 onwards. What is ultimately devolved will reflect the decisions taken in the next spending review on the shape of – and level of spending on – business support schemes.

Establish an Export Plan that focuses on the area's strategic growth priorities

- The Export Plan will be jointly agreed between UKTI and LCR and allow the City Region flexibility to develop its pioneering LEP International programme (such as a specific local sectoral focus for Passport to Export and medium-sized business schemes or a different mix of products).
- UKTI and LCR will work together to integrate trade-focused work in order to contribute to a simplified export growth journey for business.
- UKTI will also work with LCR to support the delivery of integrated business support through the Growth Hub by sharing common diagnostics, contributing data to the LCR Customer Relationship Management (CRM) and a joint approach to marketing in the LCR.

As a result of this deal, Leeds City Region will commit to:

- Investing £26m in the Growth Hub and associated programmes from its ESIF allocation, when this becomes available;
- Acting as an exemplar Growth Hub, using innovative evaluation techniques to ensure Government is able to make evidence-based decisions about how the business support landscape could be improved in other areas and deliver better outcomes for the country as a whole;
- Acting as an exemplar for a new, mature approach to partnership working with Government by sharing best practice in real time via a fully integrated Growth Hub that combines the best of local and national business support, and thereby delivers real value for money by eliminating duplication and waste;
- Working with UKTI to increase the level of international trade from the City Region in line with the Government's target of achieving exports worth £1 trillion by 2020; and
- Aligning existing resources, services and networks to ensure that enterprise, trade and innovation support schemes are working optimally.

4. Transport

Leeds City Region (LCR) and the West Yorkshire Combined Authority (WYCA) will work with Government to wield greater influence over the future shape of transport investments in the area. Transport plays a vital role in catalysing and supporting economic growth, and LCR has already demonstrated its capacity to deliver through the £1 billion West Yorkshire Plus Transport Fund secured through its City Deal and Growth Deals. This Devolution Deal will extend LCR and the WYCA's influence over local roads, railways and buses, including more strategic long-term decisions.

Leeds City Region and central Government agree to:

Explore options for giving LCR more control over local transport schemes

- Government, in consultation with LCR and the WYCA, commits to exploring options to give LCR more control over the planning and delivery of local transport schemes, particularly in preparation for HS2. This could include changes to the way that Transport and Works Act Orders are granted, if practicable proposals for improving and speeding up the process are identified.

Give LCR a greater voice in strategic transport decisions

Highways

- Highways England will work with LCR to improve liaison, including through the development of the Transport for the North initiative, and work on joint highways issues in particular:
 - A commitment to improve LCR engagement on strategic highways to facilitate the delivery of national and local economic priorities, in particular LCR and the WYCA to work with Highways England to develop new Route Strategies, and in doing so secure effective engagement from LCR and other local partners, in line with the requirements of the Licence for Highways England;
 - The WYCA will also enjoy improved liaison with Highways England, and work together to ensure that investment in and maintenance of the West Yorkshire strategic highways network is as efficient and cost-effective as possible;
 - This joint working will be underpinned by the development of an MOU between Transport for the North and Highways England.

Rail

- Government will work with Network Rail to ensure that infrastructure works are aligned with LCR's investment strategy for rail stations and to support the implementation of projects funded through the West Yorkshire plus Transport Fund.
- The WYCA will be actively engaged by Network Rail as part of its Long-Term Planning Process for the national rail network, and the Transport for the North initiative, ensuring that planning and investment decisions are properly informed by local economic priorities.

Buses

- Government supports LCR and the WYCA's commitment to improve local bus services, sharing an ambition to deliver a sustainable, more integrated and affordable network, supporting people to access jobs and training. This ambition includes fully integrating with other public transport modes, and is designed around people's travel needs. It should be supported by a readily understood and affordable smart ticketing scheme that builds on the work that has already been undertaken locally to introduce the MCard system. This must be sustainable in the longer term both to tax payers and operators, and through technology deliver a better and more dynamic user-operator relationship utilising smart ticketing, real time information and a unified Customer Relationship Management (CRM) system.
- Government supports LCR's ambition and vision for an integrated transport network and, within existing legislation, will work with them on:
 - The ability to introduce a coordinated, efficient and integrated bus network;
 - Transforming the customer relationship, building on the integrated smart ticketing MCard, and through real-time technology and a shared CRM.

As a result of this Deal, Leeds City Region will commit to:

- Completing the development of the Appraisal and Assurance Framework and Gateway Review metrics for the West Yorkshire plus Transport Fund programme. ;
- Continuing to move toward the creation of an integrated and reliable multi-modal 'metro' style transport network;
- Maximising the economic impact of the investments made through the West Yorkshire plus Transport Fund in order to achieve jobs and growth across the City Region.

5. Housing

Leeds City Region (LCR) will work with Government to increase house building and maximise the economic returns from public sector land assets.

Leeds City Region and central Government agree to:

Reconfigure the existing LCR and Homes and Communities Agency (HCA) Board to collaborate on the disposing of public sector assets

- The local authorities within LCR already collaborate with the HCA through a joint board that oversees the delivery of strategic projects and programmes, as set out in the local Housing and Regeneration Investment Plan and associated strategies.
- Through this deal the Board will be reconfigured in order to influence asset disposals in a way that supports the local economy. The Board's primary aim will be to achieve a more integrated approach to how the public sector uses its assets in LCR, to support growth and deliver better value for public money.
- It is not intended that the HCA or local authorities would delegate ownership decisions on their existing assets to the Joint Assets Board. Formal decisions on specific assets affecting them will remain with the party who owns the interest in question.

Work together to accelerate housing delivery in LCR

- LCR and the HCA will continue to work together to identify housing investment priorities and timeframes across the City Region to provide a framework for increased public and private investor confidence and for maximising value from national and local public sector land assets. As part of this, LCR will publish a pipeline of potential priority schemes and seek public and private investment partners.
- Government will explore the potential for better supporting priority developments in the LCR that may currently not be eligible for funding but have viable business cases.

As a result of this Deal, Leeds City Region will commit to:

- Accelerating housing growth through a revenue neutral approach, utilising existing local, regional and national resources in a more coordinated and effective manner – initially focussed on the delivery of 7,000 to 10,000 new homes per annum over a five year period;
- Considering the use of local public assets as part of a strategic, balanced portfolio of public land and property under the control of the joint public assets decision-making board.

6. Governance

Leeds City Region (LCR) moved to strengthen its governance arrangements by setting up the West Yorkshire Combined Authority (WYCA) as part of the 2012 City Deal. The new Combined Authority came into being in April 2014, and is already delivering significant results. It is the driving force for economic growth across the Bradford, Calderdale, Kirklees, Leeds and Wakefield districts providing coherent local planning and co-ordination of strategic investment decisions, along with the City of York Council as a Combined Authority partner member.

The voice of the private sector is integral to LCR's governance arrangements. The LCR LEP is represented on the board of the Combined Authority and vice versa, and the LEP and Combined Authority have worked seamlessly together to secure and implement an ambitious City Deal and Growth Deals for the City Region.

In addition to these over-arching commitments, LCR will also improve its accountability arrangements in the specific policy areas highlighted in this paper. This includes:

- Developing genuine partnership arrangements with Government on skills and business support that protect national policy priorities, while also helping to test and establish better approaches to delivering economic growth;
- Giving employers greater influence over the key levers of economic growth through the existing Employer Ownership Pilot and strengthened Apprenticeship Hub network;
- Continuing to update and develop LCR's existing Single Appraisal and Assurance Frameworks to ensure they are fit for purpose.

Future devolution

Government and LCR are already working closely together, and the policies and initiatives set out in this deal document will further strengthen this relationship. Future phases of negotiation could see Government and LCR working on the devolution of increased responsibilities and funding to the local level, potentially including greater control over the levers of local growth and public services, as well as fiscal powers. In the event of any future agreement WYCA will consult on options for enhanced governance, decision-making and delivery arrangements that will be mutually agreed with Government.

Originators:
John Henkel (Acting Director of
Transport)
Sue Cooke (Executive Officer,
Enterprise and Skills)



ITEM 6.

Report to: Overview and Scrutiny Committee

Date: 28 April 2015

Subject: West Yorkshire Combined Authority and Employment

1. Purpose

- 1.1. To consider how WYCA provides advice and support to local residents to get them to, and into, employment.

2. Information

- 2.1. The WYCA can support the aims of ensuring local people have the skills and opportunities to take up employment in West Yorkshire through:

- maximising the local job impacts of its investment programmes,
- apprenticeships, training, skills and business support
- addressing cost and other barriers to accessing employment and training

- 2.2. This report sets out the initiatives that are currently in place.

Investment Programmes

- 2.3. Investment in transport, and other projects, leads to job creation in construction and other industries, and supply chains. Investment can also enable development and enhance access to employment opportunities
- 2.4. It is therefore important that job creation and access to employment are considered as part of project selection, development and implementation.
- 2.5. An example of this has been the development of the West Yorkshire Plus Transport Fund, with the prioritisation of projects and programmes considering the long term impact on productivity and employment. The modelling indicates that the investment through the Fund will support additional employment growth of around 20,000 jobs across West Yorkshire and York.

- 2.6. Initial estimates also suggest that the Fund programme would support around 7,500 temporary direct employment opportunities particularly in the construction sector, with further indirect opportunities in the supply chain.
- 2.7. It is desirable that public sector procurement seeks to support skills and local job creation, and this is being explored through initiatives such as the 'More Jobs, Better Jobs Partnership'.
- 2.8. Work undertaken to date has identified the following key points in relation to the Transport Fund:
- The key to maximise local employment, supporting local supply chains, skills development and apprenticeships lies in putting appropriate procurement processes in place;
 - There is recent experience and success among the District Council partners in embedding a local focus in procurements and improved mechanisms are needed to share this experience of good practice (for example over 1,000 local jobs and apprenticeships were secured in Leeds last year as a result of obligations included in procurement contracts);
 - The development of a long term approach to deliver the Transport Fund would lead to long term certainty with benefits for: the construction sector; the supply chain; a skills development programme in schools and colleges; and a rolling programme of apprenticeship opportunities at a significant and sustainable level;
 - The Transport Fund offers a significant opportunity to develop capacity, skills and training in a sustainable, planned and effective way given the scale of potential expenditure;
 - Establishing new Delivery Partnerships could take up to two years, which will require an interim strategy to ensure the procurement of initial projects can maximise local employment and skills. This would be achieved through sharing good practice in current procurement processes.
- 2.9. There are similar opportunities with other investment programmes and projects, including the proposed NGT system.
- 2.10. Transport schemes also support employment by enabling development to take place and by allowing local people a wider range of employment opportunities.

LEP Employment Programmes

- 2.11. There are a number of LEP sponsored employment and skills programmes, as set out below.

Devolved Youth Contract (DYC)

- 2.12. The DYC is a pilot project operating in Leeds, Bradford and Wakefield and supports 16/17 year olds who are disengaged from education, employment and training (NEET). Through an innovative network of community based activities and events the project engages youngsters who would otherwise have been 'invisible' - not able to claim unemployment benefit, no longer in education and choosing not to engage in training. Each authority involved in the project has autonomy to deliver and engage young people. Local contact and knowledge has been key to the success rate of 69% of young people now engaged in employment, training or education. In contrast, the national youth contract has a rate of approximately 30% engagement. The programme supports the NEET free aspirations of Leeds City Region and promotes the development of a skilled young workforce. Over 2,600 young people are now engaged in this pilot which is due to end in March 2016.

Headstart

- 2.13. Following a successful bid to Cabinet Office, the region was awarded £4.6m to deliver tailored support to unemployed 18-24 year olds with a view to moving them into sustainable employment. Working in partnership with Jobcentre Plus the LEP has developed a flexible model of support for both individuals and businesses. Each Authority is able to offer training and support to young unemployed people which in turn supports the needs of local businesses. By engaging with employers in the local area, whilst at the same time as enrolling the young people in the Headstart programme, the business has a direct involvement in the design of the training and support available. A key part of the programme's success is down to the 6 months of in-work support available to every participant. This supports the Employment & Skills Panel theme of 'transition into work' and the region's aspiration to become NEET free whilst supporting the drive to sustainable employment. Over 450 young people have moved into work with the support of Headstart and the programme continues until March 2016.

Business Growth Programme

- 2.14. The Business Growth Programme provides grant funding to businesses based in Leeds City Region or planning to invest here. Grants of between £10,000 and £500,000 are available to create jobs and business growth. To date grants have been provided to over 350 businesses, creating over 3,000 proposed jobs.

Enterprise in Education

- 2.15. This project is designed to build stronger links between schools and the world of business, to better align young people's choices to the economic opportunities available. It has already delivered the following outcomes:
- Created a regional network of Enterprise Advisers and schools, retaining those recruited through the pilot
 - Enabled an overview of actual and planned enterprise education activity in the region
 - Facilitated sustainable and meaningful business engagement in schools

- Exceeded targets:
 - 61 schools engaged
 - 94 enterprise advisers recruited

2.16. The next steps include:

- Gathering the remaining 70% of outstanding audits
- Identifying and share good practice across 6th network
- Identifying challenges and possible barriers
- Arranging a meeting with National Careers Company.

2.17. The Employer Ownership Pilot and European Structural Investment Fund programme will both offer funding streams to support enterprise, employability and innovation in young people.

Apprenticeship Hub Programme

2.18. The LEP Apprenticeship Hub Programme is funded through City Deal wave 1 to the value of £4.6m. Working across ten geographical areas in partnership with local authorities we have established 8 Hubs (Barnsley, Bradford, Calderdale, Kirklees, Leeds, Wakefield, York and North Yorkshire [Craven, Harrogate, Selby]). The programme aims to engage 2,142 SMEs who have never previously offered apprenticeships (or not in the past 12 months) and to create new apprenticeship opportunities to be taken up by 2,500 young people (age 16-24). The Hubs provide free, independent, impartial advice and guidance to businesses at local level on apprenticeships and the service links in to, and is complementary to other business growth and support services and initiatives. In addition, through the programme we have created two Apprenticeship Training Agencies (ATAs), one in each of Bradford and Leeds. The ATAs work with SMEs who would like to offer and benefit from Apprenticeships but are unable to offer the direct employment, for a number of reasons. In this instance, the ATAs act as the employing organisation. The programme also works with school, young people, parents/carers to promote Apprenticeships as a viable career route. The programme began in January 2013 and is operational until March 2016. To date we have engaged 1845 SMEs and 1291 young people have started an Apprenticeship through this programme. More information on the programme, Hub and ATAs locations and case studies can be found at www.apprenticeship-hubs.co.uk.

SME Skills Fund and Skills Service

2.19. The LEP Skills Service is a £17.5m pioneering skills service for small to medium sized businesses in the Leeds City Region. The LEP skills service helps businesses to identify their skills needs based on their business growth objectives and then find the right training solution. The training provision is employer led, enabling businesses to design their own solutions and plug gaps in the market. Small and medium sized business based in the Leeds City Region that have a budget to put towards training could also be eligible for funding of between £500 and £50,000. To find out more visit: www.the-lep.com/skillsservice. The project was officially announced on 5th February 2015 by George Osborne in Leeds. To date there have been 151 enquiries and 14 grants approved worth over £30,000.

Skills Capital

- 2.20. The LEP has £79m of Local Growth Funding to invest in skills facilities to support the Strategic Economic Plan and Skills Plan. Four projects are currently nearing conclusion of legal agreements in Round One (2015/2016):
- Shipley College – Mill Building
 - Calderdale College – Percival Whitley Building
 - Kirklees College – Process Engineering Centre
 - Leeds City College – Print works Phase 3.
- 2.21. Sixteen projects were submitted for Round Two (2016/2017) and LEP and Leaders' Board approved nine for progression to business case stage over the summer.

Addressing Transport Barriers to Employment

- 2.22. Local and other research has shown that the costs and (lack of) availability of transport can be a significant barrier to accessing employment or training. WYCA seeks to address these through work with larger companies and with JobCentre Plus.

Travel Plan Network

- 2.23. Over the years Metro/WYCA have been successful in attracting external funding from Department for Transport, Yorkshire Forward and European Interreg budgets to support the West Yorkshire Travel Plan Network (TPN), which has been in existence for over ten years. Businesses and organisations join the Network by committing to a plan of sustainable travel initiatives which are location and business specific.
- 2.24. There are 201 member organisations in total across West Yorkshire (133 Leeds/ 10 Calderdale/11 Kirklees/29 Bradford/18 Wakefield), covering 223,000 employees. The TPN is an effective mechanism for promoting campaigns to a large and important sector of WYCA's 'constituency'.
- 2.25. The Corporate MCard scheme enables businesses to purchase Annual MCards for its employees at considerable discount – typically 15% - which it can then recoup through monthly deductions from salary.
- 2.26. This is attractive to employees, is proven to increase patronage and is a significant benefit for employers to be able to pass on to staff, with particular benefits for lower paid workers. The initiative also aids staff recruitment and retention.
- 2.27. The value of Annual MCards sold through the Corporate Scheme from April 2014 to March 2015 was £6.75m, which equates to around 8,000 Annual MCards sold in volume to around 120 companies per year.

Work with JobCentre Plus

- 2.28. WYCA and JobCentre Plus have been working in partnership to support employability since 2007, with current funding from the Local Sustainable Transport Fund (2011-2015). The work focuses on ticketing, bicycle provision, support for people in training and new ticket products, as set out below.

Ticketing Project

- 2.29. Unemployed customers with a travel barrier impacting upon their ability to job-search or take up a job offer are referred to the project from the 24 JobCentre Plus offices in West Yorkshire, and can receive:
- a MetroDay ticket to attend job interviews in West Yorkshire
 - a Monthly MetroCard for the first month of work.
- 2.30. Since 2011 the project has supported unemployed customers with 4,219 MetroDay tickets and 11,239 Monthly MetroCards.
- 2.31. Feedback from beneficiaries has shown that:
- 30% wouldn't have been able to accept the job without the free Monthly MetroCard;
 - 85% are still in employment with the same or different employer 13 weeks later. Of these employed, 77% are travelling to work by bus and 20% by train, with 35% buying weekly tickets and 34% buying monthly tickets.

Bike Project

- 2.32. If an unemployed customer cannot access/use public transport to get to work, the project offers a reconditioned bike and cycling accessories from community-led bike providers in West Yorkshire.
- 2.33. LSTF Extension Funding has supported 60 customers with a bike since April 2014.
- Feedback from beneficiaries has shown that:
- 21% wouldn't have been able to accept the job without the bike scheme and 92% are still in employment.

Customers have said:

- "I couldn't speak highly enough . . . my bike was ready the day after JCP arranged it. It was really great!"
- "It's a great scheme for people like me who can't afford a bike...I have no transport costs now".
- "It gives people the chance to travel further to work for less expense".

Travel2Train

- 2.34. From September 2014 apprentices in West Yorkshire have been supported by the project under 'Travel2Train', working in partnership with the Leeds City Region

Apprentice Hub. To date, 370 apprentices have been supported with a Monthly MetroCard for their first month of apprenticeship and two assisted with a reconditioned bike.

2015/16 Programme

2.35. During 2015-2016, WYCA will support JobCentre Plus customers/Apprentices/NEET young people with:

- 1,500 MetroDay tickets for interviews
- 3,600 Monthly MetroCards for first month of work
- 150 reconditioned bikes.

New Products

2.36. 2014 also saw the introduction of the new 16-25 smart MCard which offers significantly discounted bus and rail travel for this age group. This is an important customer sector for travel support, as travel costs can be a barrier to accessing education, apprenticeships and jobs for young people.

Other - Co-ordinated Communications

2.37. WYCA has a wide range of mechanisms for promoting its employment support offer to the public, including print, electronic displays, web and social media. A recent example was the use of real time information screens at 1000 bus stops and all bus stations throughout West Yorkshire to promote the support available to customers seeking apprenticeships.

3. Financial Implication

3.1. The activities set out in this report are funded within approved revenue and project budgets.

4. Legal Implications

4.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. Recommendations

6.1. That the Overview and Scrutiny Committee note the activities in place to support employment in West Yorkshire.

6.2. That the Overview and Scrutiny Committee note that the future development of WYCA business planning will provide opportunities for a more co-ordinated approach to addressing barriers to employment.

ITEM 7

Report to: Overview & Scrutiny Committee

Date: 28 April 2015

Subject: Single Transport Plan

1. Purpose

1.1. To provide information on work to develop a Single Transport Plan.

2. Information

2.1. The Combined Authority has agreed that a Single Transport Plan should be developed to set out the ambition of the Combined Authority as well as reflecting related strategies and fulfilling the statutory requirement to keep a Local Transport Plan under review. It was agreed that the Single Transport Plan should support the implementation of the Strategic Economic Plan (SEP) and encompass the West Yorkshire plus Transport Fund (WY+TF), preparations for High Speed Rail (HS2) and workstreams on bus strategy and rail devolution.

2.2. The Single Transport Plan will replace the existing West Yorkshire Local Transport Plan 2011-2026. The Single Transport Plan is currently proposed to cover a 20 year period from 2016 to 2036.

2.3. The Combined Authority emphasised that the Single Transport Plan should have:

- Strong links with the SEP and economic growth;
- Long term vision with strong ambition;
- Focus on national connectivity as well as regional and internal connectivity;
- Focus on east-west connectivity across the north to maximise benefits from HS2;
- Coverage of all transport modes including bus, rail, freight, air, cycling and highways, and deliver better integration between transport modes.

The Combined Authority also emphasised the importance of consultation with stakeholders.

- 2.4 The Combined Authority delegated the oversight of technical work on developing the Plan to the Transport Committee. Work to develop the Plan commenced in July 2014 and has initially been progressed through three workshops held with the Transport Committee and Portfolio Holders. The development of the Plan has been informed by complementary work to develop the HS2 Connectivity Strategy for maximising and spreading the benefits of HS2, and the Transport for the North (TfN) proposition for investment in rail and road solutions across the North.
- 2.5 A Stakeholder Reference Group has also been established and two workshops have been held to engage stakeholders early in the process of developing the Plan and to provide technical inputs for consideration by the Transport Committee. The Reference group includes representatives from local authorities within West Yorkshire and the wider City Region, Local Enterprise Partnership, Highways England, Network Rail, Chambers of Commerce and other business groups, Passenger and Freight service operators, cycling groups and Leeds University Institute of Transport Studies.
- 2.6 The Transport Committee has identified an emerging set of core principles for the Plan, intended to describe the ambition, objectives and scope of the Plan. At its meeting on 29 January 2015, the Combined Authority agreed to develop the Single Transport Plan further on the basis of the core principles and to commence consultations with the public and stakeholders.
- 2.7 The emerging core principles are:
1. **One System, High Speed Ready** - The ambition is for a 'metro-style' public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood, easy to access by a range of options and offers quick, convenient connections;
 2. **Place Shaping** - The ambition is to make our cities, towns and neighbourhoods more attractive places to live, work and invest, with an emphasis on improving road safety, air quality, the image of places and the health of residents;
 3. **Smart Futures** - The ambition is to exploit technology to improve the customer experience and assist effective management of the transport system. This includes development of real-time customer information, extending payment options to include a 'best value' offer and extension of smartcards to car clubs, cycle storage, charging points and taxis;
 4. **Inclusion** - The ambition is to offer a high level of access by public transport in our urban areas, and in considering our extensive rural areas to look to more imaginative solutions through collaboration with other public and private operators of vehicles. The Plan also proposes using a wider range of transport options such as car clubs, car sharing schemes, taxis and private hire vehicles, linked into the development of local transport hubs;
 5. **Asset Management** - The ambition is to manage all of our transport system - roads, bridges, street lights, public transport stations and shelters, footways and cycle routes - in a way that offers maximum value for money and meets the needs of users.

There is also a cross-cutting theme of Low Carbon, with the ambition to contribute to national and international targets to cut carbon emissions from the transport sector by making substantial progress towards a low carbon, sustainable transport system for West Yorkshire. This will include the way in which the Authority maintains transport assets and the actions taken to reduce reliance on fossil fuels, improve fuel efficiency and the encouragement of walking and cycling.

- 2.8 Further development of the plan will respond to the inputs from consultation and will set out the proposed approach for delivering the core principles. There will also be detailed Implementation Plans following on from the current LTP Implementation Plan.
- 2.9 The first phase of consultation, intended to provide early sight of the work on the Plan and to test the core principles with the public and stakeholders, commenced on 27 March 2015 and runs for five weeks to the end of April 2015. The consultation is mostly web-based, housed on the Combined Authority website at <http://www.westyorks-ca.gov.uk/stp-survey>. The core principles are introduced and summarised in a seven page discussion document which is attached as Appendix A. This document signposts the reader to supporting background information, including the Single Transport Plan report considered by the Combined Authority in January 2015, the SEP, WY+TF, HS2 and TfN. A simple online survey is provided. Hard copy versions of the core principles discussion document and the questionnaire have also been made available through Travel Information Centres. The public and stakeholders were notified of the consultation via Metro Messenger newsletter, WYCA social media and the existing LTP3 consultation stakeholder email contact database. The database includes a range of stakeholders including Councillors, rail user groups, community groups, health organisation contacts and the general public.
- 2.10 The questions for the first phase of consultation are:
- How important are each of the five core principles to you?;
 - If some of the core principles are more important than others, please explain why;
 - Are there other important principles that we should consider including in the Plan?
- 2.11 The detail and timing of subsequent phases of consultation are being developed, but it is anticipated that there will be 2 more phases:
- Phase 2 (June/July) – Informal public and stakeholder workshops to provide input to the development of detailed strategies;
 - Phase 3 (September/October) – Formal consultation and focus groups on the detailed strategies.
- 2.12 An Integrated Sustainability Appraisal (ISA) of the Single Transport Plan is being undertaken in parallel with the work to develop the Plan. The ISA will encompass:
- Strategic Environmental Assessment;
 - Health Impact Assessment;
 - Equality Impact Assessment;

- Habitat Regulations Assessment.

The ISA and its constituent parts will be conducted in accordance with EU directives and will be an iterative process intended to inform the development of the Plan. A scoping study will set out the ISA objectives and methodology.

- 2.13 It is proposed to seek sign off of the Plan by the Combined Authority at its meeting in February 2016. The Plan will come into effect on 1 April 2016.

3. Financial Implications

- 3.1 The development of the Plan is being undertaken within existing budgets.
- 3.2. The Plan sets out high level aspirations for the future shape of the transport system in West Yorkshire. Significant funding will be required for the delivery of schemes required to meet the aspirations set out in the plan.

4. Legal Implications

- 4.1 There is a statutory duty for Local Transport Authorities to prepare and keep under review a Local Transport Plan. The development of the Single Transport Plan would fulfil this duty for a Local Transport Plan for West Yorkshire.

5. Staffing Implications

- 5.1. None arising directly from this report.
- 5.2 The development of the Plan is being undertaken within existing staff resources.

6. Consultees

- 6.1. Transport Committee have led the development of the draft Plan to-date. Portfolio Holders have also been consulted on the development of the Plan.

7. Recommendations

- 7.1. That the Committee notes the progress to-date to develop the Single Transport Plan.
- 7.2 That the Committee provide input to the plan development.

8. Background Documents

- Single Transport Plan Core Principles Discussion Document
- Single Transport Plan Core Principles questionnaire

Single Transport Plan 2016-2036: Core Principles Document

The West Yorkshire Combined Authority is developing a new Single Transport Plan (STP) to cover the period from 2016 to 2036.

The Plan sets out a strong, clear, long-term vision for transport in West Yorkshire, explaining how this will support sustained and healthy economic growth, especially for jobs and housing. Substantial funding is needed to invest in transport and the Single Transport Plan will be used to secure and direct funding to transport priorities.

We would like your help to shape the new Single Transport Plan.

This discussion document briefly describes the role of the West Yorkshire Combined Authority in developing the Single Transport Plan, some of the key building blocks of the Plan and some of the emerging ideas about transport priorities.

1. West Yorkshire Combined Authority (WYCA)

WYCA was established on 1 April 2014 and brings together the economic development and strategic transport roles across West Yorkshire on behalf of the five West Yorkshire local authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield, and York.

WYCA was created to bring together key decision-making powers into a single organisation, placing West Yorkshire and the wider Leeds City Region in a much stronger position to tackle its economic challenges.

WYCA is working with the Leeds City Region Enterprise Partnership to deliver the Strategic Economic Plan for the City Region.

WYCA also has a legal duty to maintain a Local Transport Plan for West Yorkshire that sets out transport priorities and investment plans for how transport will be improved.

You can find out more about WYCA at www.westyorks-ca.gov.uk.

2. Strategic Economic Plan (SEP)

The SEP was adopted by the Leeds City Region Enterprise Partnership and WYCA in 2014. The SEP is the long-term plan which sets out the economic ambitions for the Leeds City Region and how partners will work to achieve them. The SEP outlines a shared ambition to deliver an increase in economic output so we become a net contributor to the Exchequer, creating an extra 62,000 jobs and a doubling of the rate of house building by 2021.

The SEP highlights that if we can improve how transport connects people, places, business, education and training, we will go a long way to achieving our economic goals. The SEP also recognises that major investment is needed in transport, and that this investment is needed at the local, regional, national and international level.

The government welcomed the SEP, agreeing to provide almost £800 million of funding for transport in a Growth Deal with the Leeds City Region. This money, alongside local commitments, is being used to establish a £1.4 billion West Yorkshire plus Transport Fund (WY+TF) to deliver 33 key transport schemes in West Yorkshire and York over the next 11 years. The WY+TF will help deliver 20,000 new jobs by tackling existing traffic problems, opening up sites for development and housing, and creating new, easier, faster opportunities to access jobs. More investment however will be needed over a longer time period.

You can find out more about:

- Leeds City Region Enterprise Partnership at www.the-lep.com
- Strategic Economic Plan at www.the-lep.com/about/strategic-economic-plan
- West Yorkshire plus Transport Fund at www.westyorks-ca.gov.uk/transport

3. The Single Transport Plan (STP)

The new Single Transport Plan is intended to set out the ambition of the new WYCA as well as fulfilling the statutory duty to keep a Local Transport Plan under review (for West Yorkshire) and updated as appropriate. The Single Transport Plan will support the delivery of the SEP, the WY+TF and other transport priorities affecting our area.

The Single Transport Plan will update the current West Yorkshire Local Transport Plan (LTP) (WYLTP3) which covers a 15 year period from 2011–2026. You can find out more about the current Local Transport Plan at www.wymetro.com/wyltp/. It will complement York's existing Local Transport Plan.

There have been some significant transport policy developments since the current LTP was adopted, including proposals to develop a new High Speed Rail line that will link London, Birmingham, Manchester and Leeds and, more recently, a proposal by Transport for the North to develop new east-west road and rail links across the north.

Our ambition is that the new Single Transport Plan will lead to a step change in the quality and performance of the transport system within West Yorkshire and our connections with the rest of the UK. By investing in radically improved transport infrastructure and services, we believe that we can deliver the transport connections that businesses and people require and create attractive places in which to invest, work and live, as set out in the SEP.

You can find out more about:

- Single Transport Plan core principles considered by WYCA - www.westyorks-ca.gov.uk/WorkArea/DownloadAsset.aspx?id=4294968373
- High Speed 2 - www.gov.uk/government/organisations/high-speed-two-limited
- Transport for the North - www.transportforthenorth.com/

4. Transport Issues

West Yorkshire and York are well located for transport connectivity in many respects, but there are also some significant issues and problems including:

- High levels of road congestion on motorway corridors and routes into our main urban centres;
- Severe overcrowding on our trains in the busiest periods – with peak period trains to and from Leeds having the worst overcrowding outside London;
- Poor journey times, frequency, punctuality and reliability of rail services on some routes. The quality of rail rolling stock and the number of car parking spaces at rail stations falls short of public and business requirements;
- Bus journeys made slow or unreliable by traffic congestion, and concerns with the fragmentation of the public transport system;

- Poor road access and lack of a rail link to Leeds Bradford Airport;
- Poor access by road, rail or bus to many key development sites, holding back job creation and house building;
- Poor road conditions, with impacts on journey times, comfort and accidents;
- Concerns with road safety, particularly accidents involving young people pedestrians and cyclists;
- Concerns with air quality and the impacts of harmful pollutants produced by traffic, linked with a range of illnesses and premature deaths;
- Concerns that a reliance on car use is contributing to a rise in obesity and related illnesses.

5. Transport Opportunities

There are some significant opportunities that can help us address these issues and problems and improve the attractiveness and performance of transport:

- **SEP, Local Growth Deal and West Yorkshire plus Transport Fund (WY+TF)** - The West Yorkshire plus Transport Fund, set out in the SEP and agreed in the Growth Deal, is designed to tackle a number of our transport problems with a particular focus on supporting sustainable growth, housing and jobs. The challenge will be to find funding to deliver a further, larger package of other schemes that can contribute to growing the local economy;
- **High Speed Rail** - 'High Speed Two' (HS2) is the government's key investment in the national transport network over the next 20 years. HS2 will transform the UK's rail infrastructure, increasing the number of seats on routes between London and the North, reducing journey times and freeing up passenger and freight capacity on the existing network. We want to take advantage of the economic opportunities of High Speed Rail and to spread the benefits all around West Yorkshire and York and the wider Leeds City Region. A great opportunity exists with the location of the proposed new High Speed Rail hubs in Leeds and York to bring about major changes in the type of transport services we have and how they fit together;
- **Transport for the North (TfN)** – TfN is a partnership with the government and the six city regions in the north, Highways England (the organisation responsible for the motorway network), Network Rail and the company that will build HS2. TfN is developing and promoting new road and rail infrastructure to improve east – west connections across the North of England. We want to take advantage of these new strategic connections and spread the benefits all around West Yorkshire, York and the wider Leeds City Region.
- **Rail North** - Rail North is a new rail franchising partnership between the government and the northern transport authorities. The Department for Transport and Rail North are in the process of re-letting the Northern and Transpennine Express rail franchises to commence in 2016. We want to take advantage of this new responsibility to improve rail services for passengers all across the north.

- We also need, as far as possible, to anticipate future changes in society, such as deferral of car ownership and learning to drive by young people, and more flexible working patterns.

6. Emerging core principles of the Single Transport Plan

The work to develop the new Single Transport Plan is at an early stage. For this engagement stage, WYCA has identified a set of five core principles that will give focus to the new Plan and help to prioritise where transport investment is most needed. These five emerging core principles are:

Core Principle 1: One System, High Speed Ready

Our ambition is for a metro-style public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood, easy to access by a range of options and offers quick, convenient connections with a set of journey time targets. The key means to deliver this core principle could include:

- *Delivering better rail services, making best use of capacity released by HS2 and delivering additional improvements to track and stations;*
- *Building a new Leeds City Region HS2 Hub station, with our preferred option being a single integrated Leeds station, bringing together High Speed Rail, conventional rail and other services to provide the greatest ease of connections;*
- *Promoting the connectivity provided by the York HS2 hub;*
- *Extending our New Generation Transport trolleybus network proposals and, potentially, converting some local commuter services to light rail operation with on-street running. This could facilitate new rail stations opening - expanding access to the rail network;*
- *Creating a better local bus network, with a focus on faster journeys, greater coordination between services, quality and value for money;*
- *Managing a better, more efficient West Yorkshire Strategic Road Network. Private vehicles will remain a preferred choice and necessity for many trips so we need the road network to operate efficiently to minimise congestion.*

Core Principle 2: Place Shaping

Our ambition is to make our cities, towns and neighbourhoods more attractive places to live and work, with an emphasis on improving road safety, air quality, the health of residents and the image of places. The key means to deliver this core principle could include:

- Promoting walking and cycling, and encouraging people to switch from the car for active travel for shorter journeys or to access the public transport network. We propose extensive, high quality segregated routes for cycling and quieter, safer streets;*
- Creating safer roads and places for everyone, especially vulnerable road users such as the young, elderly, those with mobility problems and for people walking and cycling;*
- Increasing orbital (ring) road capacity to help take traffic away from our centres and reduce some of the negative impacts of traffic;*
- Finding better, more sustainable ways to move freight, working with the freight industry, business and communities to influence how goods are transported and recognising the impact of changes in shopping patterns and last mile deliveries;*
- Promoting low emission vehicles and other low carbon technologies, incentivising the use of electric vehicles and creating the infrastructure for cars, taxis, and buses to access re-charging facilities.*

Core Principle 3: Smart Futures

Our ambition is to exploit technology to improve the customer experience and assist effective management of the transport system. We have made some significant progress with real time public transport information with the introduction of smartcards for use on public transport. The Plan envisages the development of real-time customer information, covering public and private transport, as well as extending payment options to include a 'best value' offer and extension of smartcards to car clubs, cycle storage, charging points and taxis. In the future, customers will be able to manage and pay for their travel through a 'mobility account', which will form a key feature of the city region integrated transport system. We will also work with Transport for the North in developing pan-northern information and payment / ticketing.

There is also scope to use technology to more efficiently manage our transport networks, in the way that the Smart Motorway sections of the M1 and M62 are improving journeys, as a way of optimising the use of scarce road space. We also want to do much more to inform people of disruptions on our road, rail and bus networks and advise them of alternative options.

Core Principle 4: Inclusion

Our ambition is to offer a high level of access by public transport in our urban areas. However, we also have to consider our extensive rural areas, where there are different challenges in providing cost effective public transport services. We will look to complement local scheduled bus services with more imaginative solutions through collaboration with other public and private operators of vehicles, making the most efficient, joined-up use of vehicles. We also propose using a wider range of transport options such as car clubs, car sharing schemes, taxis, private hire vehicles, linked into the development of local transport hubs.

We will also support the strategy set out in the Strategic Economic Plan by targeting assistance on young people and job-seekers, helping them to access education, training and employment opportunities.

We will also continue to make our transport system more accessible by addressing physical and other barriers.

You can find out more about ideas for combining resources at;
www.pteg.net/resources/governance/total-transport

You can find out more about public transports role in tackling unemployment at;
www.pteg.net/resources/social-inclusion

Core Principle 5: Asset Management

Our ambition is to manage all of our transport system - roads, bridges, street lights, public transport stations and shelters, footways and cycle routes - in a way that offers maximum value for money and meets the needs of users. We will use new procurement and collaboration arrangements to better manage our asset base. We are particularly aware of the concern about pot holes and road conditions and the damage that these can cause to vehicles, the danger to cyclists as well as damaged pavements affecting pedestrians.

In addition to these five core principles, we also propose a cross-cutting theme of **Low Carbon** which will apply across all the core principles.

Cross Cutting Principle: Low Carbon

We want to contribute to national and international targets to cut carbon emissions from the transport sector by making substantial progress towards a low carbon, sustainable transport system for West Yorkshire. This will mean improving the way that we maintain our transport asset such as roads and bus stations as well as the actions that we take to reduce reliance on fossil fuels, improve fuel efficiency and encourage walking and cycling. Flexible working patterns can be supported through, for example, new approaches to public transport ticketing.

You can find out more information on the emerging core principles at www.westyorks-ca.gov.uk/WorkArea/DownloadAsset.aspx?id=4294968373

7. We want your input

We want you to be involved in helping us develop the new Single Transport Plan. Before we go any further we want to hear your views on the focus of the Plan and the core principles.

You can do this by completing an online questionnaire which can be found at www.surveymonkey.com/r/STP_1

There will also be further opportunities to influence the Plan as we start to develop more detail.

Originator: Angela Taylor
Director, Resources



ITEM 8

Report to: Overview and Scrutiny Committee

Date: 28 April 2015

Subject: Forward programme of work

1. Purpose

1.1. To consider the updated work programme for the coming year.

2. Information

2.1. The Overview and Scrutiny Committee has considered a forward work programme at each of its meetings, recognising that such a programme should be flexible and able to be amended and supplemented as the year progresses.

2.2. Meetings to date have covered the agenda items set out below.

Meeting	Agenda		
	Corporate/overarching	Transport	Investment
2014 21 July	Activities of the WYCA Financial position		
23 Sept		Rail in West Yorkshire and York	West Yorkshire plus Transport Fund
25 Nov	Budget position and future resourcing requirements	Carriage of cycles on trains	LEP including: Green Economy and working with the third sector
2015 13 Jan	Devolution Visit to Manchester	Plans/Priorities for transport	
10 Feb	Devolution Business plan and budget	Cycle City connect Rail accessibility	
28 April	Devolution WYCA and Employment	Single Transport Plan	

- 2.3 Meeting dates for the 2015/16 year have been diarised and will be formally agreed at the AGM in June. Appointments to committees will also be made at that meeting.
- 2.4 Set out below are the previously identified areas the Committee has identified it would like to address at future meetings. It is suggested that the July meeting should include an element of induction for any new members and perhaps an introduction from the Chair of the Authority to clarify any work that the CA may wish the Committee to undertake.

Meeting	Agenda		
	Corporate/overarching	Transport	Investment
2015			
22 July	Introduction to CA/O and S Devolution	Update on transport issues	Growth Deal progress (including Single Appraisal Framework)
23 September	Medium term financial strategy	Young persons' concessions Bus strategy	
1 December	Business planning	HS2/3 NGT	
2016			
16 February		Rail	
26 April			

3. Financial Implications

- 3.1. None arising directly from this report.

4. Legal Implications

- 4.1. None arising directly from this report.

5. Staffing Implications

- 5.1. None arising directly from this report.

6. Recommendations

- 6.1. That the Overview and Scrutiny Committee consider items to be included on a forward programme of work.