
Report to: West Yorkshire Combined Authority

Date: 1 February 2018

Subject: West Yorkshire plus Transport Fund Transformational Programme

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1. Purpose

- 1.1. The purpose of this report is to gain endorsement to the proposed approach for the Transformational Fund which is part of the West Yorkshire plus Transport Fund (WY+TF). This report follows endorsement to the approach set out here from Investment Committee on 3 January 2018.
- 1.2. The Transformational Fund provides a unique opportunity to undertake early development work to shape the future transformational pipeline of schemes which meet the aspirations of the region beyond our existing planned programmes and projects.

2. Information

Background

- 2.1 The Growth Deal approved WY+TF programme includes £12.5m allocated to the development (not construction) of 'transformational projects'. The initial feasibility and development work undertaken here will help enable the region to be prepared for future capital funding opportunities. When the programme was originally endorsed by WYCA in December 2014 the following scope was included regarding transformational projects:

"for development work to influence government and other partners to justify future transformational investments such as rail electrification, airport access, rolling out of mass transit (tram-train and/or NGT for example) and preparing for HS2 and HS3".

2.2 On 25 January 2017 a workshop, involving Investment Committee members and local authority officers, was held to consider delivery and expenditure on the Growth Deal Programme, in particular Transport and Housing and Regeneration activity.

2.3 Following this workshop, at the Investment Committee on the 8 March 2017 it was agreed that each individual Authority should bring forward their priority transformational scheme for development through the WY+TF Transformational Fund. Since this time, three schemes were approved on 3 August 2017 by WYCA:

- Wakefield MDC selected **South Featherstone Link Road** as their priority transformational scheme: £0.284m of funding has been allocated for a pre-feasibility study to identify and evaluate options for a link road intended to bypass around Ackworth, Featherstone and Pontefract.
- York City Council identified the **York Outer Ring Road Dualling** as their priority transformational scheme: £0.295m of funding has been allocated for pre-feasibility study to identify and evaluate options for upgrading the A1237 between the A64 at Askham Bar and A64 at Hopgrove to a dual carriageway.
- Kirklees MBC identified **North Kirklees Orbital Route** as their priority transformational scheme: £0.248m of funding has been allocated for a pre-feasibility study to identify and evaluate options for a proposed 16.5km carriageway with an alignment proposed to follow the existing orientation of the A644 and A638 respectively and incorporate a new 9km section.

2.4 In terms of the remaining Authorities:

- City of Bradford MDC have submitted **Bradford Interchange redevelopment** as their priority scheme for development, and approval for £0.5m for the next stages of development are included within the capital approvals report.
- Calderdale MBC, Leeds City Council and West Yorkshire Combined Authority are considering options for their priority schemes and funding remains available for these authorities to submit their transformational scheme for initial development work.

2.5 Funding approvals for all these transformational priority schemes are being taken through the WYCA Assurance Process. To date WYCA has approved £0.827m. Overall, it is expected that once all the Authorities have submitted schemes, between £2m to £2.5m of the total £12.5m WY+TF Transformational Project Fund will be allocated.

2.6 The WY+TF Growth Deal Transformational Fund provides the opportunity to undertake early development work to shape the future transformational pipeline of schemes. To achieve this, it is proposed to build on the schemes described above and also develop the broader strategic pipeline, based on the emerging conclusions of the LCR HS2 Connectivity Strategy. This approach is summarised further below and was endorsed by Investment Committee at its meeting on 3 January 2018.

Proposed way forward

- 2.7 WYCA considered the details of the LCR HS2 Connectivity Strategy and the forthcoming engagement around the strategy at its meeting on 14 December 2017. The December report set out that the LCR HS2 Connectivity Strategy will establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City Region. The strategy has three emerging strands and stakeholder led public engagement is currently on-going¹. The strands can be summarised as follows:
- a) Embracing technology to create an integrated network
 - b) Continued Government support for delivering our existing transport priorities
 - c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest
- 2.8 To develop strand (c) above, at the 14 December 2017 meeting WYCA approved as the next stage of work, development of the 'Inclusive Growth Corridor Plans' on a phased/staggered basis for each of the prioritised corridors. The December report provided details around the approach to developing the 'Inclusive Growth Corridor Plans'. Since this time:
- Early planning around the Inclusive Growth Corridor Plans has commenced.
 - Engagement on the LCR HS2 Growth Strategy and LCR HS2 Connectivity Strategy has commenced.
 - Transport Committee have further considered the details of the LCR HS2 Connectivity Strategy and endorsed the priority corridors.
 - On 3 January 2018, Investment Committee considered the details of the LCR HS2 Connectivity Strategy and recommend that WYCA approves funding of £7.00m be made available from the WY+TF Transformational Fund for the development of the Inclusive Growth Corridor Plans.
- 2.9 The £7.00m of funding would be used to support development of the Inclusive Growth Corridor Plans and includes undertaking initial feasibility work for the transformational schemes identified through these Corridor Plans. This work will be central to defining the future strategic pipeline of schemes across the City Region and links into the emerging Local Inclusive Industrial Strategy. In identifying the pipeline, the work will take into account the recent call projects as well as look across the range of policy areas including housing and employment, flooding and social policy as well as the transformational connectivity required to support each of these.
- 2.10 With this proposed approach, out of the total £12.5m WY+TF Transformational Project Fund, £9.5m would be allocated². Proposals to allocate the remaining £3m will be considered by a future meetings of the Investment Committee and WYCA. It would be subject to approvals through the WYCA Assurance Process.

¹ Further details on the LCR HS2 Connectivity Strategy and ongoing engagement can be found here:

<http://www.westyorks-ca.gov.uk/hs2growthstrategy/>

² The £9.5m is made up of the (£2.5m as set out in paragraph 2.5, with the £7m as set out in paragraph 2.9.

3. Financial Implications

- 3.1 The WY+TF includes an allocation of £12.5m within the Transformational Fund. This report seeks endorsement to an allocation of £7m being made from this allocation, to fund works to develop the Inclusive Growth Corridor Plans as set out in this report and in the recommendations.
- 3.2 In line with the WYCA Assurance Framework, a further report will be brought to Investment Committee and WYCA to seek the capital approval to spend the £7m allocation.

4. Legal Implications

- 4.1. There are no legal implications directly arising from this report.

5. Staffing Implications

- 5.1. There are no staffing implications directly arising from this report.

6. External Consultees

- 6.1 All districts across the Leeds City Region have been supporting WYCA in developing the LCR HS2 Connectivity Strategy. Engagement on the HS2 Connectivity Strategy is currently underway and documentation is available on the WYCA website.

7. Recommendations

- 7.1 That WYCA endorses:
 - (i) The proposed approach for the West Yorkshire Plus Transport Fund Transformational Fund (as set out in section 2 of this report).
 - (ii) That an allocation of £7m be made within the WY+TF Transformational Fund to develop the LCR Connectivity Strategy Priority pipeline taking into account the recent call projects and Inclusive Growth Corridor Plans (paragraphs 2.6-2.10) and that a further report will be brought to Investment Committee and WYCA to seek the capital approval to spend the £7m allocation subject to approval through the WYCA Assurance Process.

8. Background Documents

- 8.1. None.

9. Appendices

- 9.1. None.