

**MEETING OF THE WEST YORKSHIRE COMBINED AUTHORITY
TO BE HELD ON THURSDAY 28 JULY 2016 (11.00 am)
AT WELLINGTON HOUSE, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
 - 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
 - 3. EXCLUSION OF THE PRESS AND PUBLIC**
 - 4. MINUTES OF THE MEETING HELD ON 23 JUNE 2016**
(pages 5-17)
-

Matters For Decision

- 5. IMPLICATIONS OF THE REFERENDUM ON EU MEMBERSHIP**
(Member lead: Cllr Box, Author: Rob Norreys)
(pages 18-30)
- 6. LEEDS CITY REGION GROWTH DEAL 3 AND LARGE LOCAL MAJOR SCHEMES BIDS**
(Member lead: Roger Marsh, Author: Rob Norreys)
(pages 31-34)
- 7. TRANSPORT FOR THE NORTH – PROPOSAL TO THE SECRETARY OF STATE FOR THE CREATION OF A SUB-NATIONAL TRANSPORT BODY**
(Member lead: Cllr Blake, Author: Ben Still)
(pages 35-49)
- 8. HS2 UPDATE AND LEEDS CITY REGION INPUT TO NORTHERN POWERHOUSE RAIL**
(Member lead: Cllr Blake, Author: Rob Norreys)
(pages 50-55)

- 9. PROJECT AND SPENDING APPROVALS**
(Member lead: Cllr Hinchcliffe, Author: Angela Taylor)
(pages 56-60)
- 10. WEST YORKSHIRE TRANSPORT STRATEGY**
(Member lead: Cllr Wakefield, Author: Rob Norreys)
(pages 61-93)
- 11. LCR INFRASTRUCTURE INVESTMENT FRAMEWORK**
(Member lead: Cllr Hinchcliffe, Author: Rob Norreys)
(pages 94-97)
- 12. PROJECT DELIVERY AND PORTFOLIO MANAGEMENT OFFICE**
(Member lead: Cllr Box, Author: Angela Taylor)
(pages 98-104)
- 13. WYCA CORPORATE PLAN FOR 2016-2017**
(Member lead: Cllr Box, Author: Angela Taylor)(pages 105-121)
- 14. WYCA APPOINTMENTS AND NOMINATIONS**
(Member lead: Cllr Box, Author: Angela Taylor)
(pages 122-124)
- 15. BUSINESS RATES CONSULTATION**
(Member lead: Cllr Box, Author: Angela Taylor)
(pages 125-126)

For Information

- 16. (a) MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 1 JULY 2016** (Draft to be approved at the next meeting of the Committee on 14 October)
(pages 127-139)

**(b) MINUTES OF THE MEETING OF THE INVESTMENT COMMITTEE
HELD ON 6 JULY 2016** (Draft to be approved at the next meeting of the
Committee on 7 September)
(pages 140-144)

Signed:

A handwritten signature in black ink, appearing to be 'B. M. M.', written over a horizontal line. The signature is contained within a rectangular box.

WYCA Managing Director

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:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	20 July 2016

**MINUTES OF THE ANNUAL MEETING OF THE
WEST YORKSHIRE COMBINED AUTHORITY
HELD ON THURSDAY 23 JUNE 2016 AT WELLINGTON HOUSE, LEEDS**

Present:	Cllr Peter Box (Chair)	-	Wakefield MDC
	Cllr Susan Hinchcliffe	-	City of Bradford MDC
	Cllr Jeanette Sunderland	-	Liberal Democrat Representative (City of Bradford MDC)
	Cllr Barry Collins	-	Calderdale MBC (substitute)
	Cllr Shabir Pandor	-	Kirklees MC
	Cllr Robert Light	-	Kirklees MC
	Cllr Judith Blake	-	Leeds City Council
	Cllr Andrew Carter	-	Conservative Representative (Leeds City Council)
	Cllr Keith Aspden	-	City of York Council
	Roger Marsh	-	Leeds City Region LEP
In attendance:	Councillor Keith Wakefield	-	Chair of Transport Committee
	Ben Still	-	WYCA
	Angie Shearon	-	WYCA
	John Cridland	-	Transport for the North (from Minute 13)
	David Brown	-	Transport for the North (from Minute 13)

1. Membership of the West Yorkshire Combined Authority

The Authority considered a report of the Director of Resources in respect of the following:

- The appointment of members and substitute members to the WYCA by Constituent Councils and the City of York Council, the Non-Constituent Council.
- The appointment of the Leeds City Region Local Enterprise Partnership member ("the LEP member") and substitute LEP member to the WYCA.
- Granting of voting rights to the LEP member and to the WYCA member appointed by the City of York Council.

It was reported that appointment of the 3 balancing WYCA members, and substitutes, was still under review and that, until such time as notification was received of any changes, the members appointed for the municipal year 2015/16 would continue in post.

Resolved:

- (i) That the members and substitute members of the WYCA appointed by the Constituent Councils and Non-Constituent Council, as set out in Appendix 1 attached, be noted subject to ongoing review of the 3 balancing WYCA members.
- (ii) That the continuing appointment of Roger Marsh as the LEP Member, and Bob Cryan as substitute LEP Member to act in the absence of the LEP Member, be approved.
- (iii) That the LEP Member and Non-Constituent Council Member may vote at any meetings of the WYCA (including any committee or sub-committee to which those members are appointed) on any decision, subject to the following exceptions:-
 - budget and levy setting; and
 - the adoption of any implementation plans appended to the Single Transport Plan which related specifically to the combined area (that is, West Yorkshire).
- (iv) That the substitutes for the LEP Member and the Non-Constituent Council Member may exercise the voting rights granted to the LEP Member and the Non-Constituent Council Member when acting in the absence of their respective member.

2. Appointment of the Chair and Vice Chair of the West Yorkshire Combined Authority

Members were asked to consider nominations for the positions of Chair and Vice Chair of the West Yorkshire Combined Authority.

Councillor Peter Box was proposed and seconded for the position of Chair and Councillor Tim Swift was proposed and seconded for the position of Vice Chair.

Resolved:

- (i) That Councillor Peter Box be appointed as Chair of the Authority.
- (ii) That Councillor Tim Swift be appointed as Vice Chair of the Authority.

3. Jo Cox MP

The Committee observed a minutes silence in honour of Jo Cox MP for Batley & Spen who sadly passed away on 16 June.

4. Local Authority of Year 2016

The Authority wished to place on record their congratulations to Leeds City Council on being voted Local Authority of the Year at the Municipal Journal's annual achievement awards which were held in London on 16 June.

5. Apologies for Absence

Apologies for absence were received from Councillor Tim Swift.

6. Declarations of Disclosable Pecuniary Interests

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

7. Minutes of the Meeting held on 31 March 2016

Resolved: That the minutes of the meeting of the WYCA held on 31 March 2016 be approved and signed by the Chair.

8. Committee Arrangements and Appointments

The Authority considered a report of the Director of Resources in respect of the following:

- To appoint committees of the WYCA.
- To appoint members to WYCA committees.
- To appoint Chairs/Deputy Chairs of WYCA committees.
- To grant voting rights to members of WYCA committees.
- To confirm the continuing appointment of Independent Persons.

Resolved:

(i) That the following committees be appointed to discharge the functions set out in the terms of reference appended to the submitted report:

- Governance & Audit Committee (Appendix 1)
- Leeds City Region Partnership Committee (Appendix 2)
- Overview & Scrutiny Committee (Appendix 3)

- Transport Committee (Appendix 4)
 - West Yorkshire & York Investment Committee (Appendix 5)
- (ii) That, in accordance with S17 of the Local Government and Housing Act 1989, the Authority appoint the following of its members to WYCA committees:
- Transport Committee: Cllr Tim Swift
 - Governance and Audit Committee: Cllr Andrew Carter, the Kirklees Leader and Roger Marsh
 - West Yorkshire and York Investment Committee: Cllr Susan Hinchcliffe and Roger Marsh
 - LCR Partnership Committee: Cllrs Susan Hinchcliffe, Tim Swift, Shabir Pandor, Judith Blake, Peter Box and Keith Aspden
- (iii) That the WYCA co-opts members as follows:
- Overview & Scrutiny Committee and the Transport Committee - as set out in Appendix 2 attached.
 - West Yorkshire & York Investment Committee – the relevant portfolio holders, ex-officio , of the Constituent Councils and the City of York Council from time to time, as confirmed by the relevant Chief Executive. Current portfolio holders are identified on Appendix 2 attached.
 - LCR Partnership Committee – ex-officio, the Leaders of other LCR Councils from time to time.

(iv) That Chairs and Deputy Chairs be appointed to the following committees:

<u>Committee</u>	<u>Chair</u>	<u>Deputy Chair</u>
Transport Committee	Cllr K Wakefield	Cllr E Firth
Governance & Audit Committee	Roger Marsh	-
WY & York Investment Committee	Cllr S Hinchcliffe	Roger Marsh
Overview & Scrutiny Committee	Cllr R Light	-
LCR Partnership Committee	Cllr P Box	Cllr T Swift

- (iv) That any member of a Constituent Council co-opted to the Transport Committee, the West Yorkshire & York Investment committee and the Overview and Scrutiny Committee be a voting member of that committee, (and of any sub-committee to which they may be appointed by that committee).
- (vi) That all co-opted members of the LCR Partnership Committee be voting members of that committee, and that substitute arrangements for those members be continued as for 2015/16.

- (vii) That, in accordance with the WYCA Order 2014, any member from the City of York Council co-opted to the Overview and Scrutiny Committee be a voting member of that committee, and of any sub-committee to which they may be appointed by that committee.
- (viii) That the City of York Council member appointed to the Transport Committee be a non-voting member of that committee.
- (ix) That Mr Ian Brown and Ms Carolyn Lord continue to act as Independent Persons, on the existing terms for remuneration, until the WYCA's annual meeting in 2017.

9. WYCA Representation on Outside Bodies

The Authority considered a report of the Director of Resources regarding WYCA representation on outside bodies.

Resolved: That the following appointments to outside bodies for the municipal year 2016/17 be approved:

Outside Body	2016/17
Transport for the North Partnership Board	Cllr Judith Blake Cllr Keith Wakefield (substitute) Roger Marsh
Rail North Ltd	Cllr Judith Blake (Director) Cllr Keith Wakefield (substitute)
The Association of Rail North Partner Authorities Leaders' Committee	Cllr Judith Blake Cllr Keith Wakefield (substitute)
East Coast Main Line Authorities	Deputy Chair of Transport Committee (Cllr Eric Firth)
HS2 Regional Programme Board	Cllr Keith Wakefield
Calder Valley Line Working Group	Cllr Tim Swift
City Regions Transport Special Interest Group	Chair of Transport Committee (Cllr Keith Wakefield) Deputy Chair of Transport Committee (Cllr Eric Firth) Leader of WYCA Transport Committee opposition (to be confirmed)
Northern Powerhouse Investment Fund – Strategic Oversight Board	Roger Marsh (Chair)
European Structural & Investment Fund (ESIF) - Local Sub Committee	Roger Marsh (Chair)
LEP – Business, Innovation and Growth Panel	Cllr Tim Swift
LEP – Investment Panel	Cllr Judith Blake (Chair)
LEP – LCR Strategic Land & Assets Board	Cllr Tim Swift (Chair)
LEP – Employment & Skills Panel	Cllr Susan Hinchcliffe

10. Officer Scheme of Delegation

The Authority considered a report of the Director of Resources in respect of amendments to the Officer Delegation Scheme.

Resolved:

- (i) That the arrangements for approving economic development loans, including the delegation to be exercised by the Managing Director, as set out in the submitted report, be endorsed.
- (ii) That the amended Officer Delegation Scheme, as shown in Appendix 1 of the submitted report, be approved.
- (iii) That the Officer Delegation Scheme be further revised to reflect the re-designation of the post of Head of Legal and Democratic Services as Monitoring Officer when that post is no longer vacant from 4 July 2016.

11. Governance Arrangements

The Authority considered a report of the Director of Resources in respect of amendments to WYCA's Standing Orders and other governance documents.

Resolved:

- (i) That the revisions to Procedure Standing Orders as shown in Appendix 1 of the submitted report and to the Access to Information Annex shown in Appendix 2 be approved.
- (ii) That the revisions to the Scrutiny Standing Orders as shown in Appendix 3 of the submitted report be approved.
- (iii) That the Procedure for considering complaints alleging a failure to comply with the Members' Code of Conduct be amended, to add a footnote requiring the Monitoring Officer, in the event of complaint, to ask the Independent Person to confirm that they are still independent, and to notify the Monitoring Officer of any circumstances which might be perceived as presenting a potential conflict of interest on the part of the Independent Person. If the Independent Person is not independent, or in the event of any conflict of interest arising, the Monitoring Officer will refer the matter to another Independent Person.
- (iv) That the Contracts Standing Orders be amended as set out in paragraph 2.8 of the submitted report.
- (v) That the Financial Regulations be updated so that references to the Secretary and Solicitor are amended to the Head of Legal and Democratic Services.

- (vi) That the Members' Code of Conduct adopted by WYCA at its meeting on 1 April 2014 be confirmed.
- (vii) That any other references to the Secretary and Solicitor in WYCA Standing Orders or governance documents be replaced by a reference to the Head of Legal and Democratic Services.

12. Code of Corporate Governance

The Authority considered a report of the Director of Resources in respect of a revised Code of Corporate Governance.

Resolved: That the revised Code of Corporate Governance, attached at Appendix 1 to the submitted report, be approved.

13. Members' Allowances Scheme

The Authority considered a report of the Director of Resources in respect of the Members' Allowances Scheme.

Resolved: That the revised Members' Allowances Scheme attached to the submitted report be adopted.

14. Calendar of Meetings 2016/17

The Authority considered a report of the Director of Resources setting out a proposed calendar of meetings for 2016-17.

Resolved: That the Calendar of Meetings for 2016/17 be approved.

15. Transport for the North Update

The Authority considered a report of the Director of Passenger Services which provided an update regarding Transport for the North (TfN).

The meeting was attended by John Cridland and David Brown, the Chair and Chief Executive of Transport for the North, who outlined the vision and objectives for TfN and the expected achievements for the year and provided an overview of the legislation and how TfN expects to interact with Combined Authorities in the future.

Members were presented with an opportunity to ask questions and provide feedback.

Resolved:

- (i) That the updates provided in the report be noted.

- (ii) That the proposed requirements for Transport for the North governance and legislation as set out in the submitted report be endorsed.
- (iii) That the further input to the activities of Transport for the North as set out in the submitted report be endorsed.
- (iv) That the inclusion of expenditure of £1.85m, funded through the Transport for the North funding from the initial allocation to the Integrated and Smart Travel work stream in the 2016/17 capital programme be approved.
- (v) That John Cridland and David Brown be thanked for attending the meeting.

16. Bids to Government for Growth Deal 3 and Large Local Major Schemes

The Authority considered a report of the Director of Economic Strategy which provided an update regarding the procedures for City Region bids for Growth Deal 3 and Large Local Major Schemes funding.

Members were also asked for their views on the options for bids from Leeds City Region to be passed on to the LEP Board and the Transport Committee.

Resolved:

- (i) That the procedures for the Growth Deal 3 and the Large Local Majors Schemes bids set out by government, the views of the LEP Board with regard to the broad parameters of the Leeds City Region bids, and the initial proposals for each bid set out in section 4 of the submitted report be noted.
- (ii) That members' views in respect of the initial proposals be passed on to the Transport Committee and LEP Board.

17. Project and Spending Approvals

The Authority considered a report of the Director of Economic Strategy which sought approval for:

- (a) Funding from the West Yorkshire Plus Transport Fund for:
 - £152,000 for the Wakefield City Centre scheme.
 - £9,597,000 for the Aire Valley Park and Ride scheme.
- (b) Funding from the Local Growth Fund for:
 - request from Kirklees College for Skills Capital funding of £15,121,218 for the Dewsbury Development project to commence in 2016/17;

- expenditure of £2,857,177 on Phase 1 of the Tackling Fuel Poverty Programme to commence in 2016/17.
- (c) The progression of the following Housing & Regeneration projects to full business case, as outlined in paragraph 5 of the submitted report:
- Bradford Odeon
 - Forge Lane, Kirklees
 - York Central
 - Wakefield Civic Quarter
- (d) Funding from the LEP Economic Development Loans for:
- Reference number LL306 - £750,000
 - Reference number LL308 - £1m
 - Reference number LL305 – recoverable funding of £250,000

Resolved:

- (i) That expenditure of £152,000 to allow the progression of Wakefield City Centre (phase 1, Kirkgate) through Gateway 1 to Gateway 3 be approved.
- (ii) That expenditure of £9,597,000 to allow the progression of Aire Valley Park & Ride (Temple Green) through Gateway 3 be approved.
- (iii) That the current approvals on the Skills Capital and Housing and Regeneration Programmes be noted.
- (iv) That a funding package of £15,121,218 to Kirklees College, subject to completion of the appropriate due diligence and legal documentation, be approved.
- (v) That the requirement for £5m for the Tackling Fuel Poverty Programme be noted and expenditure of £2,857,177 for Phase 1, funded from the Growth Deal, including £909,963 for 2016/17, with further consideration of the Phase 2 projects be approved.
- (vi) That progression to Full Business Case for appraisal of the Bradford Odeon, Forge Lane Dewsbury, York Central and Wakefield Civic Quarter projects be approved.
- (vii) That the responsibilities and risks relating to the loans, for which WYCA is the accountable body, be noted.
- (viii) That the following Economic Development Loans be approved:
 - Reference number LL306 - £750,000

- Reference number LL308 - £1m
- Reference number LL305 – recoverable funding of £250,000

18. The One Organisation Programme

The Authority considered a report of the Managing Director which set out the proposed new structure of the WYCA officer organisation and Director appointments as part of the restructure.

Resolved:

- (i) That the appointments set out in paragraphs 2.8 and 2.9 of the submitted report be approved.
- (ii) That the Director appointments take effect from 1 July 2016.

19. Transport Act 2000 – Ticketing Scheme

The Authority considered a report of the Director of Passenger Services on the making of a statutory ticketing scheme under Section 135 of the Transport Act 2000.

Resolved: That the Authority makes a statutory ticketing scheme under Section 135 of the Transport Act 2000.

20. Minutes of the meeting of the West Yorkshire & York Investment Committee held on 9 March 2016

Resolved: That the minutes of the meeting of the West Yorkshire & York Investment Committee held on 9 March 2016 be noted.

21. Draft Minutes of the meeting of the Overview & Scrutiny Committee held on 23 March 2016

Resolved: That the draft minutes of the meeting of the Overview & Scrutiny Committee held on 23 March 2016 be noted.

22. Draft Minutes of the meeting of the Transport Committee held on 15 April 2016

Resolved: That the draft minutes of the meeting of the Transport Committee held on 15 April 2016 be noted.

23. Draft Minutes of the meeting of the Audit & Governance Committee held on 19 April 2016

Resolved: That the draft minutes of the meeting of the Audit & Governance Committee held on 19 April 2016 be noted.

24. Draft Minutes of the meeting of the West Yorkshire & York Investment Committee held on 7 June 2016

Resolved: That the draft minutes of the meeting of the West Yorkshire & York Investment Committee held on 7 June 2016 be noted.

West Yorkshire Combined Authority - Membership

WYCA Members appointed by each Constituent Council		
	Appointment	Substitute
Bradford	Susan Hinchcliffe	Val Slater
Calderdale	Tim Swift	Barry Collins
Kirklees	Shabir Pandor	Peter McBride
Leeds	Judith Blake	James Lewis
Wakefield	Peter Box	Denise Jeffery
WYCA Member appointed by the Non-Constituent Council		
	Appointment	Substitute
York	Keith Aspden	David Carr

Members appointed by Constituent Councils to reflect political balance among members of the Constituent Councils		
	Appointment	Substitute
The 5 Constituent Councils	To be confirmed	To be confirmed
	To be confirmed	To be confirmed
	To be confirmed	To be confirmed

LEP Member – to be appointed by WYCA		
	Appointment	Substitute
LEP	Roger Marsh	Bob Cryan

WEST YORKSHIRE COMBINED AUTHORITY COMMITTEE MEMBERSHIP 2016 – 2017

	WYCA Members	Bradford Co-optees	Calderdale Co-optees	Kirklees Co-optees	Leeds Co-optees	Wakefield Co-optees	York Co-optees
Transport Committee <i>Chair: Keith Wakefield</i> <i>Dep Chair: Eric Firth</i> <i>Member appointed to better reflect political balance across West Yorkshire</i>	To be confirmed	Abid Hussain (L) Hassan Khan (L) Rebecca Poulsen (C) Taj Salam (L)	Peter Caffrey (C) Daniel Sutherland (L)	Martyn Bolt (C) Eric Firth (L) Mohan Sokhal (L) Andrew Pinnock (LD)	Neil Buckley (C) Michael Lyons (L) Christine Towler (L) Keith Wakefield (L)	Glyn Lloyd (L) Kevin Swift (L)	Ian Gillies (C) (non-voting)
West Yorkshire & York Investment Committee <i>Chair:</i> <i>Dep Chair:</i>	To be confirmed	Portfolio holder: Alex Ross-Shaw (L)	Portfolio holder: Barry Collins (L)	To be confirmed	Portfolio holder: Richard Lewis (L)	Portfolio holder: Denise Jeffery (L)	Portfolio holder: Ian Gillies (C)
Governance and Audit <i>Chair:</i>	Membership to be confirmed.	N/A	N/A	N/A	N/A	N/A	N/A
Overview and Scrutiny <i>Chair:</i>	N/A	Mohammed Amran (L) Michael Ellis (C) Fozia Shaheen (L)	Stephen Baines (C) James Baker (LD) Dot Foster (L)	Andrew Cooper (G) Paul Kane (L) Robert Light (C)	Kim Groves (L) Peter Harrand (C) Jonathan Pryor (L)	Margaret Isherwood (L) Albert Manifold (L) Elizabeth Rhodes (L)	Barbara Boyce (L) Ian Cuthbertson (LD) Helen Douglas (C)

Originator: Rob Norreys,
Director of Policy, Strategy and
Communications



ITEM 5

Report to: Combined Authority

Date: 28 July 2016

Subject: Implications of the Referendum on EU Membership

1. Purpose

- 1.1 On 23rd June, the UK voted to leave the European Union (EU), echoing the overall view in West Yorkshire and the Leeds City Region.
- 1.2 The Leeds City Region LEP Board and local business leaders met informally on Wednesday 29th June to discuss implications. The widespread view was that there is a need for the LEP and Combined Authority to be prepared to act in response to heightened risks and uncertainty resulting from the referendum. However, the immediate priority is to remain calm, retain investor and consumer confidence and help businesses explore emerging opportunities.
- 1.3 Ahead of the referendum, the Combined Authority and LEP had identified some of the potential implications of a 'leave' vote. This report sets out the joint West Yorkshire / Leeds City Region plan where partners are prepared to respond to a range of heightened risks and emerging opportunities. This approach has been developed in the context of strong local approaches, led by each Council.

2. Information

- 2.1 Currently, our economy is growing. We have rising employment and wages, businesses have access to capital and there is reasonable consumer demand for the goods and services they produce.
- 2.2 Businesses have told us that they want to see a calm and measured approach to the heightened risks we face, without panicking and unnecessarily undermining investor and consumer confidence.
- 2.3 As a Local Enterprise Partnership and Combined Authority, our ethos is to work closely with our partners. This plan reflects that approach, and has been developed based on discussions with businesses, local authorities, universities, colleges and

Government departments. We have identified those issues that are best responded to at the city-region level, with other issues best led locally.

- 2.4 We understand that effects will be felt differently across the city region because of the different mixes of business sectors. We will, therefore, work closely with member authorities to understand where the places and business sectors most at risk are and co-ordinate our efforts to target resources where there is greatest need.
- 2.5 Moreover, the referendum demonstrated stark divisions in our society; between rich and poor, between young and old, between city and suburbs / rural areas, between people enthusiastic about globalisation and those concerned by it. We need to reinforce our values across West Yorkshire as an international, diverse, welcoming and outward looking place, whilst recognising and responding to the concerns of those who feel insecure, who feel they are not benefiting from globalisation, and who are experiencing the consequences of public services under strain from austerity. We must do so by ensuring everybody's right to live their lives without intimidation and fear.
- 2.6 People and influences from across the globe have made West Yorkshire and the Leeds City Region great, and are vital to its future success. This is also why we are firm in restating our strategic economic vision for outward looking, inclusive growth:
- "To be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone."*
- 2.7 At the national level, the fallout from the referendum has resulted in a new Prime Minister and Cabinet. Whilst the referendum was technically non-binding and the formal process (through 'Article 50') hasn't yet been triggered, the indications are that the UK Government will implement the result. Nonetheless, the terms of 'Brexit' are unknown – including major issues like access to the single market and movement of labour and capital. Accordingly, this is an evolving picture and the WYCA and its partners will keep the plan under continual review.
- 2.8 The joint Combined Authority and LEP plan (overleaf) highlights three priority themes and tangible actions that, if needed, can address any risks over the short, medium and longer-terms:
- Build business confidence and channel intelligence to decision-makers;
 - Help businesses play a leading role in the city-region retaining its reputation for tolerant and cohesive communities where everyone is able to make the most of their talents; and,
 - Ensure public and private investment channels remain effective.
- 2.9 We have also published as annexes more detailed information about potential implications for several important areas of city-region work.
- 2.10 The chief officer responsible for this plan is the Director of Policy, Strategy and Communications who is accountable to business leaders and local political leaders through the LEP Board and Combined Authority.

Our Plan

	Short-Term (July – August 2016)		Medium-Term (September – December 2016)		Long-Term (January 2017 – December 2018)	
	<i>Risk</i>	<i>Our Response</i>	<i>Risk</i>	<i>Our Response</i>	<i>Risk</i>	<i>Our Response</i>
Understand local business feeling and build confidence	<ul style="list-style-type: none"> Softening orders and investment plans. Uncertainty about workforce. 	<ol style="list-style-type: none"> More intensive Key Account Management with major businesses, developers and inward investors. Provide practical information to help firms communicate with EU employees. 	<ul style="list-style-type: none"> Tightening of labour market with relocations & redundancies. Opportunities from weaker £ and new markets. 	<ol style="list-style-type: none"> A one-stop Task Force for support to mitigate unemployment. Help growth sectors exploit international opportunities (manufacturing, tourism, etc.). 	<ul style="list-style-type: none"> Reduction in aggregate demand. 	<ol style="list-style-type: none"> An infrastructure investment programme to make a step-change in productivity.
Support a cohesive society	<ul style="list-style-type: none"> Community tension. 	<ol style="list-style-type: none"> Provide advice on how businesses might support a 'zero tolerance' approach to discrimination. 	<ul style="list-style-type: none"> Disconnection between communities and national politics. 	<ol style="list-style-type: none"> Champion further devolved powers as a means of making better decisions, closer to people. 	<ul style="list-style-type: none"> Reliance of some sectors on migrant workers and collaborations 	<ol style="list-style-type: none"> Coordinate collective impact (including foreign students and collaborations for universities, the reliance of NHS of foreign staff and trade impacts).
Ensure funding is flexible and responsive to needs	<ul style="list-style-type: none"> Uncertain European funding. Volatile currency. 	<ol style="list-style-type: none"> Confirm status of current EU and EIB funding instruments. Business advice on strategic planning and to understand supply chain and creditor risks / opportunities. 	<ul style="list-style-type: none"> Availability and cost of borrowing. Understanding of Gov't and BoE of local business conditions 	<ol style="list-style-type: none"> Prepare to flex city region funding, and proactive liaison with Gov't/BoE on latest intelligence to influence national policy. 	<ul style="list-style-type: none"> Further austerity, with cuts focused on services rather than investment. 	<ol style="list-style-type: none"> Leading planning work across local public services to prepare to face even tighter austerity.

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3. Financial Implications

- 3.1 There are no immediate financial implications as a result of this report. However, there may be some medium-term financial implications (related to European monies that fund Combined Authority / LEP, local authority and third sector investment) and longer-term consequences as a result of any weakening of the economy.
- 3.2 The Combined Authority and LEP will be advised of more detail about financial implications as they become clearer.

4. Legal Implications

- 4.1 There are no immediate legal implications from this report. In the medium-term, there are likely to be legal implications from any withdrawal from the EU, including on issues like procurement and state aid rules.

5. Staffing Implications

- 5.1 There are no immediate staffing implications, but there may be future impacts as a result of changes to European funding mechanisms.

6. Consultees

- 6.1 The Managing Director, Council Leaders and Chief Executives have been consulted in the drafting of this report.

7. Recommendations

- 7.1 It is recommended that the Combined Authority considers latest local information following the referendum and approves the joint WYCA/LEP plan, ensuring that the city region is prepared to act and provides reassurance to investors.

8. Background Documents

- 8.1 Constituent authorities have initiated their own local plans for providing reassurance to communities and businesses. These have all been taken into account in the preparation of this report.

Annexe A – Principal economic risks

1. The long-run economic impacts will depend on the arrangements the UK establishes with the remainder of the EU and rest of the world, and the UK's macroeconomic performance. Nonetheless, we have established that for the Leeds City Region (LCR):
 - a) The LCR has a reasonably high exposure to the EU, with over 50% of goods exported to that market (7.5% of our Gross Output, worth up to £4.7bn). By comparison, £2.7bn of services are traded with the EU.
 - b) 1 in 3 of exporters export only to the EU; Leeds and Kirklees have a particularly high exposure.
 - c) The balance of consensus is that leaving the EU will reduce the UK's Gross Domestic Product (GDP) by 6% by 2020. This is likely to reduce LCR's annual Gross Value Added (GVA) by over £4bn, corresponding to a short-run increase in unemployment by 14,000 to a total of around 120,000. However, should measures be put in place that mitigates these risks, economic performance could be stronger.
 - d) Over the period as a whole (2017 – 2021), the LCR economy may produce around £8bn less than would otherwise be expected, with most of the contraction in 2017 and 2018, with a gradual recovery by 2021.
 - e) Migration of labour is more difficult to predict as it depends on the terms of Brexit. The current flow into LCR is 23,000 migrants per year (the vast majority from the EU) and 35% settling in Leeds. There may be a short-term increase in immigration before any tighter controls are applied.
 - f) Likely lower consumer spending, meaning that retail may be hit hard. This is because of lower consumer confidence (linked to job security and earnings) along with squeezed margins as a result of lower sterling.
 - g) The Institute of Fiscal Studies (IFS) predicts tax revenues could shrink by £20bn - £40bn over the next 5yrs. This will likely result in a new fiscal approach comprising a mixture of further public spending cuts, tax rises and more borrowing.

Annexe B – Trade and Investment impact

1. In 2014 the EU accounted for 48% of total UK foreign direct investment. Despite efforts to increase investment from North America and Asia, EU investment has continued to grow faster than other global regions.
2. It is anticipated that some foreign owned businesses could now reconsider their UK strategies. Now more than ever, it is vital that we strengthen relationships with our existing foreign owned business stock to understand their positions.
3. Along with partners in local authorities and UKTI, we will:
 - a) Proactively communicate with foreign-owned businesses via stronger Key Account Management and more presence on social media platforms to understand emerging issues and intentions;
 - b) Analyse all enquiries in our pipeline to reflect on Brexit implications so we can provide tailored, responsive support. This includes issues about workforce, access to markets and regulation; and,
 - c) Stay abreast of emerging growth opportunities, including for manufacturing and exporting firms as a result of weaker sterling.

Annexe C – Business growth and access to funding

1. Most significantly, the city region has a large number of manufacturing suppliers to large OEMS (Own Equipment Manufacturers) with many of these businesses (large and small businesses both foreign and UK owned) supplying directly to OEM'S (tier 1 businesses) with the rest supplying indirectly (tier 2, 3 and 4 businesses). It is more important than ever to understand their positions in national and global supply chains and their decision-making processes.
2. Availability of funding/credit is unlikely to be a significant problem, although the cost is likely to increase.
3. The city-region's business support service (Growth Service, LEP grants, Skills Service, etc.) do not rely on European (ESIF) funding. However, as part of plans to improve the business support offer, there are plans for £44m of EESIF-supported programmes. This includes Ad-venture (support for start-ups) and Export for Growth, which will complement UKTI's offer.
4. It may be possible to adopt a more flexible approach to the criteria for our current products in order to support firms adversely affected by Brexit (this is similar to the response to floods). However, this would be predicated on a clear understanding of issues faced by SMEs and requirements for practical support.
5. Experience from dealing with past economic 'shocks' suggests that helping businesses to plan for future challenges is crucial in helping them weather headwinds. Businesses could be supported in this through providing clear, up-to-date information and intelligence, and support for strategic planning. For this latter step, it could be helpful to relax requirements around capital funding to allow it to be used for these specific revenue purposes.

Annexe D – Skills and employment effects

1. Generally, a weakening economy means a softer labour market (when jobs growth slows and hiring contracts), with the potential for higher unemployment. We will:
 - a) Continue our Labour Market Analysis to provide local and national policymakers with strong and timely evidence on which to develop interventions;
 - b) Work closely with BIS and DWP to respond to large-scale redundancies, including examining how we can flex our programmes to meet any potential new demands; and,
 - c) Work closely with businesses and other organisations to understand the implications for their workforces of any tightening of the supply of migrant labour, and develop practical measure to seek to develop skills and during any transitional period.
2. In respect of the City Region’s established programmes:
 - a) **Skills Service** – while some businesses may not take up the offer, we anticipate that some organisations will prioritise a need to develop their existing staff in anticipation of struggling to recruit internationally.
 - b) **Apprenticeships** - lower business confidence could make companies unwilling to take on apprentices. Equally, with immigration curbs possible, there is an opportunity to explore with employers how acting now might mitigate future skills shortages.
3. Around 3.5% of university students and 6.5% of university staff are from the EU. Universities also have strong European links through the Erasmus programme, with around 1,000 students and academics involved in exchanges with European institutions.
4. Horizon 2020 is the EU Programme for Research and Innovation between 2014 - 2020. After the first two years, local universities are involved in research projects worth €19.4m.
5. In the longer-term, potential further funding cuts from the UK Government could have an impact on further and higher education sectors:
 - a) It is possible that HE institutions could seek to become more specialist in the context of potential lower numbers of foreign students and fewer European collaborations;
 - b) The tighter funding outlook could lead to further consolidation in the FE sector, even after Area-Based Reviews; and,
 - c) There could be potential for greater ‘vertical alignment’ between FE and HE sectors.

Annexe E – Implications for direct EU investment

1. We are currently part-way through the latest EU funding period (2014 – 2020), where the Leeds City Region was notionally allocated €389.5m (approx. £338m based on 2014 exchange rate) to invest in growing businesses and creating jobs. Various Government departments act as the managing bodies for these funds, with the LEP providing crucial local advice and expertise.
2. So far:
 - a) Only projects to the value of £4m have to date been contracted (part European Regional Development Fund (ERDF) and European Social Fund (ESF), plus a further £0.9m for Technical Assistance which is in addition to the main LEP ESIF allocation.
 - b) Bids worth £36m by central government departments are currently being appraised.
 - c) Further calls from central government departments which have either just closed or are currently open for bids valued at £49m.
3. Further, there are other EU funding streams that were expected to fund activity in the city region. These include the LEADER (Rural Development) programme, Horizon 2020 (funding collaborations between Leeds City Council and partners on environmental work), EuropeAid and Erasmus+.
4. In addition, all of the city region's universities participate in European collaborations to fund world-leading research.

Annexe F - Devolution

1. West Yorkshire Leaders, the Leeds City Region LEP Chair and others have been seeking agreement with Ministers for devolution to the Leeds City Region - a functional economic area where 95% of the people living here also work here.
2. There is short-term uncertainty extending across:
 - a) The capacity of Parliament to progress necessary primary and secondary legislation.
 - b) Ongoing national political commitment of Government to the Northern Powerhouse and devolution.
 - c) The risk of recession leading to further public spending cuts and funds for devolved areas.
 - d) The intended use of funding no longer to be paid to the EU (e.g. to replace lost ESIF, farming subsidies, etc.) or other national priorities.
3. Equally, there are several local opportunities with respect to securing devolution:
 - a) Press Government to accelerate the pace of devolution in return for accountable governance arrangements. Published LCR asks on a number of themes (Fiscal, Transport, Housing, Skills, International trade & Investment, and Regeneration and Planning) are now key to responding flexibly to the economic threats currently being faced, including a decline in business and property investor confidence.
 - b) Further, Government should be asked to recognise that a number of agendas of EU involvement (e.g. emissions/air quality) are best dealt with at the city-region level. The withdrawal of the UK from the EU presents an opportunity for *double devolution* to the city or city region level most appropriate to deal with many of our key social, economic and environmental challenges.
 - c) Ministers are also being asked for initial views on their support for the city region's SEP ambition, including for devolved Growth Deal round 3 funding:
 - accelerate development through integrated infrastructure provision within a number of the Spatial Priority Areas, notably our Enterprise and Growth Zones;
 - embed economic and business resilience through targeted investments in flood, road, green and digital infrastructure; and
 - support inward investment, innovation and employment opportunities through focused capital grants for business and skills development in priority occupations.
4. Immediately after the referendum, Leaders wrote to Government to press for a prompt discussion to seek to conclude our negotiations on a transformational package of devolution to the city region.

Annexe G – Transport, housing and energy infrastructure

1. Our initial analysis of the implications is:
 - a) The housing market may face a downturn due to lower confidence, falling house prices, increased costs of materials and shortages of skills and labour.
 - b) The net impact of this is likely to be fewer houses, with less-viable developments at greatest risk.
 - c) There is a risk that some environment safeguards (e.g. on air quality) might be rescinded, with implications for health and wellbeing.
 - d) Some commercial developments could be affected by lower demand.
 - e) Broadband programmes depend on continued ESIF – specifically the next phase to rollout to 28,000 homes and businesses in the more remote parts of West Yorkshire and York.
 - f) There may be indirect impacts for major strategic transport work – including the viability/costs of major transport schemes and issues on state aid. Some minor transport projects (including low emissions vehicles, etc.) are dependent on EU funding.
 - g) European funds (ESIF and ELENA) support significant local activity on resource efficiency.

2. In-light of this, we will liaise with local authorities, industry and Government to:
 - a) Press for certainty on the use of European funds for established programmes.
 - b) Be prepared to respond to any eventuality in the housing market, including financing for commercial and residential development and measures to upskill the workforce.
 - c) Prepare to respond to any request to accelerate a pipeline of transformational transport, commercial and housing infrastructure that will help stimulate aggregate demand.

Annexe H – Public Services

1. The principal public service implications are:
 - a) For the workforce, where some sectors (health and care in particular) already rely heavily on EU/migrant labour, and had planned to increase further.
 - b) Increased in borrowing costs (certainly in the longer-term, even if the short-term).
 - c) Any associated downturn is likely to result in further austerity – significantly increasing the efficiencies required from 2018/19 to 2020/21.
 - d) Pension deficits may increase.
 - e) Uncertainty about Government’s appetite to devolve powers and funding streams, and its use of repatriated EU funds.

2. In response, we will seek to:
 - a) Help organisations communicate with EU workers;
 - b) Pursue an ambitious devolution agenda to ensure more powers and funding are controlled at the local level;
 - c) Provide public service leaders with the opportunity to develop locally-owned transformation plans, with support from Government.
 - d) Investigate the potential for greater flexibility in public procurement.

Originator: Rob Norreys,
Director of Policy, Strategy
& Communications

ITEM 6

Report to: Combined Authority

Date: 28 July 2016

Subject: Leeds City Region Growth Deal 3 and Large Local Major Schemes bids

1. Purpose

1.1 To ask the Combined Authority to note the City Region bids for additional Growth Deal funding and for Large Local Major Scheme funding that have been agreed by the LEP Board and will be submitted to government by noon on 28 July.

2. Information

2.1 As reported to the 23 June 2016 meeting of the WYCA, the LEP has been asked by government to submit proposals into two separate but parallel funding competitions:

- £1.8bn is available from the Department for Communities and Local Government from the Local Growth Fund to support LEPs in their promotion of local economic development (hereafter referred to as 'Growth Deal 3');
- £475m is available from the Department for Transport for 'Large Local Major Schemes'.

2.2 Both bids are to be submitted by noon on 28 July. A 'snapshot' of the Growth Deal 3 bid was submitted to government in June to form the basis of a 'challenge meeting' with the Minister for the Northern Powerhouse, James Wharton MP (now replaced by Andrew Percy, MP for Brigg and Goole) which took place on 6 July.

2.3 The broad criteria to be used to assess Growth Deal 3 bids include: demonstrable value for money; substantial private and public sector leverage; the deliverability of the proposed projects; evidence of good local governance and strong partnership working; the fit of proposals with national government priorities as well as with those of our own Strategic Economic Plan; and the track record of delivering the Growth Deal to date.

- 2.4 The eligibility criteria for the Large Local Major Schemes are that: schemes need to be large projects (for Leeds City Region, the minimum threshold is £75m); they need to be ‘indivisible’ projects, which cannot be disaggregated or phased; rail schemes are not eligible; schemes that are on the interface of the strategic and local road network are eligible. DfT do not expect to receive more than one or two bids from a single LEP area.
- 2.5 Although decisions on the awarding of the Growth Deal and Large Local Major Schemes funding are to be taken separately, the letters from government clearly ask that LEPs consider the two bids together so that we can provide a single narrative to government about their combined impact.
- 2.6 The LEP Board has discussed and agreed the two bids at its meeting on 19 July 2016. Final changes will be made as a result of those discussions, and the bids submitted according to the government’s timetable. It is likely that there will be further discussions with government over the summer to clarify aspects of our proposals, and decisions are expected around the time of the Autumn Statement. The content of the bids is summarised in the following two sections.

3. Growth Deal 3 bid

- 3.1 Following the refresh of the Strategic Economic Plan in May of this year, the LEP has agreed that the bid should be tightly strategically focused around the new opportunities, challenges and priorities identified in the Plan. Specifically, our proposals aim to:
- **accelerate development through integrated infrastructure provision** within a number of the City Region’s Spatial Priority Areas, notably our Enterprise Zones and North Kirklees Growth Zone and Leeds South Bank;
 - **embed economic and business resilience** through targeted investments in flood, road, green and digital infrastructure; and
 - **support inward investment, innovation and employment opportunities** through focused capital grants for business and skills development in priority occupations.

The individual schemes that comprise the bid have been developed in close consultation and collaboration with districts and with other relevant agencies such as the HCA, the Environment Agency and Highways England.

- 3.2 The bid is for £109m, with investment to be carried out from 2017/18 to 2020/21. The estimated economic impacts of our plans are being finalised. These will be in addition to the extra growth of £3.7bn a year and 36,000 jobs that will result from our existing Growth Deal allocation. Moreover, by bringing forward growth at a faster pace, benefits will be felt sooner by both the residents of the City Region and the national exchequer.
- 3.3 Our Growth Deal 3 bid is also an integral part of our planning for our Growth Deal investments for the next five years. Additional funding will not only add to and

accelerate economic growth in the City Region; it will also enable us to develop a revised and more practical spending profile and to make full use of all the flexibilities government has given to the City Region in our Growth Deal. It will therefore make it more likely that we will achieve all our Growth Deal ambitions.

4. Large Local Major Scheme bid

4.1 There has been extensive dialogue with district partners regarding potential submissions. All suggestions have been assessed on the criteria set out in paragraph 2.4, meaning that a number of ideas have been deemed ineligible on those grounds. The initial assessment also includes consideration of feasibility, deliverability and value for money. The LEP Board discussed the following two schemes that had emerged as the best schemes from the assessment process:

- **North Kirklees Orbital Road (NKOR)** (£151.6m) – a project to link junction 25 of the M62 by the A644 to junction 40 of the M1 by the A638. The proposed scheme will provide an alternative route to these key motorway junctions and neighbouring towns such as Brighouse, Halifax, Huddersfield and Wakefield. It is particularly relevant and vital to support the North Kirklees Growth Zone (NKGZ) and will help to kick start a mixture of housing, employment and mixed use sites (127,000 square metres for employment and over 4,700 new homes). The potential commercial development will result in the workforce being provided with better access to jobs, skills and training; localised air quality will be improved. This is in line with the vision of ‘good growth’ in the Strategic Economic Plan.
- **Dualling of A1237 York Northern Outer Ring Road** (£141m) – a project to increase the capacity of York’s Northern Outer Ring Road (A1237) to dual carriage standard. The scheme is not only essential to maintain the current economic prosperity of the city but also critical to enable the successful implementation of York’s Local Plan and the future housing and employment growth aspirations of the York, North Yorkshire & East Riding (YNYER) and LCR LEP areas. The scheme is vital and will help to support the large development sites such as York Central and the British Sugar site.

4.2 Both bids are seeking DfT funding of approximately £1 million to develop the scheme up to Outline Business Case stage. Funding for implementation will be subject to further competitive process.

4.3 Both the schemes were also considered at the Transport Committee meeting on 1 July. The LEP Board decided that the North Kirklees Orbital Road should be the scheme prioritised by the City Region and submitted as its proposal to the Department for Transport. Additionally, the Board recognised the vital contribution that the York Northern Outer Ring Road project would make, not only to the York economy, but also to economic development across the City Region. Accordingly, the LEP will provide a letter of support to YNYER LEP for this scheme.

5. Financial Implications

- 5.1 The financial implications of the City Region bids for Growth Deal 3 and for Large Local Major Schemes will be known only when the government has announced the outcome of the two bidding procedures.

6. Legal Implications

- 6.1 Any legal implications arising from the City Region bids for Growth Deal 3 and for Large Local Major Schemes will be known only when the government has announced the outcome of the two bidding procedures.

7. Staffing Implications

- 7.1 Any staffing implications arising from the City Region bids for Growth Deal 3 and for Large Local Major Schemes will be known only when the government has announced the outcome of the two bidding procedures.

8. Consultees

- 8.1 Directors of the Combined Authority have provided advice in the preparation of this report.

9. Recommendations

- 9.1 That members note the content of the Growth Deal 3 and Large Local Majors Scheme bids to be submitted to government.

10. Background Documents

- 10.1 Item 15: Bids to Government for Growth Deal 3 and Large Local Major Schemes, Combined Authority, 23 June, 2016.

Originator: Ben Still,
Managing Director

ITEM 7

Report to: Combined Authority

Date: 28 July 2016

Subject: Transport for the North - Proposal to the Secretary of State for the creation of a sub-national transport body

1. Purpose

- 1.1 To seek approval in principle to the proposal to establish a sub-national transport body (STB), Transport for the North (TfN), and agreement for WYCA to be a constituent authority of the STB.
- 1.2 To delegate authority to the Managing Director, in consultation with the Chair of the WYCA, to progress the matter.

2. Information

- 2.1 At its meeting on 23 June 2016, the WYCA received an update on TfN, which included progress on establishing TfN on a statutory footing as an STB.
- 2.2 Regulations to establish an STB may only be made if constituent authorities:
 - have together made a proposal to the Secretary of State for an STB to be established; and
 - consent to the making of the regulations.
- 2.3 The WYCA is a constituent authority for both of these purposes.
- 2.4 Two conditions must be met for the Secretary of State to establish an STB:
 - (i) The STB would facilitate development and implementation of transport strategies for the area; and
 - (ii) economic growth would be furthered by development and implementation of such strategies.

- 2.5 Investment in connecting the North into a single economic unit is essential to creating a transformed integrated Northern economy greater than the sum of its parts. This requires investment in the North's transport networks to better connect the major urban centres and economic assets of the North to market opportunities, including talented staff, suppliers, collaborators and customers, at home and abroad.
- 2.6 It is recognised that the North has recently achieved better transport outcomes when acting as a cohesive unit and could continue to achieve better long term investment, through presentation to government of a unified approach. The aim now is to put in place appropriate governance to enable the economy of the North to grow through provision of better strategic transport connectivity. TfN's work will continue to be about adding value at a northern level and influencing national decision-making, not about duplicating local work.
- 2.7 The prize for the North is a better performing, more unified economy that could add more than £37 billion in real terms to the North's existing output of £289 billion per year if the vision of the North as a super-productive network of modern city regions is achieved. To do so will require long term planning and investment periods, robust and stable governance, supported by funding commitment from HM Treasury and City Regions.
- 2.8 Previous reports have highlighted how TfN exists to further these economic ambitions and provide a coherent and integrated approach to strategic transport planning that supports local area economic growth. With the support of local authorities and businesses from across the North of England, TfN has developed as a strong and inclusive partnership, committed to drive forward the economy of the North through transformational investment in our transport infrastructure.
- 2.9 In response to this commitment from the North, the Government has undertaken to establish Transport for the North on a statutory basis, with new powers drawn down from central government to support this role. A necessary step towards doing so, is for each constituent authority to formally submit a proposal to the Secretary of State.

The proposal

- 2.10 Attached as appendix 1 to this report, is a draft proposal for establishing TfN as an STB. This has been developed by the TfN Partnership Board, on which both the WYCA and LCR LEP are represented.
- 2.11 The proposal aims to replicate existing TfN arrangements, which have gained support from authorities and business leaders from across the North, with the continuing involvement of the constituent authorities, as set out in paragraph 1 of the proposals. The area of the STB will be the area of the constituent authorities.

Membership

- 2.12 The proposal provides for each constituent authority (including the WYCA) to appoint one member to the STB. This must be (by law) one of the elected members of the constituent authority (ie a councillor or an elected mayor).

- 2.13 The proposal (paragraph 5) also provides for the following to be co-opted onto the STB:
- The independent chair of a Partnership Board (paragraph 6) to include representatives of Local Enterprise Partnerships in the STB's area; and
 - One elected Member from each of the Local Transport Authorities which are members of Rail North Ltd, but not constituent authorities of the STB – see further below.

- 2.14 Co-optees must be non-voting, except to the extent that the STB may grant them voting rights.

Voting Arrangements

- 2.15 As an STB, TfN will continue to try to reach consensus on all its decisions. Nevertheless, it will need arrangements to reach decisions, where unanimity is not possible. These are set out in paragraph 4 of the proposal.

- 2.16 It is proposed that most of TfN's general business issues will be determined on a simple majority of votes, with voting arrangements weighted by reference to population, as constituent authorities differ so much in size. It is proposed that voting entitlement is based on one vote for each 200,000 or part therefore of the resident population of each authority. Appendix 2 to this report sets this out in greater detail.

- 2.17 To ensure voting arrangements are balanced, embrace all constituent authorities and avoid any bias between urban and rural authorities, it is proposed that the following decisions require a super-majority of 75% of the weighted vote, together with a simple majority of the members (non-weighted) appointed by constituent authorities:

- approving and revising TfN transport strategy;
- approving TfN budget; and
- changes to the TfN's constitution.

- 2.18 It is also proposed that statutory contributions from constituent authorities will require unanimous agreement by TfN's constituent authorities.

- 2.19 There are no proposals to alter voting arrangements in relation to Rail North Ltd.

Integration of Rail North

- 2.20 Including Rail North Ltd in the new statutory arrangements will allow Rail North Ltd to benefit from new statutory powers, to strengthen its role and, over time, support a further shift of responsibility from central government to the North, allowing rail services to be managed more directly from the North, on behalf of the North.

- 2.21 As set out above, it is proposed that the 6 Midland authorities which are not within the STB's area will have co-opted member status given the inclusion of TPE/RN rail services within their boundaries, and would retain the same governance and working arrangements over these services as the current Rail North membership agreements allow.
- 2.22 With regards functions, it is envisaged that the Secretary of State's current responsibility to award franchise contracts will be devolved to TfN.
- 2.23 Rail North Ltd currently operates on a model of voting weighted by the share of each authority in the overall rail patronage of those services. It is proposed that for Rail North matters, this voting mechanism is retained.

Local Accountabilities

- 2.24 TfN is seeking powers through devolution from central government, not through any loss of powers, responsibilities or funding from local level. TfN will work on the basis of 'subsidiarity', with local responsibilities exercised at local level, and cross-northern collaboration focused where it adds value and becomes greater than the sum of its parts.
- 2.25 Key principles established to date are:
- TfN's Transport Strategy will focus on enabling economic growth across the North.
 - TfN allows the North's transport authorities to adopt a coherent and integrated approach to strategic transport infrastructure planning across the North that enables local areas to grow their economies; and
 - TfN exists to present a coherent and clear position to Government and to national delivery agencies in respect of setting the strategic transport objectives for the area upon which subsequent interventions can be developed, appraised and implemented.

Proposed powers and functions of the STB

- 2.26 The functions of the STB may be derived from a limited number of sources including:
- **General functions** provided for in section 102H of the Local Transport Act 2008, including the preparation of a transport strategy and powers to advise, co-ordinate and make proposals. These are set out in paragraph 10 of the proposal.
 - **Local transport functions** (that is, functions of CAs, LTAs or PTEs) exercisable instead of by, or concurrent with, the CA, LTA or PTE. These are set out in paragraph 11 of the proposal.

- Other **public authority functions** (i.e. including functions of the Secretary of State) to be exercisable either instead of by, or jointly (but not concurrently) with the public authority. These are set out in paragraph 12 of the proposal.

2.27 In summary, the proposal seeks powers for TfN as an STB to:

- Facilitate the development and implementation of the Northern Transport Strategy where this will further economic growth for The North;
- Coordinate and deliver a new north-wide system of smart and integrated ticketing; and
- Initially, jointly with central government to commission delivery agencies, Network Rail and Highways England, to ensure their investment programmes are driven by the North's economic and connectivity priorities and overtime assume sole responsibility for this client role.

2.28 The drawdown of powers described below is considered essential to achieving economic growth in the North as envisaged above and is reflective of Government's challenge to the North to be ambitious in its plans. The approach set out in the proposal will establish TfN on a permissive statutory framework that will allow it to build capability and capacity over time, where this has the explicit agreement and consensus its members.

Local transport functions exercised concurrently with LTAs and PTEs

2.29 To facilitate the development and implementation of its Transport Strategy, the proposal is for TfN to exercise specified powers of the CAs, LTAs or PTEs, as set out in paragraph 11. It is proposed that these powers may only be exercised concurrently **and with the explicit agreement of the Local Transport Authority in question**. The use of concurrent powers by TfN will not reduce the powers available to local areas, but will enable TfN to be a real vehicle for transport devolution rather than simply an advisory body to government.

2.30 Operating models including key principles and heads of terms for the working arrangements, operating agreements and protocols between the STB and its constituent authorities will be developed. These will set out how the consent provisions in respect of the exercise of concurrent local transport functions will operate in practice. The consent of constituent authorities such as the WYCA will be required to amend any of these protocols.

2.31 The models/protocols will be available for consideration when government issues the draft STB regulations, after which TfN member areas will be asked to formally consent to the regulations and membership of the STB – see further below.

2.32 The development and implementation of the TfN's strategy will also fully involve the northern Local Transport Authorities and be subject to the super-majority voting arrangements set out above. This together with the arrangements described above

will ensure that where the exercise of concurrent powers is required, consensus and workable solutions will be achieved.

Public authority functions (ie powers drawn down from central government)

- 2.33 An effective TfN, as an STB, will have the responsibility to set the strategic pan-northern transport objectives for Highways England and Network Rail, in addition to fully devolved responsibility for specifying franchised rail services; in effect to transfer the client role from the Department for Transport (DfT) to the North. This model follows similar principles of devolution in Scotland and Wales where transport investment priorities are determined locally and according to economic priorities.
- 2.34 This will require powers that are currently exercised by central government to be exercised by TfN instead, and include:
- Setting the objectives and priorities for the Rail Investment Programme;
 - Determining the franchise rail service specification and
 - Setting and varying the objectives and priorities for the Road Investment Programme.
- 2.35 The journey to fully devolved status will by necessity transition through an interim 'co-decision' making role with government to fully devolved responsibilities as the capacity and capability of TfN matures. This is similar to the way that Rail North and government's relationship has evolved.

Next Stages to Submission of Proposal to DfT & Timeline beyond July

- 2.36 The STB proposal will be submitted to government during the summer parliamentary recess. After the Secretary of State's review of the proposal and a decision to proceed, it is anticipated that DfT lawyers will draft the regulations over the summer. The Secretary of State will then consult on the draft regulations.
- 2.37 Each constituent authority, including WYCA, will have a further and final opportunity in the autumn to review and consent to the regulations, and to being a member of TfN. Once all the necessary consents are in place, the DfT will institute parliamentary proceedings to establish TfN as a statutory body.
- 2.38 The timetable for laying the regulations before Parliament depend on a number of policy and legislative processes. Discussions will continue with DfT to mitigate potential delays to securing regulations in spring 2017.

3. Financial Implications

- 3.1 TfN does not expect any future funding allocations towards STBs to detract from those funds made available for LTAs.
- 3.2 The STB proposal includes the power to draw down statutory contributions from the STB's constituent authorities. It is proposed that this would be subject to unanimous agreement of the TfN's members.

4. Legal Implications

- 4.1 Powers to establish an STB are set out in the Local Transport Act 2008, as amended by the Cities and Local Government Devolution Act 2016. Constituent authorities of an STB must consult each appropriate authority, (that is, the authorities adjoining the area of the proposed STB, and any other persons as the authorities consider appropriate, before making a proposal to the Secretary of State to establish an STB.
- 4.2 Constituent authorities will have the opportunity to formally consent to the regulations setting out the STB arrangements, in the autumn.
- 4.3 In relation to concurrent powers and other aspects set out in the proposals, WYCA reserves the right to seek further amendments, when the draft regulations are available. As such, approval to the proposal is agreement in principle only to establishing the STB.

5. Staffing Implications

- 5.1 None.

6. Consultees

- 6.1 The proposal has been developed further to discussions between constituent authorities, neighbouring authorities and relevant Local Enterprise Partnerships (LEPs). Further consultation is underway with neighbouring authorities, the Welsh Assembly and Transport Scotland, on behalf of the constituent authorities, and will be completed before the proposal is formally made.
- 6.2 Under the proposal, neighbouring authorities involved in Rail North Ltd will be co-opted members of the STB, and, as set out in paragraph 6 of the proposal, representatives from relevant LEPs in the TfN area will be involved in a business body, which will establish a Partnership Board with TfN.

7. Recommendations

- 7.1 To approve in principle the draft proposal attached as an appendix to this report, to establish a sub-national transport body, Transport for the North, for the area of the constituent authorities.
- 7.2 To agree in principle to be a constituent authority of Transport for the North.
- 7.3 To delegate authority to the Managing Director, in consultation with the Chair of the WYCA, to progress the matter, including finalising the proposal with the other constituent authorities, to the Secretary of State, over the summer.
- 7.4 To note that final regulations to establish Transport for the North will be subject to the consent of the full WYCA in due course.

8. Background Documents

8.1 None.

TRANSPORT FOR THE NORTH (TfN)

**PROPOSAL TO ESTABLISH A SUB-NATIONAL TRANSPORT BODY
(STB)**

This proposal is made by the constituent authorities set out below pursuant to section 102F of the LTA 2008 for the establishment of a sub-national transport body (STB) covering the area of the constituent authorities. In making the proposal the constituent authorities have consulted the appropriate authorities and other persons set out in Schedule A to this proposal.

The proposal provides as follows:

1. Constituent Authorities

The constituent authorities making these proposals are the local transport authorities situated wholly or partly in the North East, North West and Yorkshire and the Humber regions of England, namely:-

Greater Manchester Combined Authority
Liverpool City Region Combined Authority
North East Combined Authority
Sheffield City Region Combined Authority
Tees Valley Combined Authority
West Yorkshire Combined Authority
Cumbria County Council
Lancashire County Council
North Yorkshire County Council
Blackburn with Darwen Unitary Authority
Blackpool Unitary Authority
Cheshire East Unitary Authority
Cheshire West and Chester Unitary Authority
Warrington Unitary Authority
City of York Unitary Authority
East Riding of Yorkshire Unitary Authority
Hull Unitary Authority
North Lincolnshire Unitary Authority
North East Lincolnshire Unitary Authority

2. Area of the STB

The area of the STB will be the area of the constituent authorities

3. Name of the STB

The name of the STB will be **Transport for the North (TfN)**

4. Membership

- 4.1 Each constituent authority will appoint one of their councillors/members or their elected mayor as a member of TfN. It is expected that the person appointed will be that authority's elected mayor, chair, leader or cabinet member for transport.
- 4.2 Each constituent authority will appoint another of their councillors / members or their elected mayor as a substitute member to act as a member of the TfN in the absence of the person appointed under paragraph 4.1.
- 4.3 There will be a presumption that decisions are normally taken by consensus. But in the absence of consensus, and subject to paragraphs 4.4 and 13.1, decisions will be taken on the basis of a system of weighted voting to reflect differences in the populations of the constituent authorities. The weighted voting entitlement of the constituent authorities will be determined on the basis of one vote for each 200,000 or part thereof of the resident population of its area as estimated annually by the Office of National Statistics (Resident Population).
- 4.4 Certain decisions will require both a super-majority consisting of 75% of the weighted vote and a simple majority of the members appointed by the constituent authorities to be carried. Such decisions will be :
- The approval and revision of TfN's transport strategy
 - The approval of TfN's annual budget
 - Any changes to TfN's constitution

5. Co-opted Members

- 5.1 The regulation should provide for the appointment of persons who are not elected members of the constituent authorities to be co-opted members of TfN
- 5.2 *Persons to be appointed as co-opted members will include:*
- (a) the person appointed by TfN as "independent chair of the Partnership Board" for the purposes of paragraph 6.3 below and
 - (b) one elected member appointed by each of the local transport authorities which are members of Rail North Ltd, but not constituent authorities of TfN, namely:-

Derbyshire County Council
Lincolnshire County Council
Nottinghamshire County Council
Nottingham City Council
Staffordshire County Council
Stoke-on-Trent City Council

- 5.3 Co-opted members will be non-voting members of TfN, except to the extent that the voting members of TfN resolve that such members should have voting rights.

6. Partnership with Business

- 6.1 A business body will be established consisting of representatives of Local Enterprise Partnerships in the areas covered by TfN.
- 6.2 The functions of this body will be to advise TfN on its policies and priorities, to conduct its own reviews on matters relating to transport and the economic well-being of the North and to make representations to TfN
- 6.3 TfN and the business body will establish a Partnership Board which will hold regular partnership meetings to be chaired by the person appointed by TfN as the “independent chair”.

7. Executive Arrangements

- 7.1 TfN will not operate formal statutory executive arrangements
- 7.2 TfN is a “local authority” for the purpose of section 101 of the Local Government Act 1972 and may delegate the discharge of its functions to a committee, sub-committee or officer, or to another local authority. As such, TfN may establish a committee(s) to discharge any functions as are delegated to it.
- 7.3 The functions of agreeing a budget and the transport strategy of TfN will **not** be delegated functions and will only be determined by a meeting of the full TfN.

8. Executive Body

TfN will not establish an executive officer body, but will delegate the discharge of agreed functions to its officers in accordance with a scheme of delegation or on an ad hoc basis.

9. Functions

The functions of TfN will include:

- General functions provided for in section 102H of the Local Transport Act 2008, including the preparation of a transport strategy.
- Local transport functions to be exercised by TfN concurrently with local transport authorities and PTEs

- Other public authority functions (including functions of the Secretary of State) to be exercised by TfN instead of by, or jointly with, the public authority
- The functional power of competence in **section 102M of the Local Transport Act 2008**

10. General Functions

The general functions of TfN should be:

- 10.1 to prepare a transport strategy for its area in accordance with **section 102 I of the Local Transport Act 2008**
- 10.2 to provide advice to the Secretary of State (SoS) about the exercise of transport functions in its area (whether exercisable by the SoS or others)
- 10.3 to co-ordinate the carrying out of transport functions that are exercisable by its different constituent authorities
- 10.4 to make proposals to the SoS for the transfer of transport functions to TfN
- 10.5 to make other proposals to the SoS about the role and functions of TfN

11. Exercise of local transport functions

- 11.1 It is **not** proposed that any transport functions exercisable by a local authority (or PTE) should be exercisable by TfN instead of by the local authority (or PTE), but it is proposed that various transport functions should be exercisable by TfN concurrently with the local authority or PTE as set out below.
- 11.2 TfN should have the same power of an ITA or CA under **sections 99 and 102 of the Local Transport Act 2008** to promote the economic, social and environment well-being of its area.
- 11.3 TfN should have the general powers of a PTE under **section 10 of the Transport Act 1968** (with the omission of the words “with the approval of the Authority” where they appear), including the power to carry passengers by railway between places in Great Britain.
- 11.4 TfN should have the same powers of a local transport authority under **sections 135-138 of the Transport Act 2000** in relation to making joint and through ticket schemes.
- 11.5 TfN should have the same powers of a local authority under **section 239 of the Local Government Act 1972** to promote and oppose local or personal Bills in Parliament (which bring in rights to apply for orders under the Transport and Works Act 1992).

- 11.6 TfN should have the same powers and rights of a PTE under **section 13 of the Railways Act 2005** including rights to be consulted in relation to franchise agreements for services to, from or within its area, and to enter into agreements with the SoS or franchisees in relation to such services.
- 11.7 TfN Should have the same power of a local authority under **section 56(2) of the Transport Act 1968** to give capital grants to persons for purpose of the provision of facilities for public passenger transport.
- 11.8 TfN should have the power of county councils and unitary districts under **section 24 of the Highways Act 1980** to construct highways (subject to the consent of the highway authority) and their powers under **Part XII of the Highways Act 1980** to acquire land etc.
- 11.9 There will be an operating agreement between TfN and the constituent authorities providing, inter alia, for the drawing up of agreed protocols in relation to the exercise of concurrent functions. Such protocols would be kept under regular review.

12. Other Public Authority Functions

- 12.1 TfN should have the function of the SoS under **section 3 and Schedule 2 of the Infrastructure Act 2015** to set and vary the Road Investment Strategy (RIS) insofar as the RIS relates to TfN's area. This function would be exercised jointly with the SoS.
- 12.2 TfN should have the function of the SoS under **Schedule 4A, paragraph 1D, of the Railways Act 1993**. In relation to the High Level Output Specification (HLOS) insofar as it relates to railway activity in TfN's area. This function should be exercised jointly with the SoS.
- 12.3 *Devolution of Rail Franchising*

Under section 23 and 26 to 30 of the Railways Act 1993, the SoS is responsible for the rail franchising. RNL jointly manage with the SoS the Northern and Transpennine franchises and have various rights under a contractual agreement. At the end of the recently let franchises in 2023/25, it is envisaged that the function would be devolved to TfN. The preferred legal route is that there should be an exemption order under section 24 enabling TfN to let concessions in the same way as TfL and Merseyside PTE do with exempted services in their area. *[An alternative route would be to devolve the franchising functions of the SoS under the Railways Act 1993 to TfN as in Scotland and Wales]*

12.4 **Section 6(5) of the Highways Act 1980** enables the SoS or Highways England to enter into agreements with a county council or metropolitan district council for the construction or improvement of trunk roads. It is proposed that this section be modified to include TfN as an authority having power to enter into such agreements.

12.5 **Section 8 of the Highways Act 1980** enables local highways authorities or Highways England to enter into agreements with other such authorities in relation to the construction, improvement or maintenance of a highway for which any party to the agreement is the highway authority. It is proposed that this section be modified to enable TfN to be a party to such agreements as if they were a highway authority.

13. Financial

13.1 The Regulations should provide for the constituent authorities to make statutory contributions as determined by TfN towards the costs of TfN, provided only that a decision to require such contributions and the overall amount of such contributions is unanimously agreed by all TfN members appointed by the constituent authorities. The apportionment of such contributions should be determined on the basis of Resident Population, unless unanimously agreed to the contrary.

13.2 TfN should be able to accept voluntary contributions to its costs from constituent authorities.

13.3 An order should be made by the Treasury specifying TfN (or STBs generally) as a body to which **section 33 of the Value Added Tax Act 1994** applies. This would enable TfN to claim refunds of VAT paid by it in certain cases.

14. Scrutiny

14.1 It is proposed that TfN arrange for the appointment of a scrutiny committee including at least one member of each constituent authority nominated by the constituent authority.

14.2 The scrutiny committee appointed by TfN may not include a member, substitute member or co-opted member of TfN, but may include co-opted persons representative of non-constituent authorities and non-councillor representatives of passengers, road users, employers and employees.

14.3 *[The arrangements should ensure that the membership of the scrutiny committee reasonably reflects the political balance of elected members on the constituent authorities (or, in the case of combined authorities, their constituent councils) taken together.]*

- 14.4 The arrangements should ensure that the scrutiny committee has power:-
- (a) to review and scrutinise decisions made, or other action taken, by TfN
 - (b) to make reports or recommendations with respect to the discharge of the functions of TfN
 - (c) to make reports or recommendations on transport matters that affect the area of TfN or inhabitants of the area
 - (d) to require members or officers of TfN to attend meetings of the committee to answer questions.
 - (e) to invite other persons to attend meetings of the committee

15. Rail North Ltd (RNL)

15.1 It is proposed that TfN should become the sole owner of RNL, provided that any changes to RNL's constitutional arrangements ensure:

- That the rights and interests of those RNL member authorities which are not constituent authorities of TfN are protected
- That RNL member authorities which are TfN constituent authorities are able to retain rights similar to their existing rights through TfN's constitutional arrangements

15.2 Such protection would include:

- Existing geographical sub-groups continuing to nominate directors of RNL
- RNL authorities which are not TfN constituent authorities becoming co-opted members of TfN with a right to vote on "Rail North matters"

16. Miscellaneous

It may be necessary that certain additional local authority enactments are applied to TfN as if TfN were a local authority, including staffing arrangements, pensions etc. In this respect, it is also proposed that TfN should be a "local authority" for the purposes of **section 1 of the Local Authorities (Goods and Services) Act 1970**, to enable constituent authorities to provide services to TfN.

Originator: Rob Norreys,
Director of Policy, Strategy &
Communications



ITEM 8

Report to: Combined Authority

Date: 28 July 2016

Subject: HS2 Update and Leeds City Region Input to Northern Powerhouse Rail

1. Purpose

- 1.1. To provide an update on proposed changes to HS2 in South Yorkshire and the associated implications for West Yorkshire.
- 1.2. To seek approval for a Leeds City Region (LCR) position on Northern Powerhouse Rail that can be progressed for development and implementation through Transport for the North.

2. Information

Background

- 2.1. Radically improved north – south and east – west rail connectivity to the heart of other city regions nationwide, including through HS2 and Northern Powerhouse Rail (NPR), are a major component of the Leeds City Region SEP and draft West Yorkshire Transport Strategy.
- 2.2. Improvements to what is essentially a Victorian rail network will neither offer the type of transformational change required in the rail network's capability to facilitate many more journeys, nor radically improve the connectivity required to support the SEP vision. Only transformational change to connectivity through new and radically improved HS2 and NPR networks, supported by improvements to City Region transport networks, could support the SEP vision and objectives.
- 2.3. HS2 will create a lot more additional rail capacity on north – south rail networks e.g. rolling stock captive to the HS2 network will have the capacity for circa 1000 passengers. HS2 will also radically reduce journey times e.g. Leeds – London will reduce from circa 2 hours 15 minutes today to circa 1 hour 20 minutes, and Leeds – Birmingham from circa 2 hours today to circa 1 hour.

- 2.4 The Northern Powerhouse Rail network is being planned to provide a similar level of transformational improvement between the north's major city regions and Manchester Airport. For example, up to 150% additional capacity is being planned for inter-city journeys from Leeds City Region to Manchester, with journey time reductions on this particular link down from circa 55 minutes today to 30 minutes.
- 2.5 WYCA has, to date, been fully supportive of and closely engaged in the development of both the HS2 and NPR schemes. WYCA has been a partner in the development of the longer term schemes of HS2/the Yorkshire Hub, NPR and the near term new Northern and Transpennine Express rail franchises through Rail North.
- 2.6 Whilst the eastern arm of HS2 has seen an increasing consensus around station locations in both the East Midlands and Leeds City Region, there has continued to be a lack of agreement around the preferred HS2 station option in South Yorkshire.
- 2.7 The original Meadowhall proposal had the potential to serve southern parts of the Leeds City Region through both road and rail connectivity, however did not help radically improve Leeds city-centre to Sheffield city centre connectivity. Current journey times between the two cities are at best 40 minutes, but on average circa 1 hour. Along with the Calder Valley, this represents one of the slowest average journey speeds between major cities in the north.
- 2.8 In recent months, HS2 has been working with partners in South Yorkshire to re-evaluate options and determine a preferred station location. This culminated in a report published on Thursday 7th July by Chair of HS2 Sir David Higgins, into a series of proposed changes to how HS2 will serve South Yorkshire, as well as its routing into West Yorkshire as a result.

Proposed changes to HS2

- 2.9 At this stage and as with the Yorkshire Hub proposition at Leeds, the report represents a proposal and is not confirmed until the Secretary of State route decision for HS2 Phase 2 later this year.
- 2.10 It is now proposed that HS2 will serve Sheffield city centre at the existing Sheffield Midland station. This will be achieved via a link to the existing Midland Main Line classic rail network south of Sheffield.
- 2.11 The proposed HS2 station at Meadowhall will be removed, and the HS2 alignment between South and West Yorkshire will change. This will impact Wakefield District in some cases differently than originally proposed.
- 2.12 HS2 journey times to Leeds and York will be quicker as a result of the amended route alignment, and the HS2 service frequency to Leeds and York remains the same as originally proposed.

- 2.13 The proposed changes are likely to save a significant amount of money to HS2 and improve the business case for the eastern leg of HS2. HS2 are committed to studying the case for a Parkway station to serve Barnsley/south Wakefield.
- 2.14 HS2 have advised that most (but not all) of the proposed NPR Leeds city centre – Sheffield city centre train service frequency and journey time targets can be delivered by upgrading and electrifying the existing rail line north of Sheffield and then joining the HS2 route into West Yorkshire.
- 2.15 HS2 have indicated that they might be asked to secure the powers for this link/upgrade between HS2 and the classic network, and for HS2 to build it. The extent and scope of the proposed upgrade is not yet known.
- 2.16 There might be scope to improve other “classic” rail services between West and South Yorkshire using released capacity on the existing routes, though the extent to which this might be possible needs to be understood in detail.
- 2.17 There is some positive news in this revised proposition including:
- HS2 has listened to the views of partners.
 - HS2 is becoming more open about integrating the networks of HS2 and Northern Powerhouse Rail i.e. non HS2 trains using HS2 track.
 - There might be some potential to deliver on the principle of bringing forward HS2 in Yorkshire through this revised solution i.e. NPR services between Leeds and Sheffield city centres being operational prior to the full HS2 eastern leg being finished.
 - The commitment to consider the case for a Parkway is a positive one should be worked on closely with HS2 and South Yorkshire partners.
 - This may help bolster the case and requirement for links between HS2 and the classic rail network in the Stourton and East Leeds rail corridors, as requested in the Yorkshire Hub report.
- 2.18 On the cautionary side, this proposition:
- Puts more emphasis on Northern Powerhouse Rail/Transport for the North to make the case for and fund the necessary upgrades/links;
 - Creates less certainty about fast journey times between Leeds and Sheffield;
 - Needs more commitment to the parkway that could serve south Wakefield/north Barnsley; and
 - Needs more clarity on the impacts to the East Coast Main Line and wider West to South Yorkshire rail network and train services, so impact on West Yorkshire in total can be understood.

Leeds City Region Input to Northern Powerhouse Rail

- 2.19 The WYCA meeting of 31 March 2016 considered a report based upon Transport Committee discussions and agreed that it was of key importance to set out a consistent and clear narrative to influence the northern and national agenda, and to have a clearly defined list of regional priorities which could be delivered through Transport for the North.
- 2.20 WYCA has led a piece of economically focussed work to develop a LCR position on NPR. There have been concerns that the TfN remit has been too narrowly focussed on connectivity between six cities (Leeds, Manchester, Liverpool, Sheffield, Newcastle and Hull) and Manchester Airport, with far too little attention paid to the requirements of other centres across the north.
- 2.21 The Combined Authority's work has sought to influence and shape the TfN agenda, including understanding the case to broaden out the NPR connectivity beyond the centres named above.
- 2.22 WYCA's work has sought to understand what economic impacts NPR could have on the LCR, and has also considered what additional impacts it could have by having LCR calling points in addition to Leeds. The study, undertaken in partnership with consultants JMP/SYSTRA and Cushman and Wakefield, has combined two stages, namely analytical work and extensive dialogue with district and business partners.
- 2.23 The following areas of consensus have emerged through dialogue with partners:
- NPR represents just one part of the region's connectivity requirements i.e. inter-city, and there are other layers and supporting measures that are needed e.g. those identified in the draft West Yorkshire Transport and Bus Strategies. It is important that all places can access the Yorkshire hub station.
 - Nowhere should lose the connectivity that they have now, or will have through planned investments e.g. improved services committed through the new Northern and TransPennine Express rail franchises, Trans-pennine electrification/route upgrade and future electrification of Calder Valley.
 - Northern connectivity is multi-modal & NPR forms only one part of the connectivity that rail will provide for the North. Those centres not served by NPR directly will still need inter and intra-regional rail connectivity improvements to ensure the LCR SEP vision and objectives are realised.
 - There should be a NPR stop at York, to serve the northern and eastern parts of LCR and Yorkshire.
 - There should be a NPR stop in West Yorkshire between Leeds and Manchester.

- The NPR station design is fundamental in being able to make seamless connections to other rail and transport services, thereby helping to spread the benefits around the LCR.

2.24 The analytical assessment work looks at potential accessibility improvements, impacts on land use, regeneration and the local labour market as a result of NPR stops in LCR locations. The evidence developed through this analytical work support the following conclusions and LCR position on NPR:

- An intermediate NPR station would deliver significant additional GDP benefits to the LCR economy over and above a single stop at Leeds.
- There is a strong case for a West Yorkshire NPR station to the west of Leeds. The evidence points to it being located in Bradford and in particular in Bradford city centre based on regeneration opportunities and benefits to the economy and the labour market.
- There are strong, positive regeneration impacts and therefore a case for a NPR stop at York that would serve northern and eastern parts of LCR and Yorkshire.
- Those parts of LCR not directly on the NPR can receive benefits from released capacity on the existing rail network.

2.25 The draft results of the assessment have been shared with districts officers and it is proposed that the conclusions of the work are now communicated formally to TfN in time to inform their technical work this year.

2.26 Further high level feasibility work has been approved by Transport Committee to explore and establish options to accommodate an NPR stop in Bradford as well as at a Parkway type facility that could serve both Bradford and other centres.

2.27 Working collaboratively with TfN and Network Rail, the work will consider in both options how the rail network in/around Bradford may need to be re-configured in order to help provide the best accessibility possible from neighbouring districts into a Bradford based NPR station, in order to help spread the benefits of NPR around the city region. A high level economic case will also be an output of the work, which will again inform TfN's technical workstream.

3. Financial Implications

3.1. None as a result of this report.

4. Legal Implications

4.1. None as a result of this report.

5. Staffing Implications

5.1. None as a result of this report.

6. Consultees

6.1. The Managing Director has been consulted in the preparation of this report.

7. Recommendations

7.1. That the proposed changes to HS2 in South Yorkshire and the associated implications for West Yorkshire are considered.

7.2. That the areas of consensus on the LCR's requirements of NPR outlined in 2.23 and supported more specifically through the evidence outlined in 2.24 are approved.

8. Background Documents

8.1. HS2 Sheffield and South Yorkshire Report 2016:
<https://www.gov.uk/government/publications/hs2-sheffield-and-south-yorkshire-report-2016>

Originator: Angela Taylor,
Director, Resources



ITEM 9

Report to: Combined Authority

Date: 28 July 2016

Subject: Project and Spending Approvals

1 Purpose

- 1.1. To approve funding from the Local Growth Fund as follows:
 - 1.1.1 £100k grant for pre-feasibility work on the A641 Bradford-Brighouse-Huddersfield corridor.
 - 1.1.2 £21k grant for preparatory work for Castleford Rail Station.
 - 1.1.3 £325k loan or grant investment for Bradford Odeon.
 - 1.1.4 £4.62m loan investment for Forge Lane, Dewsbury.
 - 1.1.5 £2.55m loan and/or grant investment for York Central, including a maximum grant of £200,000.
 - 1.1.6 £2.922m loan for Huddersfield Innovation and Incubation Project.
 - 1.1.7 Up to £2.5m loan to Finance Yorkshire to invest in the City Region by end December 2016.
- 1.2. To approve additions to the 2016/17 revenue budget following awards of further funding.
- 1.3. To approve capital expenditure of £350k on an improved telephony system for the WYCA.

2 Information

- 2.1. Two projects from the prioritised programme of West Yorkshire plus Transport Fund projects were considered by the Investment Committee at its meeting of 6 July 2016.

The Committee recommended that £100k be approved to progress the pre-feasibility work on the A641 Bradford- Brighouse- Huddersfield corridor in order to scope out and prioritise the range, type and location of the interventions required along the corridor.

- 2.2. The Investment Committee also recommended the approval of £21k to enable the Network Rail GRIP1 approval to be progressed which is required to move towards a full Gateway 1 business case submission for the Castleford Rail Station project.
- 2.3. Full business cases for three projects from the housing and regeneration programme were also considered by the Investment Committee and following appraisal of the full business cases the Investment Committee it is recommended that expenditure on the following projects is approved.
- 2.4. **Bradford Odeon** is an unused building in a key city centre location. Bradford Council are leading this regeneration initiative and have approved a proposal from Bradford Live (a not-for-profit charitable company), with the preferred development option for the site being for a mid-sized live music and performance venue. A £4.75m grant is being sought from the Heritage Lottery Fund and a smaller WYCA (grant or loan contribution) of £325k is recommended to undertake preparatory work which could increase the chances of this larger grant being awarded.
- 2.5. **Forge Lane, Kirklees** is a 6.1 hectare brownfield development site located at the southern edge of Dewsbury. Although the site has had planning permission for 169 homes, no development has taken place. Kirklees Council view this site as a key part of their ambitious proposals for the North Kirklees Growth Zone. A WYCA loan of £4.62m is recommended to support the Council's efforts to accelerate housing development on this site.
- 2.6. **York Central** is a key site totalling 72 hectares to the rear of York Station. Over a lengthy timeframe the site has potential to develop up to 2,500 homes and space for over 7,000 new jobs. This is a complex project and a WYCA loan and /or grant of £2.55m, with a maximum of £200,000 being paid as grant, is recommended to support initial activities (site assembly and demolition) to accelerate this development.
- 2.7. **Huddersfield Innovation & Incubation Project** focuses on digitalisation, design innovation and smart manufacturing, enabling firms to become faster, more responsive and closer to customers. It will provide access to the latest technologies in these sectors and provide specialist incubator and grow-on space, with tailored 'wrap around' business support services. The project is a collaboration and will be located at Globe Mills, Slaithwaite, Huddersfield and 3M BIC at Huddersfield University in the town centre. Approval is sought to provide funding of £2.922m as a grant to the project.
- 2.8. The project is continuing to pursue ESIF to enhance the 'wrap around' business support. The Investment Committee requested confirmation of other funding

possibilities that the University is pursuing in light of European funding (ESIF) not being secured. The University are progressing alternative funds. Partners of the Globe Innovation Centre Ltd will use existing staff to support this project. The outputs are separated to show outputs that will be realised through LGF and additional outputs that will be realised through securing ESIF.

- 2.9. An opportunity to support Finance Yorkshire has been identified. Finance Yorkshire was established as a £90m regional venture capital and loan fund in March 2010, building on the experience of previous funds operating in Yorkshire and Humber. It was established to address market failure for access to finance by providing debt and equity finance to SMEs across Yorkshire and Humber. Finance Yorkshire was originally capitalised through investment from the Regional Development Agency Yorkshire Forward (now managed through the Department for Innovation and Skills), European Regional Development Fund and the European Investment Bank through its JEREMIE (Joint European Resources for Micro to Medium Enterprises) initiative.
- 2.10. Current funding is now fully committed and Finance Yorkshire is seeking funding for an extension period until its activities are picked up through the Northern Powerhouse Investment Fund which will be launched in September and expected to be fully rolled out by the end of December 2016. It is proposed therefore that the WYCA lend £2.5m of its Growth Deal funds to be invested by the end of the calendar year in SMEs in the Leeds City Region. The loan would be on commercial terms with all funding returned over the next four years. A similar arrangement has been agreed with South Yorkshire Combined Authority agreeing to lend a similar sum.
- 2.11. It is proposed that the final terms and conditions of the loan be delegated to the Managing Director and reported back to the next meeting of the Investment Committee.
- 2.12. Since the approval of the budget in February WYCA has been successful in securing further funding. Approval is sought to increase budgets as follows:
 - Employer Ownership Pilot (EOP) £8.7m for 2016/17. This enables a continuation of the service that provides funding to SMEs to increase skills, addressing both skills shortages and youth unemployment.
 - Apprenticeship Grant for Employers (AGE) £4.064m for 2016/17. This funding has been devolved to WYCA and will enable the continuation of the current successful programme that will seek to support apprenticeships in business.
 - Business Growth Service. WYCA has received an indicative award of £1.025m for 2015-17 with a confirmed award of £512.5k for 2016/17 to enable the continuation of the Growth Hub activities.
 - Better Homes Management. A further £150k is now available to support the management costs of the Better Homes contract.

- HS2 Growth Strategy. WYCA has been awarded £625k to support work on HS2 in the region.
- Business Growth Programme. A further £6m has been awarded for 2016/17 to continue the support to small and medium sized businesses by providing capital grants to invest in land, buildings, plant and equipment.

2.13 Approval is sought to utilise £350k of local transport funding to replace the life expired main telephone and call centre systems across WYCA with more modern solutions which integrate within its ICT desktop environment and mobile platform. This will enhance efficiency and staff mobility by enabling access to information from any location and will provide handsets and wireless headsets, unified communication information for instant messaging, presence information and video collaboration, and a contact centre solution to replace systems used across WYCA. In addition, once implemented the Combined Authority will be able to record and live broadcast meeting events, and utilise video conferencing facilities with external partners.

3 Financial Implications

3.1. As set out in the report. Funding for the projects set out in paragraphs 2.1 to 2.11 is from the Local Growth Fund award for 2016/17.

4 Legal Implications

4.1. The payment of any funding received through the Local Growth Deal to any partner will be subject to a funding agreement being in place between WYCA and the partner in question.

5 Staffing Implications

5.1. A combination of WYCA and District partner programme management resources are identified within the programme. The ability to secure external specialist resource is contained within the programme as well so that the resources are or will be in place in order to manage the delivery of any of the projects that may be recommended for funding from this paper.

6 Consultees

6.1. The Director of Policy, Strategy and Communications has been consulted in the preparation of this report.

7 Recommendations

7.1. That the Authority approves funding from the Local Growth Fund as follows, with a decision on the final details on terms to be delegated to the Managing Director:

- 7.1.1 £100k grant for pre-feasibility work on the A641 Bradford-Brighouse-Huddersfield corridor.
 - 7.1.2 £21k grant for preparatory work for Castleford Rail Station.
 - 7.1.3 £325k loan or grant investment for Bradford Odeon.
 - 7.1.4 £4.62m loan investment for Forge Lane, Dewsbury.
 - 7.1.5 £2.55m loan and/or grant investment for York Central, including a maximum grant of £200,000.
 - 7.1.6 £2.922m grant funding, (profiled £1.89m in 2016/17 and £1.032m in 2017/18, subject to legal formalities including an overage agreement for the Huddersfield Innovation and Incubation Project.
 - 7.1.7 £2.5m loan to Yorkshire Finance, on commercial terms, to contribute to funding for the interim period until the Northern Powerhouse Investment Fund is established.
- 7.2. That the Authority approves the increases to the revenue budgets as set out in paragraph 2.12.
- 7.3. That the Authority approves £350k for enhanced telephony systems across WYCA.

8 Background Documents

- West Yorkshire and York Investment Committee, 20 January 2016 – Item 7, Future Growth Deal Projects and Funding Appraisals.
- West Yorkshire and York Investment Committee, 20 January 2016 – Item 8, West Yorkshire Plus Transport Fund.
- West Yorkshire and York Investment Committee, 7th June 2016 – Item 6.
- West Yorkshire and York Investment Committee, 6th July 2016 – Item 5.
- West Yorkshire and York Investment Committee, 6th July 2016 – Item 6.

Originator: Rob Norreys,
Director of Policy, Strategy &
Communications



ITEM 10

Report to: Combined Authority

Date: 28 July 2016

Subject: West Yorkshire Transport Strategy

1. Purpose

- 1.1 To provide an update on work to develop a West Yorkshire Transport Strategy, and the outcomes of the independent Integrated Sustainability Appraisal of the draft Strategy
- 1.2 To provide an update on consultation on the Transport Strategy and invite Combined Authority members to participate in publicity events to promote the public consultation.
- 1.3 To provide an opportunity for the Combined Authority to provide a steer on the implementation of the Transport Strategy including priorities for delivery.

2. Information

- 2.1 The West Yorkshire Combined Authority is developing a West Yorkshire Transport Strategy to align transport policies, strategy and delivery with the objectives and targets of the refreshed Strategic Economic Plan (SEP). The Combined Authority delegated oversight of the technical work to develop the strategy to the Transport Committee.
- 2.2 The refreshed Strategic Economic Plan (SEP) sets an ambition for 'good growth' by combining productivity, social and environmental outcomes. Improving transport cuts across all four SEP priorities, but is central to Priority 4 (Infrastructure for Growth) which details requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.
- 2.3 The Transport Strategy covers the same 20 year period as the SEP (i.e. 2016 – 2036). The Transport Strategy is pitched as a high level statement of intent for delivering a step change in transport provision. It uses significant investment in activity at the national and pan-northern levels (e.g. HS2, Transport for the North, Rail North) to frame our local and regional proposals, and brings together the aspirations of the

West Yorkshire partner authorities into a shared set of principles to guide transport investment.

- 2.4 The Transport Strategy has been developed in conjunction with key partners:
- Politicians – via workshops with Transport Committee members and Portfolio Holders to set the vision, objectives, core themes and policies;
 - Chief Executives - to confirm local and collective aspirations and emerging policies;
 - Heads of Transport – leading the development of core themes e.g. Bradford (Places), Kirklees (Road Network), Wakefield (Asset Management) and Leeds (Environmental cross cutting theme); and,
 - A Key Stakeholder Reference Group, with representatives of the transport and freight industries, Public Health England, academics and interest groups.
- 2.5 Development of the draft Transport Strategy was also informed by an initial ‘Stage 1’ public consultation carried out in 2015 on a set of cores themes for the strategy.
- 2.6 Stage 2 public and stakeholder consultation on a draft Transport Strategy and the related West Yorkshire Bus Strategy commenced on 18 July 2016.

West Yorkshire Transport Strategy

- 2.7 The Transport Strategy’s key proposition is that our transport system is under pressure and that congested roads, over-crowded public transport and a lack of resilience in our transport networks and options for when things go wrong, will hold back the growth that the SEP and our District Local Plans want to happen.
- 2.8 The Transport Strategy also reflects political, stakeholder and public concerns with the impacts of travel on the environment and health, and the need to deliver social inclusion initiatives that improve accessibility to jobs and training for the more disadvantaged and poorly-connected communities.
- 2.9 The Transport Strategy is constructed around five core themes of: *Road Network; Places to live and work; One System Public Transport; Smart Futures and Asset Management and Resilience;* and the cross cutting themes of *Environment, Health and Well-being and Inclusion.*
- 2.10 The Transport Strategy recognises that each of the partner authorities has its own unique mix of place, economic vision, opportunities and needs, and transport challenges. This means that while there are common transport objectives and themes that will be assisted by a consistent West Yorkshire policy framework, there is unlikely to be a ‘one size fits all’ fix so it is envisaged that partner authorities will need to be flexible in their approach to implementation.
- 2.11 A draft set of policy statements have been developed, with input from partner authorities, so each theme influences investment decisions. These policy statements are being tested through consultation with the public and stakeholders. The draft policies are attached as **Appendix 1.**

2.12 A complementary work stream is underway to develop and consult on a West Yorkshire Bus Strategy to provide a long term vision for the bus system. It will set the detailed outcomes which WYCA and the West Yorkshire partner authorities want to deliver through the bus system over the next 20 years. The Bus Strategy has been developed with the partner authorities, business community and bus operators.

Public and stakeholder consultation

2.13 'Stage 2' consultation on the Transport Strategy commenced on 18 July to run for three months to 21 October. Consultation on the Transport Strategy and Bus Strategy will run concurrently. The Transport Strategy and Bus Strategy consultations are jointly branded as 'YourTravelYourSay' with a range of publicity material to raise public awareness and a dedicated webpage on the WYCA website (www.yourtravelyoursay.co.uk) supported by the use of social media.

2.14 Shorter summary versions and full copies of both the Transport Strategy and the Bus Strategy have been made available on the website. The summary version of the Transport Strategy is attached as **Appendix 2**.

2.15 Public consultation will include:

- online information (website with surveys);
- over 80 public drop-in sessions¹ across the five West Yorkshire districts;
- stakeholder workshops organised on a thematic basis.

2.16 A wide list of Stakeholders has been collated of Transport and LEP contacts. All stakeholders identified for previous phases have been contacted and briefings and workshops will be offered to organisations/groups.

2.17 Hard copies of consultation materials will also be available at drop-in sessions, from Travel Centres and on request via email or MetroLine contact centre. The drop in sessions will be held in all five West Yorkshire Districts and at different times of the day, including early mornings and evenings and some on Saturdays and Sundays. Accessibility mapping shows that 99% of the West Yorkshire population live within a 30 minute bus journey of a drop-in session. Consultation materials will be available in alternative formats and community languages on request.

2.18 There is an opportunity for Combined Authority members to promote the Transport Strategy consultation within their constituent local authority areas. Members are invited to participate in a photo-shoot to publicise the consultation launch.

2.19 Following the consultation the strategy will be updated to reflect the comments received. A report of the consultation outcomes and any proposed changes will be made to the Transport Committee and Combined Authority. It is envisaged that the Transport Strategy and Bus Strategy will be adopted by the Combined Authority in late 2016 / early 2017. A new Implementation Plan for the Transport Strategy will be

implemented from 1 April 2017. Further reports will be made to the Combined Authority on work to develop the Implementation Plans for the Transport Strategy.

Integrated Sustainability Appraisal

- 2.20 The Transport Strategy, in setting the framework for future transport interventions, is subject to the requirements of the EU Directive which requires the undertaking of a Strategic Environmental Assessment (SEA). Transport Committee agreed to incorporate this requirement within a broader Integrated Sustainability Appraisal (ISA) that included other impact assessments in respect of habitats, equalities and health. Good practice emphasises the independence of an ISA. The ISA for the Transport Strategy was undertaken by consultants. The ISA also assessed the impacts of the West Yorkshire plus Transport Fund schemes, which will be a significant component of early implementation plans of the new Strategy.
- 2.21 The aim of an ISA is to promote sustainable development through the better integration of economic, social and environmental considerations into the preparation and adoption of plans. An ISA shows how sustainable the effects of a policy, project or site are likely to be and where there may be harmful impacts from development and how far these can be mitigated. An ISA is meant as an iterative process with the information gathering and challenge of the ISA intended to inform the strategy and individual policies.
- 2.22 The ISA made a number of recommendations for amendments to the policy statements included in the Transport Strategy, including the inclusion of an additional policy (X2) Protection and Enhancement of Green Infrastructure and the Built Environment.
- 2.23 The independent consultant's report of the ISA has been produced. The consultant's conclusions were:
- The Transport Strategy will be beneficial to enhancing productivity and the competitiveness of business and will maintain or improve the number and range of good quality and accessible employment opportunities;
 - Overall the Transport Strategy represents a well balanced approach in terms of its sustainability, health impact and equality impact performance and would ensure that the vision for the transport of West Yorkshire up to the year 2036 can be achieved in a sustainable and integrated fashion.
- 2.24 The ISA report will be published on the WYCA website alongside the Transport Strategy Consultations materials and public and stakeholders will be directed to the ISA report in the Transport

3. Financial Implications

- 3.1. None.

4. Legal Implications

4.1 None.

5. Staffing Implications

5.1 None.

6. Consultees

6.1 The WYCA Managing Director and Director of Policy, Strategy & Communications were consulted in producing this report.

7. Recommendations

7.1 That the work to develop the Transport Strategy, the ISA conclusions and the links between the Transport Strategy and Local Plans and Strategies be noted.

7.2 That the Combined Authority agrees to promote the Transport Strategy consultation within their constituent local authority areas and to participate in a photo-shoot to publicise the consultation launch.

7.3 That the Combined Authority provides a steer on the implementation of the Transport Strategy including short and long term priorities for delivery.

8. Background Documents

8.1 None.

APPENDIX 1. WEST YORKSHIRE TRANSPORT STRATEGY – DRAFT POLICIES FOR CONSULTATION, JULY 2016

Theme	Our Ambition	Draft Policy	What we propose to do
<p>ROAD NETWORK</p>	<p>A road network that enables users to move around more efficiently, and that balances the competing demands for road space</p>	<p>RN1 Increase capacity on the Strategic Road Network to improve journey times and reliability</p>	<ol style="list-style-type: none"> 1. We will work with Highways England to inform their Route Strategies process to influence the location and programming of motorway improvement schemes to reduce congestion and improve journey times and reliability. 2. We will provide information on growth proposals and analysis of impacts to Highways England to prioritise locations for improvement where development is most dependant on the Strategic Road Network and where problems are most severe. 3. We will input to the work of the National Infrastructure Commission and Transport for the North to secure funding for motorway improvements.
		<p>RN2 Manage a West Yorkshire Key Route Network to improve journey times and reliability</p>	<ol style="list-style-type: none"> 1. We will jointly manage a new 400 mile West Yorkshire Key Route Network of the most important, most congested 7% of all of West Yorkshire’s roads which carry 60% of the traffic, to improve journey times and reliability. 2. We will use smarter technologies to actively manage the KRN to improve journey times and reliability and provide accurate information to users to influence behaviour and provide choice, particularly at times of disruption. 3. We will improve the function of the KRN where most needed, and where necessary deliver local pinch point schemes to relieve congestion and add new roads to facilitate development sites. 4. We will influence driver behaviour through targeted campaigns to minimise yellow box junction blocking, inconsiderate parking and aggressive driving which can cause unnecessary delay, safety problems and inconvenience. 5. We will develop proposals to share out the available space on some roads to prioritise certain vehicles in dedicated lanes e.g. freight, buses, taxis, cycles and motorcycles – to reflect the needs of different places and the role of the road.
		<p>RN3 Provide wider options for car travel and improve environmental performance</p>	<ol style="list-style-type: none"> 1. We will provide more car parking spaces at key transport hubs and new park and ride facilities on the edge of town and city locations. 2. We will support the shift to more environmentally friendly vehicles, such as low emission or electric cars, seeking to provide a comprehensive electric charging point network across West Yorkshire. 3. We will expand our new West Yorkshire and York Car Club to provide a realistic alternative to car ownership, and incorporate further zero-emission vehicles into the fleet.
		<p>RN4 Work with the Freight industry to improve freight movements and environmental performance</p>	<ol style="list-style-type: none"> 1. We will manage the Key Route Network to ensure that clearly defined freight access routes are available, aided by technology to improve highway efficiency and where possible capacity improvements for consistent and quicker journey times. 2. We will work with the freight industry to support the provision of infrastructure such as consolidation centres, and lorry parking facilities which the industry identifies as vital to operations and the recruitment of staff. 3. We will work with the freight industry to achieve improved vehicle environmental standards, the transition to electric vehicles in town and city centres and other sensitive locations, and of other alternative fuels, such as gas and biodiesel, for larger HGVs. 4. We will work with Transport for the North and other partners to explore ways we can contribute to the shift from road freight to rail and water – particularly looking to exploit the potential of Stourton and Wakefield Europort to

			transport goods by inland waterway using a network of the Aire and Calder, looking to safeguard and enhance local wharves, as part of a wider strategy including road and rail transportation.
		RN5 Work with the Taxi trade to improve taxi facilities and environmental performance	<ol style="list-style-type: none"> 1. We will provide enhanced taxi ranks at appropriate key transport hubs. 2. We will work with the taxi trades to strengthen safeguarding protection for vulnerable users. 3. We will work with the taxi trades to achieve a greater take up of low emission electric taxis, working with the government's Ultra Low Emission Vehicle programme and accelerating the provision of recharging facilities at transport hubs, car parks and on the highway network.
		RN6 Provide safer, more convenient networks for walking and cycling	<ol style="list-style-type: none"> 1. We will provide local walking and cycling networks that are safer, more attractive and convenient, with more clearly defined opportunities to access local facilities and to access to the wider public transport network through local transport hubs, ensuring that joined up 'door to door' journeys are possible without the need for a car. 2. We will design changes to the layout of our streets to reduce cyclist and pedestrian conflict with vehicles, and between cyclists and pedestrians. 3. We will provide secure cycle parking within the public realm and at transport hubs to help make journeys easier and reducing the need to carry bikes on buses or trains.
		RN7 Improve safety and parking for motorcycles and other powered two wheelers	<ol style="list-style-type: none"> 1. We will review our programmes and projects in the design stage to identify and eliminate issues that could affect motorcycle safety. 2. We will adopt a standardised approach for motorcycle parking in District Council car parks and on-street across West Yorkshire. 3. We will allow motorcycles to use bus lanes – within a phased programme in order to assess any potential operational and safety issues.
PLACES TO LIVE AND WORK	To make our cities, towns and neighbourhoods more attractive places to live, work and visit	PL1 Create more accessible, people friendly city and town centres	<ol style="list-style-type: none"> 1. We will improve our gateway rail and bus stations and their surrounding area to make access easier and create more attractive public places and ensure that travel to and from our towns and cities offers the best possible experience for businesses, local people and visitors alike. 2. We will improve orbital roads and where required add new capacity to enable existing through traffic to move more efficiently around town and city centres – enabling existing routes to become more people-focussed and using the freed up space to enhance the public realm for walking and to provide routes and parking facilities for cycles. 3. We will develop the commercial areas of our cities and towns to make them more people-friendly – setting targets to increase the mode share of sustainable transport to enable cleaner air and easier movement on foot or by bike.
		PL2 Create more accessible people friendly local centres and neighbourhoods	<ol style="list-style-type: none"> 1. We will regenerate neighbourhoods through streetscape improvements, drawing upon evolving best practice in street design and make residential areas safer, healthier and greener. 2. We will work with local communities to create great streets that enhance the transport at a local level by providing safe and attractive environments for walking and cycling. 3. We will look, wherever possible, to mitigate the effects that major transport corridors can have on local communities, in order to reduce severance and the noise and air quality impacts that can affect people's quality of life.

		PL3 Create more accessible, people friendly new developments	<ol style="list-style-type: none"> 1. We will ensure that new places benefit from high quality and sustainable design principles that make them great places in which to live and work, where walking and cycling could be the most convenient and attractive way to get around the neighbourhood, as well as ensuring that sustainable access is built into their planning and development.
ONE SYSTEM PUBLIC TRANSPORT	A transformational metro style public transport system that connects different modes of transport into one network	OS1 Enhance the Rail Network as the core of an integrated, 'metro style' public transport system	<ol style="list-style-type: none"> 1. We will implement the recommendations of the Yorkshire Rail Network Study - working with Transport for the North, Rail North and the rail industry to replicate across the city region the quality of rail travel currently enjoyed by customers using services between Leeds, Bradford Forster Square, Skipton and Ilkley. 2. We will press the case for the rail industry to commit itself to a rolling programme of electrification and upgrades of the rail system serving the region, building on the Trans-Pennine scheme, with the Calder Valley and Harrogate lines being prioritised. 3. We will work with Government, HS2, the rail industry, Transport for the North, Leeds City Council and other district partners to develop and implement in a phased manner a masterplan for the Yorkshire Hub. 4. We will work with Transport for the North, Rail North and the rail industry, to develop proposals to run more local, cross-city rail services that pass through Leeds station, rather than terminating, to increase the efficiency of the station and create the ability to deal with growth in the long term. 5. We will work with Transport for the North, the rail industry and district partners to develop and deliver an intermediate Northern Powerhouse Rail hub between Leeds and Manchester in West Yorkshire, and re-orientate rail and wider transport connectivity to spread the benefits of this transformational change around the city region. 6. We will develop opportunities to transfer some rail services from heavy rail to Tram-Train, providing the capacity for growth within and around Leeds Station. 7. We will bring forward solutions to improve connectivity for strategic growth areas at Leeds Bradford Airport, the East Leeds Extension Housing developments, around the Five Towns area of Wakefield and others. 8. We will develop and implement new stations such as at Thorpe Park and Elland.
		OS2 Deliver a bus system that reflects travel patterns and puts the customer first	<ol style="list-style-type: none"> 1. We will work with the bus operators to implement our West Yorkshire Bus Strategy to achieve our ambitions for a bus network that puts the needs of the customer first: <ul style="list-style-type: none"> • We will provide modern, coherent and integrated bus services • We will provide integrated, simple and affordable bus fares for all • We will provide easily accessible and reliable travel information • We will present the bus system as a single network • We will provide a modern bus system which contributes to improved air quality
		OS1 Deliver high quality Transport Hubs for improved interchange between all modes	<ol style="list-style-type: none"> 1 We will deliver improved transport hubs on three levels: National and International Gateways, Regional and District Hubs and Local Networks. 2 We will provide infrastructure and services, such as Park and Ride and shared payment systems to link these tiers, alongside live travel information before and during the journey to keep travellers informed and show alternative options should disruption occur. 3 We will work with Leeds Bradford Airport as it grows, to create a better connected airport with the public transport hub and links that the airport needs to be fully integrated into the transport network, and to unlock the economic potential and inward investment opportunities it presents.

SMART FUTURES	To use technology to better plan and manage the transport system and improve the experience of the people using it	SF1 Improve and coordinate traffic management systems to improve journey times and reliability	<ol style="list-style-type: none"> 1 We want to improve the way our transport networks are managed by better use of ticketing and payment transaction data, as well as real-time traffic, rail and car park occupancy information to provide a more comprehensive view of how the transport system is performing. 2. We will make greater use of Intelligent Traffic Management systems to reduce traffic delays and allow a quicker recovery from disruptions, such as failed traffic lights. 3. We will, over time, develop an integrated - virtual or physical - network management and driver communications centre, working closely with Highways England. 4. We will seek to utilise anonymised travel data from a variety of sources (e.g. smart ticketing, mobile phones) in our transport modelling. Higher quality, more timely, data will be beneficial in transport modelling and appraisal to inform future investment decisions.
		SF2 Deliver ‘Mobility as a Service’ for an enhanced customer experience	<ol style="list-style-type: none"> 1. We will, in conjunction with Transport for the North, develop the infrastructure and back office systems to support a range of customer media which will be used to offer customers options to pay before travel (the current model), but also to be invoiced after their travel through a mobility account approach, with registered users able to travel by different modes and invoiced for travel each month.
		SF3 Improve passenger information for greater availability and ease of use	<ol style="list-style-type: none"> 1. We will work with partners to explore how we will be able to exploit technology further to develop new easy to access customer information, allowing greater choice between travel modes, and the re-planning of journeys if disruption occurs. 2. We will maintain an inclusive approach to information provision by ensuring all travel information is available in a number of non-digital and accessible formats.
		SF4 Support Open Data initiatives to improve network performance and customer experience	<ol style="list-style-type: none"> 1. We will continue to support open data initiatives, allowing others to make use of transport data and develop new insights into how our transport networks perform.
ASSET MANAGEMENT AND RESILIENCE	To ensure that we make best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost effective way	AM1 Deliver efficiencies and maximise funding and environmental performance in asset management	<ol style="list-style-type: none"> 1 We will incorporate better longer-term asset management planning including green infrastructure with common standards across district boundaries to make better use of limited budgets, alongside more joint working and sharing of best practice. 2 We will help contribute to a low carbon economy by minimising environmental impact especially in the process of renewing and maintaining assets that can be energy intensive by re-using materials and recycling where possible. 3 We will adopt new, sustainable approaches for shared procurement specifications for asset renewal - improving efficiency and reducing cost, but still maintaining quality. We will establish more effective partnerships with planners, architects and utility providers to ensure we achieve the efficient management of assets through the planning and design process.
		AM2 Improve the resilience of our road network to function reliably	<ol style="list-style-type: none"> 1. We will maintain the road network proactively to reduce the problems normally associated with disruption through active maintenance e.g. clearing drains regularly and carrying out tree or retaining wall inspections. 2. We will invest in the timely renewal of assets such as traffic signs and lights to minimise the possibility of failures – and with new equipment that is more reliable and cheaper to operate.

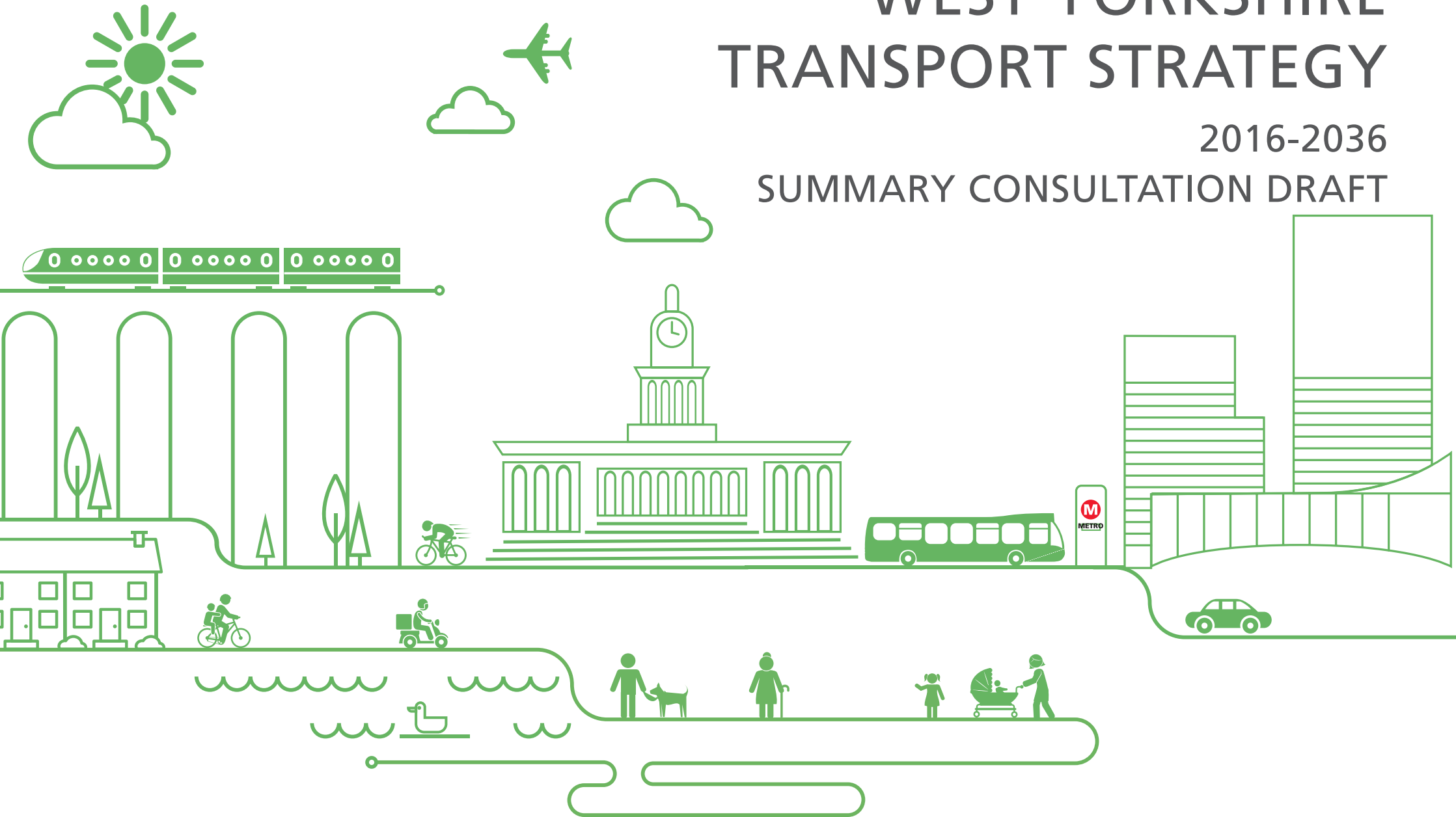
			<ol style="list-style-type: none"> 3. We will carry out regular inspections of roads and roadworks, and provide customer information through signage and social media to safeguard the asset and minimise delays and disruption.
		<p>AM3 Invest to save to improve performance and value for money in our transport networks</p>	<ol style="list-style-type: none"> 1. We will ‘invest to save’ – replacing old assets or equipment with new can save money through greater efficient e.g. low energy lighting 2. We will explore options for new and alternative funding sources to support asset maintenance, such as challenge funding and private sector development investments that can be reinvested back into the network
<p>ENVIRONMENT, HEALTH, WELL BEING, INCLUSION (Cross –cutting theme)</p>	<p>To improve the transport system of West Yorkshire in such a way that it contributes to improving the health and overall wellbeing of the people living and working here</p>	<p>X1 Reduce air pollution, carbon emissions and noise levels associated with road transport</p>	<ol style="list-style-type: none"> 1. We will seek to achieve air quality targets set out in the West Yorkshire Low Emission Strategy through appropriate use of technology and encouraging people to switch from their cars to low emission forms of transport for some journeys 2. We will support the introduction in Leeds of a Clean Air Zone (CAZ) setting emission standards for certain types of vehicles permitted to enter the Zone, and considered where necessary across West Yorkshire the wider and consistent roll-out of stronger emissions controls 3. We will support progress in the electrification of cars, freight and public transport vehicles, by accelerating delivery of recharging infrastructure and providing for other alternatively-fuelled vehicles 4. We will work with bus operators to move to a near-to-zero emissions bus fleet with consistent year on year improvements in environmental performance
		<p>X2 Protect and enhance Green Infrastructure and the Built Environment</p>	<ol style="list-style-type: none"> 1. We recognise that any new transport projects have the potential to create environmental issues, including negative and adverse impacts on our built and natural environments. We will protect our Green Infrastructure and townscapes, and where possible seek to enhance these environments, including the creation of a cross boundary network of green transport corridors to promote healthy living. We recognise that all large transport schemes will be subject to an Environmental Assessment and will seek to mitigate against any potential adverse impact 2. We will require our transport projects use construction methods that make the most efficient use of natural resources minimises waste, and support re-use and recycling of materials
		<p>X3 Encourage healthy travel with improved cycling and walking facilities supported by training and promotional campaigns</p>	<ol style="list-style-type: none"> 1. We will provide dedicated networks for cycling and walking - delivering the right infrastructure on and off-road to provide safer and more effective journeys for cyclists and pedestrians, building on the step-change achieved by our investment in the CityConnect programme of Cycle Super Highway and canal towpath improvements. 2. We will improve access to green space, both in rural and urban settings, with particular emphasis on improving access for people with limited mobility. 3. We will provide appropriate support for active lifestyles, including behaviour change interventions such as training and promotional campaigns to encourage healthy travel.
		<p>X4 Improve safety on our transport networks particularly for vulnerable road users</p>	<ol style="list-style-type: none"> 1. We will maintain our focus on reducing accidents through improved, evidence led-highway design and road safety interventions – and aspire to a ‘zero tolerance’ of transport related deaths. 2. We will continue to fund education, training and publicity programmes to improve road user behaviour – with greater links to our health partners and enforcement agencies in reducing casualty numbers. 3. We will continue our support of Safety Cameras and use of Automatic Number Plate Recognition (ANPR) Cameras to tackle car accidents.

		<p>X5 Improve access for people in disadvantaged and excluded communities</p>	<ol style="list-style-type: none"> 1. We will develop our ‘total transport’ approach, connecting rural or more disadvantaged areas to a full range of opportunities. This will include a more co-ordinated, efficient and better targeted approach, combining the resources of agencies such as the health sector transport providers, community transport, education transport and ‘door to door’ services such as AccessBus. 2. We will develop place based options to improve accessibility and inclusion for a range of stakeholders, locations and communities, focussing on the needs of young and older people, those with mobility difficulties, the unemployed, those on low incomes and those unable to drive. 3. We will use ticketing and payment technology to develop concessionary travel offers for targeted groups. 4. We will seek to reduce community severance and isolation through encouraging healthy travel and improving road safety – We will pay particular attention to making places safe and accessible for older and frailer people to continue to walk and access services.
<p>Funding the Strategy</p>		<p>F1 New Capital Funding</p>	<ol style="list-style-type: none"> 1. We will aim to take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements. 2. We will develop new funding arrangements to bridge the gap between what we deliver through the West Yorkshire Transport Fund and the transformational step-change required in transport. 3. We will align and link up our investments with funding provided by other agencies such as High Speed 2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further.
		<p>F2 New Revenue Funding</p>	<ol style="list-style-type: none"> 1. We will explore the options for raising new funding locally, including through fiscal demand management measures such as road-user charging and workplace parking levies, to reinvest into sustainable transport options - but only when our local economic conditions are right.
		<p>F3 Development Funding</p>	<ol style="list-style-type: none"> 1. We will lever in more private sector investment from private sector development and business leaders. Working within the National Planning Policy Framework with the Local Planning Authorities (LPA), we will align our investment plans with the private sector, to actively manage patterns and densities of growth that support public transport, walking and cycling, and to focus significant development in locations which are sustainable or can be made sustainable. 2. We will also work across administrative boundaries through the Localism Act 2011 to ensure that effectiveness of Local Plans are maximised. 2. 3. We will continue to seek-site specific mitigation of the impact of development through planning obligations under Section 106 of the Town and Country Planning Act 1990 and through the Community Infrastructure Levy where the LPA has a scheme in place for strategic infrastructure.

WEST YORKSHIRE TRANSPORT STRATEGY

2016-2036

SUMMARY CONSULTATION DRAFT



West Yorkshire Transport Strategy 2016-2036

Transport is vital to West Yorkshire, its people, its businesses and its prosperity.

The population and economy of West Yorkshire is growing. We want to put in place the right transport conditions to support this growth in a sustainable way - and we want your help.

We are consulting on a long term Transport Strategy which is intended to deliver a high class, modern, integrated transport system - which is easy to use, better connects people and places, and contributes to improving the health and well-being of people living or working in West Yorkshire.

The strategy recognises the importance of the wider Leeds City Region to our economy and that people and goods travel longer distances across administrative boundaries. The strategy will support work at the national, pan-northern, regional and local level to create a northern economic powerhouse that delivers jobs and prosperity.

There are significant challenges. Our transport system is under pressure. Investment in transport has not kept pace with economic and population growth, resulting in congestion and delays on our roads, a lack of seats on public transport, a lack of resilience in these networks and limited options for when things go wrong, and there are serious concerns about the negative impacts of our travel on people's health and the environment.

Who we are

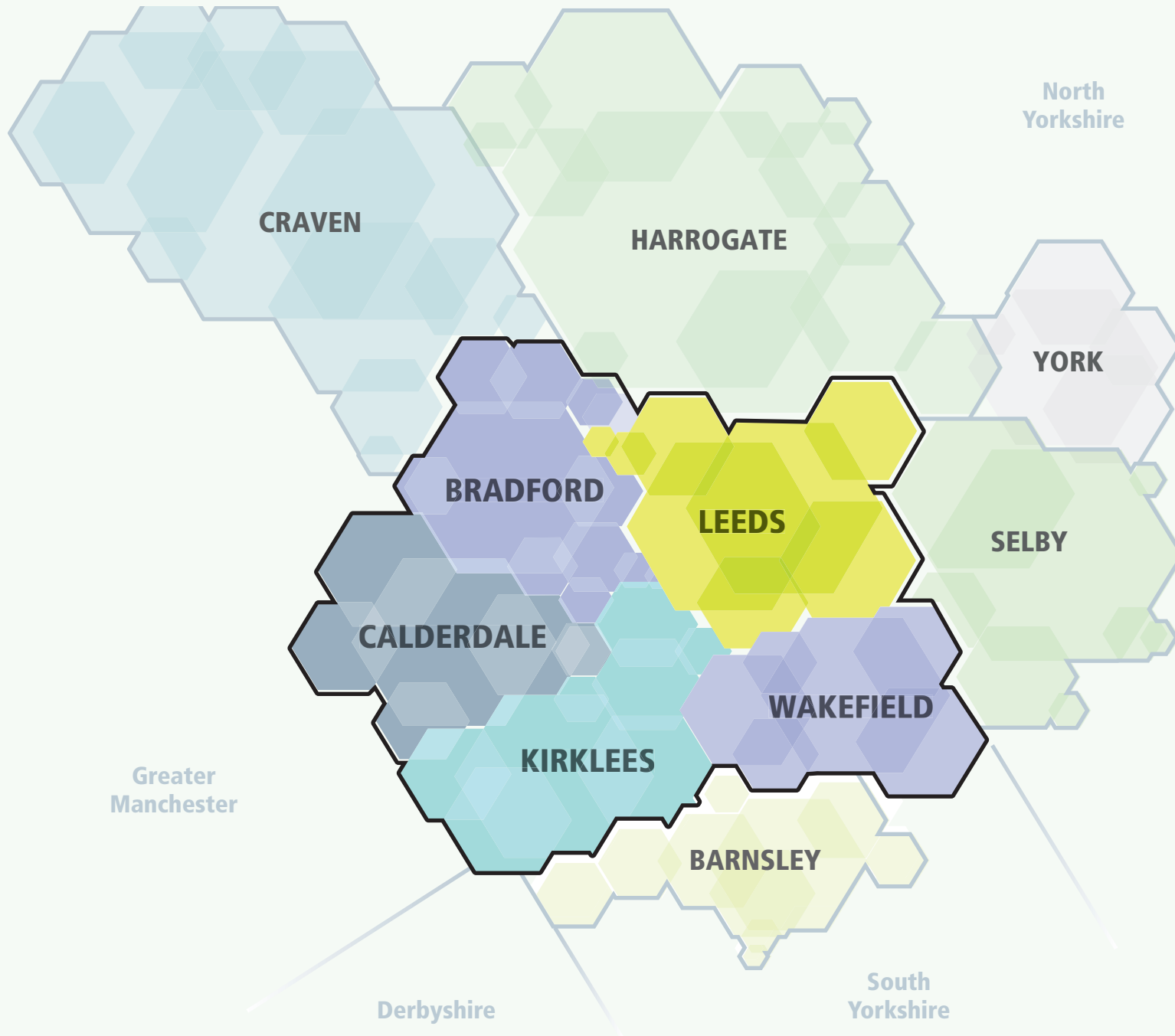
The strategy is led by the West Yorkshire Combined Authority (WYCA), but has been produced through engagement with many partners and stakeholders.

Where 'we' is used in the strategy it refers to WYCA, the five West Yorkshire Local Authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield and the Leeds City Region Local Enterprise Partnership (LEP), working with other organisations to bring transformational change to our transport system.

WYCA was formed in April 2014 to bring together strategic economic development and transport functions across West Yorkshire in a more effective way. WYCA has a statutory duty to produce and maintain a Local Transport Plan for West Yorkshire. The LEP is a public-private partnership, responsible for driving business-led economic growth across Leeds City Region, for which WYCA is its accountable body.

Consultation on our new West Yorkshire Transport Strategy started on 18 July 2016 and will run to 21 October 2016.

This document is a summary of the West Yorkshire Transport Strategy. You can find the full version of the West Yorkshire Transport Strategy and complete an online questionnaire by visiting www.yourtravelyoursay.co.uk



Delivering the Strategic Economic Plan and Good Growth

The Leeds City Region is the largest UK economy outside of London, and is critical to the North's and the Nation's success, but productivity and the attractiveness of our places for business must improve to compete in a global economy.

Our West Yorkshire Transport Strategy will help deliver the Leeds City Region Strategic Economic Plan (SEP). The SEP details how the LEP and WYCA will work with businesses, the public sector and voluntary and community organisations to develop the economy.

The SEP wants 'good growth' where business competitiveness, productivity and profits go hand in hand with access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued.



The SEP will achieve good growth by investing in four strategic policy areas:

- **Priority 1 Growing Business**
- **Priority 2 Skilled People, Better jobs**
- **Priority 3 Clean Energy and Environmental Resilience**
- **Priority 4 Infrastructure for Growth**

Improvements in transport cut across all four SEP priorities, but are emphasised in Priority 4 - where the SEP sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.

Find out more about the SEP by visiting the LEP website at: www.the-lep.com

How our plans fit together



NATIONAL HIGH SPEED RAIL / HIGHWAYS ENGLAND



PAN NORTHERN RAIL NORTH / NORTHERN POWERHOUSE RAIL / TRANSPORT FOR THE NORTH

LEEDS CITY REGION STRATEGIC ECONOMIC PLAN

WEST YORKSHIRE TRANSPORT STRATEGY



DISTRICT LOCAL PLANS TRANSPORT, ECONOMIC AND HEALTH & WELLBEING STRATEGIES

We want a transport system that supports good growth, serving the needs of both business and people.

Efficient motorways, High Speed Rail, fast East-West rail connections across the north of England and better access to airports will ensure that our physical links to the rest of the UK and the world match or exceed other comparable city regions - but our economic ambitions also require transformational change in our transport system at a West Yorkshire and local level.

The Transport Strategy provides the framework for the delivery of improved transport infrastructure and services in West Yorkshire, to support the SEP and District Local Plans, and to influence investment decisions made at the national and pan northern tiers.

Our Transport Vision

Travel around West Yorkshire over the next 20 years will become easier and more reliable, using a high class, modern, well connected transport network that enhances business success and people's lives

Our Transport Strategy is driven by the aims of achieving a radical uplift in business success and in connecting growth and wealth to ensure that people, communities and the environment benefit from sustained, positive outcomes.

Our Objectives



Improve connectivity and reduce congestion
- thereby increasing business productivity and providing access to wider labour markets



Have a positive impact on our built and natural environment
- increasing longer term resilience against climate change



Create a 'sense of place' - encouraging walking and cycling for health and other benefits and increasing access in a safe way

Your feedback so far

The draft strategy has been informed by an initial consultation held with stakeholders and the public in 2015.

Feedback from consultation told us that a focus on the economy, and the approach described in a number of core themes was well received, but people wanted to see greater ambition with the better integration of all forms of transport a vital early step in improving transport. There were also expectations for transport making a positive contribution to the environment, to combat poor air quality and tackle climate change and in addressing the economic and health inequalities in our communities, with transport for young and elderly people and in rural areas highlighted as important issues.

A man with a beard and a black turban is riding a teal bicycle on a road. He is wearing a bright red jacket, blue jeans, and a large black backpack. The background shows a road with white lane markings and a silver Mini car in the distance. The text 'Our Ambition' is overlaid on a green arrow pointing to the right.

Our Ambition

Our ambition for transport lies not just in a collection of large scale transport schemes, but in the outcomes that we want to achieve.

We have identified some targets for the first 10 years of the strategy, to grow the number of journeys made by sustainable transport:

- **25% more trips made by bus made by 2026**
- **50% more trips made by rail in this region by 2026**
- **100% more trips made by bicycle by 2026**

We propose to add more targets for the whole period of the plan, which will be tailored to suit the particular circumstances and options on offer in a particular place. We are using this consultation to seek views on the indicators that should be used to measure our performance in improving transport.

Our Travel Characteristics

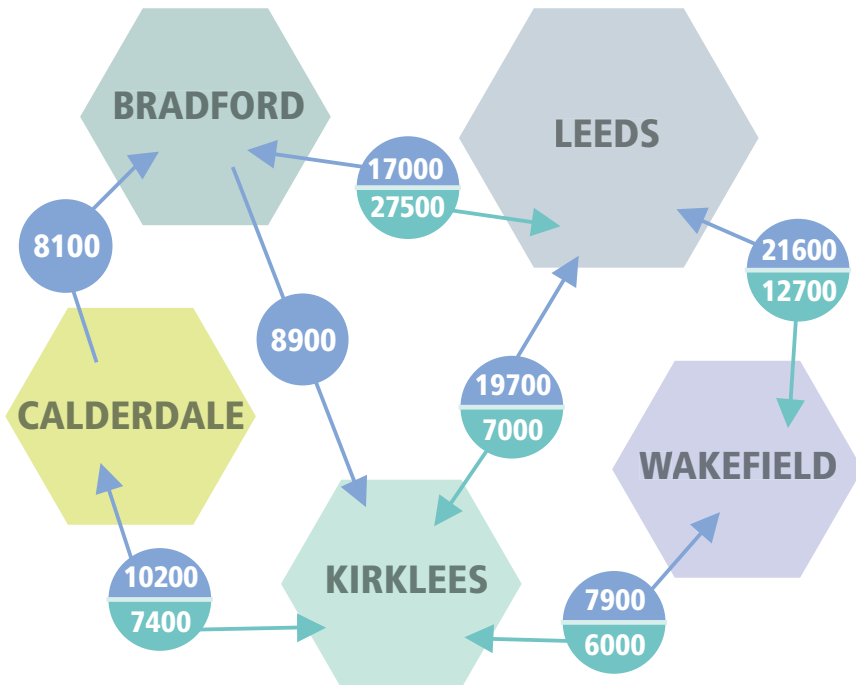
BETWEEN 2001 and 2011, the average distance we travel to work rose by

14% from 11.3km (7 miles) to 12.9km (8 miles)

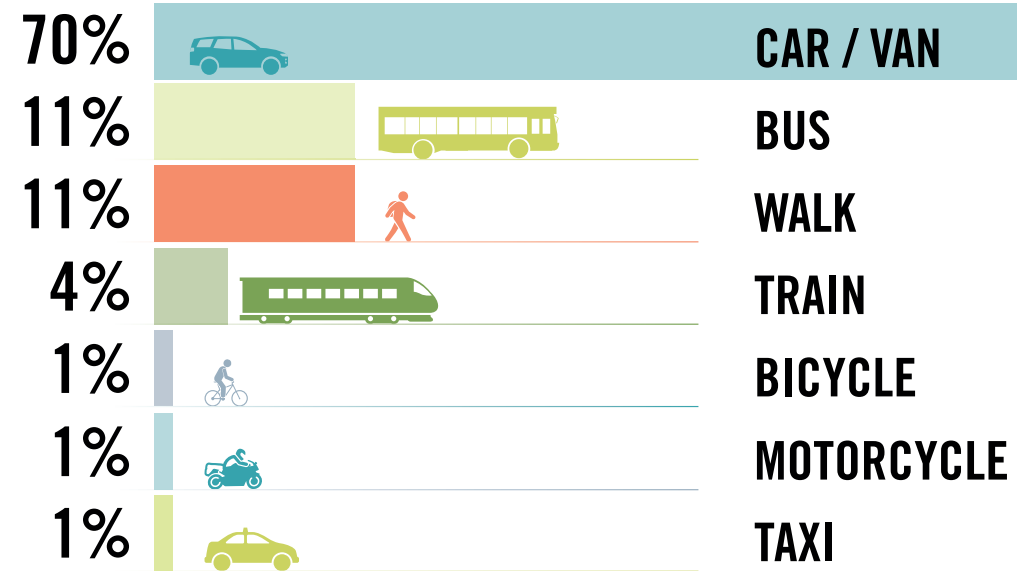
Cars & vans dominate commuting – around

70% of all travel to work (2011)

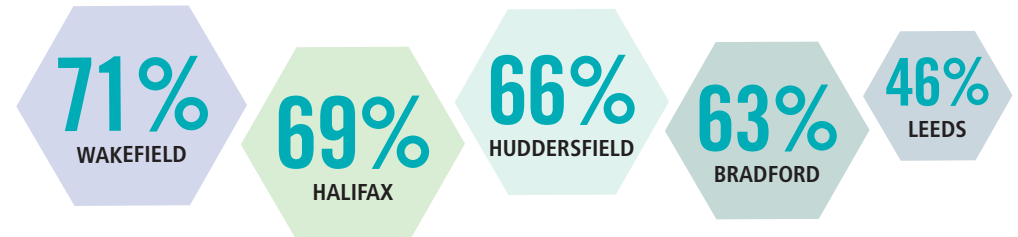
Our Districts import and export workers with each other and there have been big increases in commuting from places outside West Yorkshire. Leeds is the largest importer of labour, Kirklees is a major exporter.



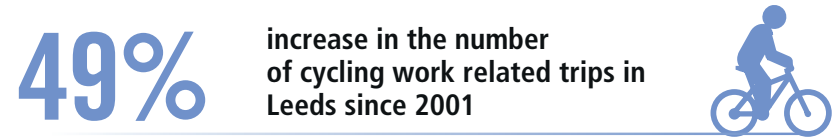
WEST YORKSHIRE TRAVEL TO WORK MODE SHARE



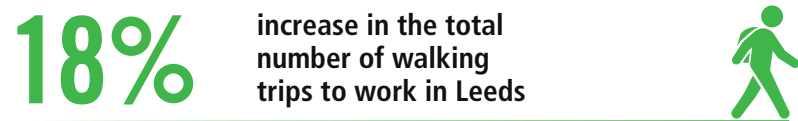
FOR COMMUTING TO OUR FIVE MAIN CENTRES THE PROPORTION OF CAR TRIPS IS GENERALLY LOWER (2011)



Cycling represents less than **1%** of work related trips in West Yorkshire in 2011, however there has been an increase in the total number of trips since 2001, especially in Leeds which has seen a 49% increase.



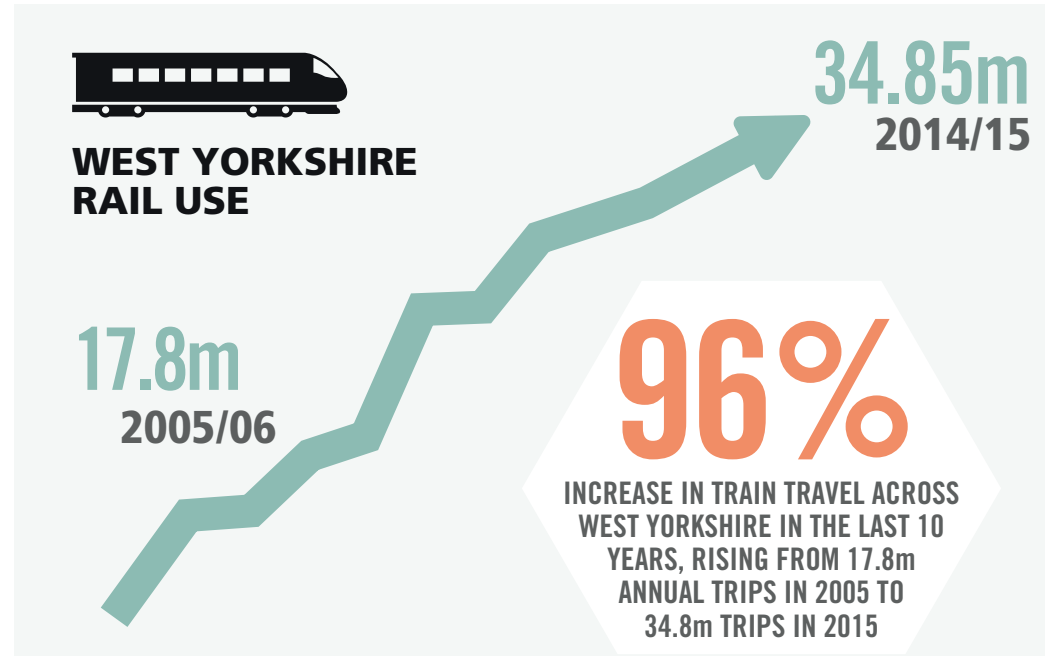
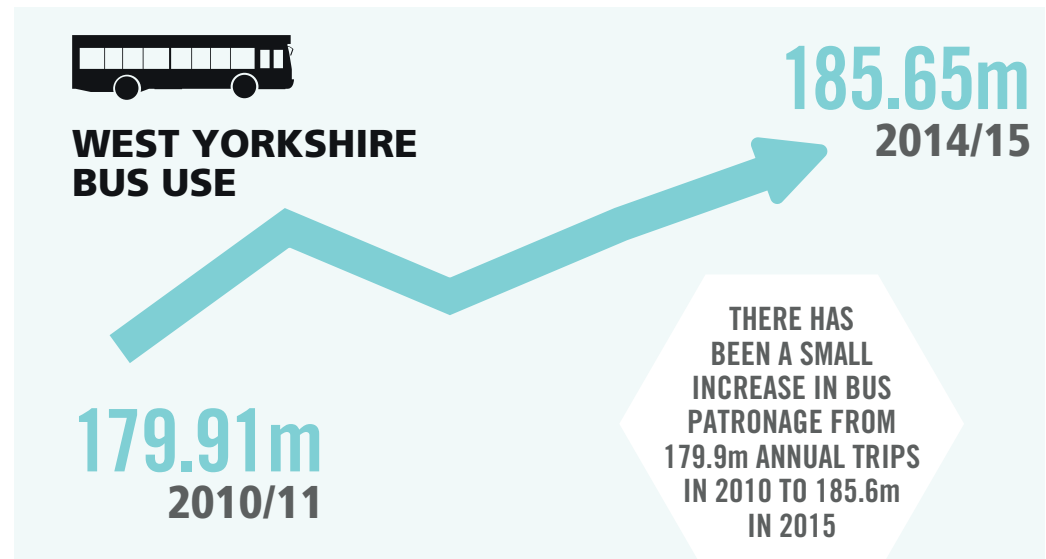
More people walked to work in 2011 than in 2001 (105,000 vs. 96,000). The highest increases in walking trips to work were in Leeds (over 18%) and Bradford (12%)



Freight – 61m tonnes of freight arrive into West Yorkshire annually and we export 54 million tonnes (2010).



Heavy goods vehicles account for only 5% of vehicles on our roads, but



Our Growth Proposals

Integrating spatial and transport planning

West Yorkshire's population will grow by 12% from 2015 to 2035, an increase of 280,000 people from 2.2 million to 2.5 million. The Leeds City Region population will grow in the same period from 3 million to 3.4 million.

The West Yorkshire Local Authorities through their Local Plans, are developing land-use proposals to accommodate this growth. The Strategic Economic Plan (SEP), working from the Local Plans, has set targets for jobs and housing to be created within the City Region and has identified Spatial Priority Areas as the focus for delivery.

The SEP targets for jobs and housing are:

- **An additional 35,700 jobs by 2036** - over that of the 115,000 jobs which would be expected to be created in that period
- **10,000 - 13,000** new houses per year across the city region

The Spatial Priority Areas are:

- **7 strategic urban growth centres** - in the West Yorkshire city and town centres of Bradford, Halifax, Huddersfield, Leeds (including the South Bank) and Wakefield, plus Barnsley and York in the City Region
- **6 strategic housing growth areas** - in Bradford Shipley Canal Road corridor, Castleford Growth Zone, East Leeds Extension, North Kirklees Growth Zone and Wakefield City Fields, plus York Central
- **12 strategic growth areas** - including mixed use employment sites and Enterprise Zones, mainly on the M1 and M62 corridors in the south of the City Region, and Leeds Bradford Airport.

This growth will generate commuter and business travel. We want to enable this growth to happen in a sustainable way.

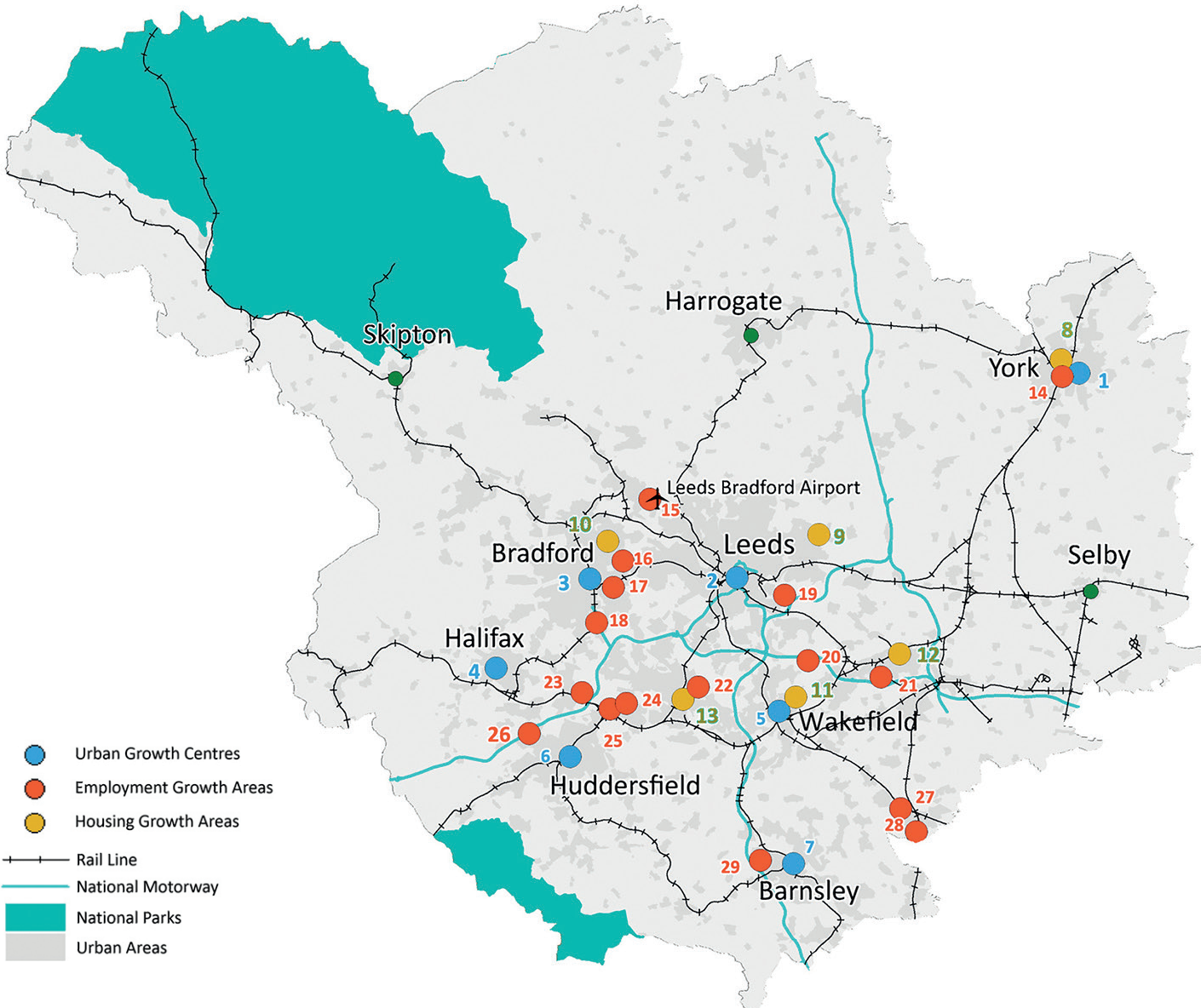
Some new road building will be necessary to relieve congestion hot spots, take traffic away from city and town centres, and to connect and bring forward development sites – but we believe that many of the new journeys can be made in full or part by sustainable transport, using rail, bus and new technologies such as Tram-Train, and by cycling and walking, or combinations of these modes.

Locating new development in accessible locations is important. Re-populating our urban centres will help. More employment growth in our centres could be achieved with investments in high quality, high capacity public transport projects. Elsewhere, locating development close to existing or new public transport hubs or corridors, and linking them by improved cycle and pedestrian networks will create better, more sustainable places.

The West Yorkshire Districts have their own unique characteristics, economic strengths and needs. This means that while there are common transport challenges and themes, there is unlikely to be a 'one size fits all' transport solution.

The full Transport Strategy document includes details of the individual West Yorkshire Local Authorities economic and transport priorities, which can be accessed from our website at: www.yourtravelyoursay.co.uk – see page 17

Leeds City Region - Spatial Priority Areas



Key

- 1 York
- 2 Leeds
- 3 Bradford
- 4 Halifax
- 5 Wakefield
- 6 Huddersfield
- 7 Barnsley

- 8 York Central
- 9 East Leeds Extension
- 10 Bradford-Shipley Canal Road Corridor
- 11 City Fields, Wakefield
- 12 Castleford Growth Zone
- 13 North Kirklees Growth Zone

- 14 York Central (YNYER EZ)
- 15 Leeds Bradford International Airport Employment Zone
- 16 Gain Lane, Bradford (EZ)
- 17 Parry Lane, Bradford (EZ)
- 18 Staithgate Lane, Bradford (EZ)
- 19 Leeds (Aire Valley) (EZ)
- 20 Newmarket
- 21 Glasshoughton
- 22 Chidswell
- 23 Clifton Business Park (EZ)
- 24 Moor Park, Mirfield (EZ)
- 25 Cooper Bridge
- 26 Lindley Moor East and Lindley Moor West (EZs)
- 27 South Kirkby Business Park (EZ)
- 28 Langthwaite Grange Extension (EZ)
- 29 Barugh Green

Our Spatial Themes

Over the next 20 years, West Yorkshire is going to benefit from substantial national investment and some significant changes in how transport is organised and delivered, which will transform our national and regional connections. We will build on these tremendous opportunities.

Transformed National Connectivity

High Speed Rail provides the prospect of transformational change giving a major boost to our local economy. The Government plans to invest £55.7 billion to build a new high speed rail network, High Speed 2 (HS2), from London to Birmingham, Manchester and Leeds. Direct high speed rail services will be operational by 2033, reducing journey times from London to Leeds by up to an hour, to only 83 minutes, as well as this new line providing a significant increase in capacity to meet the growing demand for rail travel. The new HS2 network will release constraints on the existing local and longer distance rail networks, creating opportunities for improving connections between the north's major cities and towns for commuters, business travel and potentially freight.

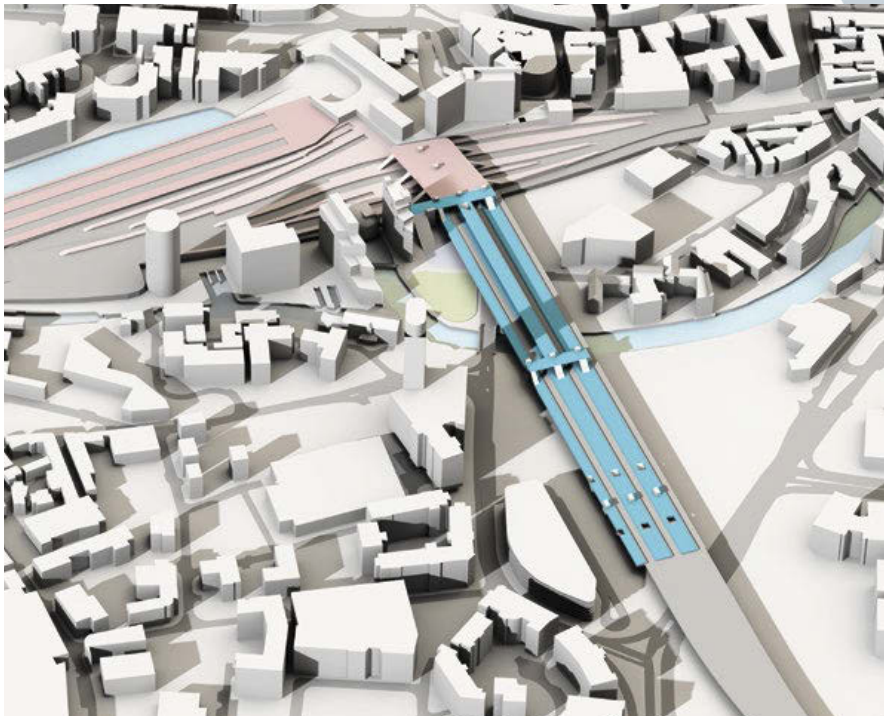
We are calling on the Government to accelerate delivery of HS2 and to future proof a connection to the existing HS1 in the south for cross-channel links.

A new HS2 station – **the Yorkshire Hub** – will be located in the centre of Leeds, integrated with the existing Leeds City Station. We are working with the government, HS2 Ltd, the rail industry, Transport for the North and local partners to develop our proposals for the Yorkshire Hub now.

The upgrade of Leeds station will be a project of regional and national significance, providing a centrepiece of the region's transport network and a world-class passenger experience - bringing together onto a single integrated site HS2, Northern Powerhouse Rail (- previously called HS3) and other inter-city and urban rail services, alongside regional rail and other local public transport services as part of our proposals for a Leeds City Region 'metro' system.

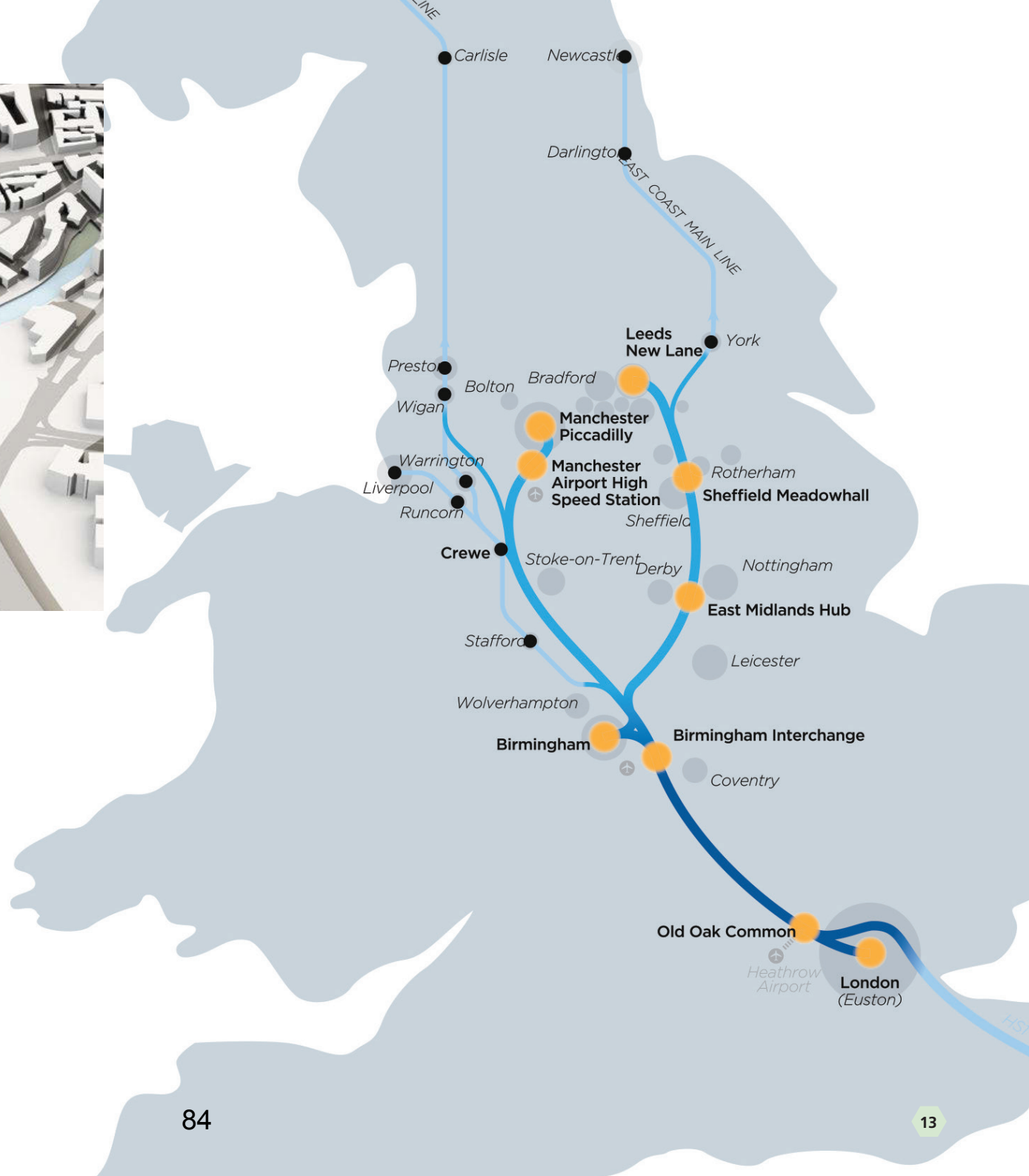
Creating the Yorkshire Hub will not only strongly support the regeneration in the South Bank area of Leeds and the transformation of Leeds city centre, but the Yorkshire Hub will be an asset that benefits the whole of the city region.





Leeds Yorkshire Hub HS2 Station

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- ▬ Core high speed network (Phases One and Two)
- ▬ HS2 connection to existing rail network
- ▬ Classic compatible services
- ▬ Existing lines with potential for future connection to HS2



Transformed Connectivity across the North

WYCA is working with a range of partners on a number of exciting opportunities to deliver much needed capacity, performance and quality improvements to the rail network connecting the major towns and cities of the north in coming years.

Rail North brings together the Department for Transport and transport authorities across the North including WYCA to set the strategic objectives for delivering a world class railway for the North.

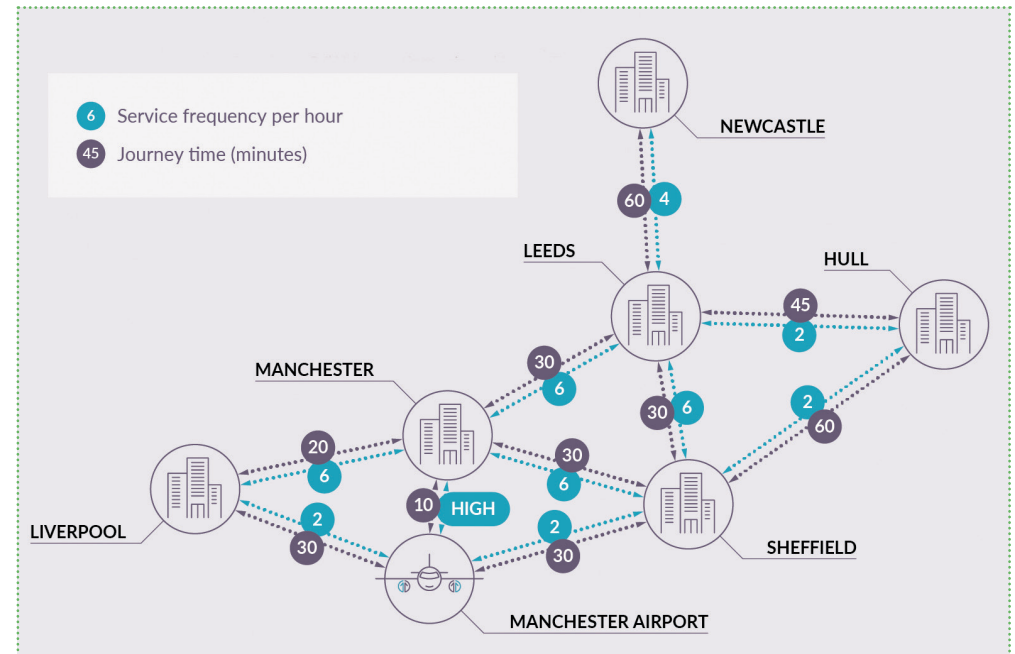
Rail North has already overseen the award of the new **Northern and TransPennine franchises**. These two rail franchises came into effect from April 2016 and will oversee a £1.2 billion investment in rail services with new, longer trains with more seats, more frequent trains and more staffed local stations and improved service levels for a better passenger experience.

Transport for the North (TfN) has been established by the Government as the new regional transport body for the North, comprising all the northern city regions, Local Enterprise Partnerships, Highways England, Network Rail and HS2 Ltd. In the March 2016 budget, funding was confirmed for TfN to develop options for Northern Powerhouse Rail (NPR) to provide a new high speed, high-quality, rail connection between the North's main urban centres, including Leeds to Manchester. We are working with TfN to influence the delivery of an intermediate NPR stop between Leeds and Manchester in West Yorkshire. Transport for the North is also developing proposals for accelerated improvements to the M62 motorway.

Network Rail will be upgrading the existing north **Trans-Pennine rail line** between Manchester, Leeds and York via Huddersfield, to be completed by the end of 2022, including the electrification of the line.

On the roads, better performance and more capacity is needed to serve the growing economy. **Smart Motorway technology** is being introduced by Highways England to improve motorway journeys through maximising the use of the running lanes by adjusting speed limits and closing and opening lanes, including the hard shoulder - with the technology already introduced on sections of the M1 and M62 and more sections to follow by 2025

Through their **Road Investment Strategy**, Highways England has committed schemes to deliver infrastructure improvements to relieve congestion and increase motorway performance on the M1, M62 and M621 and at junctions such as Chain Bar and Lofthouse, with more to follow - and we are working with Highways England and Transport for the North to identify and assist delivery of the most needed improvements.



Transformed Connectivity within the City Region

Funding secured by the LEP and WYCA through the City Deal in 2015 has enabled the establishment of a £1.4 billion West Yorkshire plus Transport Fund for West Yorkshire and York.

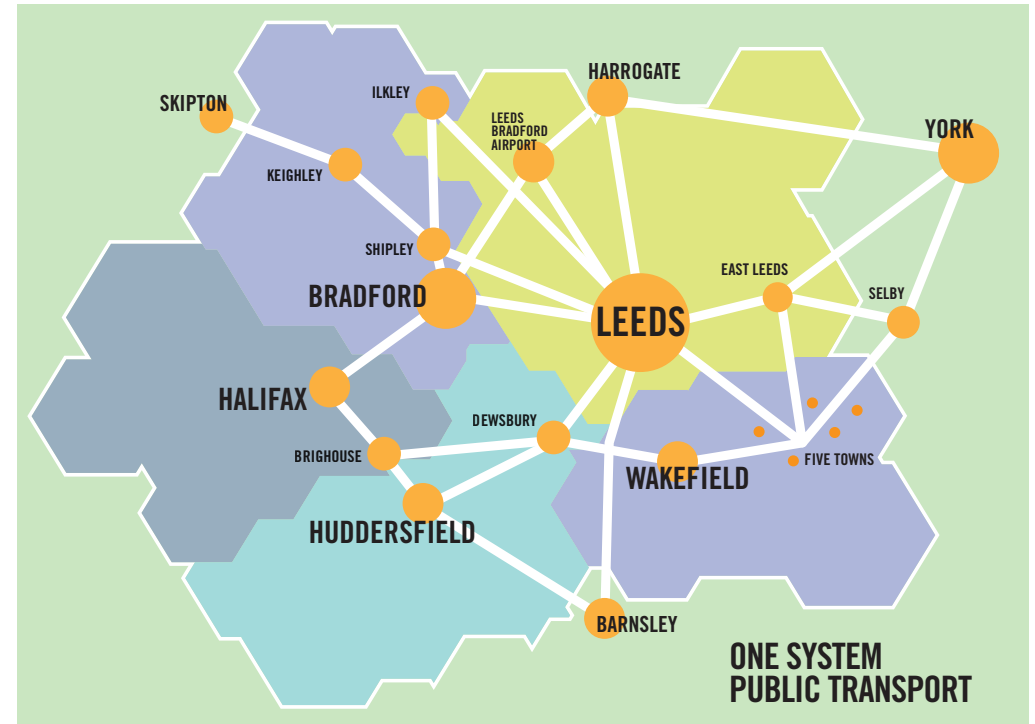
The Fund is targeted at enabling key development areas and will help to create 18,000 new jobs over the next 10 years. A number of strategic transport projects will be delivered to facilitate SEP growth priorities, which encompass motorway access and orbital road improvements, radial improvements on corridors for better public transport into our urban centres, and other road and rail improvements between District hubs to provide capacity and better connectivity. Further detail of the Transport Fund schemes can be found at www.westyorks-ca.gov.uk/wytf

The Fund will work towards addressing the under-investment of the past and unlocking constraints on our networks - but gaps will remain and more investment is needed.

We want to create a **'One System' integrated public transport network** for West Yorkshire and the City Region, which will build on and make the most of investment in High Speed Rail. We have an extensive heavy rail system serving much of the city region, and on many corridors improvements to rail will be the solution, but new technologies will be considered including the on-street running of Tram-Train, light Rail and Bus Rapid Transit where there are gaps in the rail network. A much improved bus network will have a key role to play in supporting economic growth, and we propose to expand rail and bus Park and Ride facilities, building on the success of the Elland Road Park and Ride service in Leeds.

The cancellation of the Leeds NGT (trolley bus) project, together with the proposed allocation of the £173.5m funding from the Department for Transport, will require a fresh look at strategic gaps in our transport networks and the identification of potential transformational transport opportunities.









Leeds Bradford Airport has a key role as a national and international gateway to the city region, and we have an aspiration to develop the airport as a transport hub and to facilitate the development of the airport area as an employment growth zone. For this to happen the airport needs improved surface access. A link road project is being taken forward by Leeds City Council and the long term public transport goal is to have a fixed rapid-transit link joining the airport with the centres of Bradford and Leeds. For the short-to-medium term we are developing a proposal for a parkway-type station on the existing rail network to provide enhanced connections to the airport.



Our Policies

The Transport Strategy identifies a range of policies collected across five core themes and a cross-cutting theme. They address the challenges and opportunities facing West Yorkshire and the issues identified in our earlier consultation as being most important to the public and stakeholders.

These themes and policies will provide a framework for WYCA, the LEP and the West Yorkshire District Councils in making investment decisions and taking action to improve transport.

CORE THEME	OUR AMBITION	CROSS CUTTING THEME
 ROAD NETWORK	A road network that enables users to move around more efficiently, and that balances the competing demands for road space.	  ENVIRONMENTAL HEALTH, WELLBEING AND INCLUSION <p>To improve the transport system of West Yorkshire in a way that it makes a significant contribution to improving the health and overall wellbeing of people living and working here.</p> 
 PLACES TO LIVE AND WORK	To make our cities, towns and neighbourhoods more attractive places to live, work and visit.	
 ONE SYSTEM PUBLIC TRANSPORT	A transformational public transport system that connects different modes of transport into one network.	
 SMART FUTURES	To use technology to better plan and manage the transport system and improve the experience of the people using it.	
 ASSET MANAGEMENT & RESILIENCE	To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost effective way.	

The following section provides a summary of the core themes and policies – they are explained in detail in the full Transport Strategy document which can be accessed at: www.yourtravelyoursay.co.uk

The Road Network

Our ambition is for a road network that enables users to move around more efficiently, and which better balances the competing demands for road space

Across West Yorkshire there are 100 miles of motorway and 6000 miles of local roads. These roads have a range of users including drivers and passengers in cars, vans, lorries, coaches, buses, taxis and motorcycles as well as locally, cyclists and pedestrians. Our roads are congested at busy times of the day, slowing journeys and making them unreliable. Congestion is frustrating and costly for businesses, freight operators and individuals. A better managed road network with greater efficiency, more capacity and improved access is vital to our economic plans.

To achieve this we propose to

- increase capacity and improve journey times and reliability by working with Highways England to prioritise locations for Strategic Road Network improvements on the M1, M62 and A1
- improve journey times and reliability on our most important, most congested local roads by jointly managing a 400 mile West Yorkshire Key Route Network (KRN)
- make use of smart technology to actively manage the most important local roads and provide accurate information to influence behaviour and provide choice, particularly at times of disruption
- deliver improvement schemes to relieve local congestion hot spots
- open up development sites by providing new access roads where required
- provide new or expanded park and ride sites on the edge of cities and towns
- share out the available road space on some roads to prioritise certain vehicles e.g. freight, buses, taxis, motorcycles, cycles – to reflect the needs of different places and the role of the road
- work with the freight industry to improve routes, facilities, the environmental performance of vehicles and to shift more freight from road to rail and water
- work with the taxi trade to enhance facilities and improve environmental performance of vehicles
- providing local walking and cycling networks making it safer and easier to access local facilities and the public transport network
- improve road safety and parking facilities for motorcycles

Places to live and work

Our ambition is to create people friendly city, town and local centres and neighbourhoods, to make them more attractive places in which to live, work and visit

We want successful, vibrant places which attract and retain high quality businesses and skilled, talented people, and benefit from a strong visitor economy. To do this we will need to invest more in our cities, towns and smaller settlements so that they become more attractive places in which to live, work and visit.

The key is in making our places more people-friendly by investing in the public realm and improving access and air quality. This will help give them the conditions and right image that businesses need to thrive. We also want to improve our neighbourhoods to create safer, healthy streets which benefit from clean air, where local trips are made easily on foot or by bike and which are well connected with public transport.

To achieve this we propose to

- improve our gateway rail and bus stations and their surrounding areas to create more attractive public spaces, so that travel to and from our cities and towns offers the best possible experience for local people, businesses and visitors
- improve orbital roads and add new road capacity where required to take traffic away from our city and town centres, rather than through them
- use freed-up space in our city and town centres to enhance the public realm for walking and provide routes and parking facilities for cycles
- Set targets to increase the mode share of sustainable transport to the central commercial areas of our cities and towns
- reduce the road safety dangers and air quality and noise impacts that major transport corridors can have on local communities
- involve communities in making improvements to neighbourhoods to create greener and healthier places to live, with better facilities for walking and cycling
- ensure new places created through development benefit from high quality design to support community interaction and ensure sustainable access is built-in

One System Public Transport

Our ambition is for a transformational 'metro' style public transport system that seamlessly connects different modes of transport into one network

We want to create a 'One System' public transport network for West Yorkshire and the city region – this means a transformed, multi-modal public transport system that benefits from segregation and priority over other vehicles and integrates all tiers and modes through physical interchange, timetabling, ticketing and payment. The core of our 'One System' will be heavy rail, but new technologies such as Tram-Train, light rail and Bus Rapid Transit will be looked at to fill gaps in the rail network. An improved bus service will also have a vital role. We will be High Speed ready, building on national investment in HS2 and HS3. A new 'Yorkshire Hub' station at Leeds will link with HS2 and Northern Powerhouse Rail (HS3) proposals for transformed Trans-Pennine travel.

To achieve this we propose to

- strengthen the existing heavy rail network, building new stations, running more local cross-city rail services and potentially extending some existing lines
- work with rail industry partners to replicate the high quality of travel enjoyed by users of Leeds North-West services on all city region rail lines.
- continue pressing the case for the rail industry to commit to a programme of rail electrification and upgrades, with the Calder Valley and Harrogate lines prioritised
- work with rail industry partners to implement a masterplan for the Leeds 'Yorkshire Hub' HS2 station
- work with rail industry partners to provide an intermediate HS3/Northern Powerhouse Rail stop between Leeds and Manchester in West Yorkshire
- develop new and improved public transport solutions for strategic growth areas at Leeds Bradford Airport, East Leeds Extension, the Five Towns area in Wakefield District and other areas where rail options do not exist.
- create the best bus system in Europe, by working with operators to provide integrated bus services; integrated, simple, affordable fares; accessible reliable travel information, and modern buses which contribute to improved air quality
- improve transport hubs, including adding more rail and bus Park & Ride facilities
- improve and integrate payment systems and travel information



Smart Futures

Our ambition is to use technology to better plan and manage the transport system and transform the experience of the people using it

Technology provides great opportunities to transform how we manage our transport system and the way in which products and information are provided to the travelling public. We will build on the strong foundation provided by our MCard public transport smart card system and the yournextbus and other passenger information services. We particularly want to be at the forefront of developing 'mobility as a service', whereby customers have a single mobility account that gives them access to, for example, bus, train, taxi, car club vehicles and bike share schemes and new, more convenient ways to pay.

To achieve this we propose to

- deliver an integrated network management and driver communications centre to jointly and actively manage a Key Route Network of the most important, most congested local roads
- work with Transport for the North to develop the 'mobility as a service' systems that enable customers to pay before or be invoiced after their travel, with registered users able to travel by a range of different modes
- exploit technology to develop new easy to access customer information, allowing easy choice between travel modes and easy re-planning of journeys when disruption occurs
- support open data initiatives that enable others to make use of transport data to provide information services
- maintain an inclusive approach to ensure that travel information is available in a number of non-digital and accessible formats
- utilise anonymised travel data in our transport modelling and appraisal to inform investment decisions

Asset Management and Resilience

Our ambition is to ensure that our transport assets are fit for the future and properly managed in a sustainable, environmentally friendly and cost-effective way

Improving transport is not just about building new schemes, we must maintain all of our transport assets - roads, bridges, traffic control systems, street lighting and public transport infrastructure – in good working condition to increase customer satisfaction and build in greater resilience so that our assets function reliably during periods of high demand and varied conditions such as extreme weather. We will build on our adoption of the Government's Highways Maintenance Efficiency (HMEP) programme to improve our asset management practice, deliver greater efficiencies and maximise the funding that we can put back into our transport network.

To achieve this we propose to

- make the best use of limited budgets through joint working, common standards, shared procurement and better long term asset management across all the West Yorkshire Local Authorities
- ensure we achieve the efficient management of assets through the planning and design process for new developments through more effective partnerships with planners, architects and utility providers
- reduce the problems normally associated with disruption through the proactive maintenance of the road network, clearing drains regularly and carrying out tree and retaining wall inspections
- invest in the timely renewal of traffic signals and lights to minimise the possibility of failures, and in new equipment that is more reliable and cheaper to operate
- contribute to a low carbon economy by minimising the environmental impact of maintaining transport assets by re-using materials and recycling where possible.
- explore options for new and alternative funding sources including from private sector developments, to invest back into our transport assets

Environment, Health and Well Being, Inclusion

Our ambition is to improve the transport system in such a way that it contributes to improving the health and overall wellbeing of people living or working here

We want to tackle the negative impacts of our current transport system and provide better options for healthier, environmentally-friendly, inclusive transport.

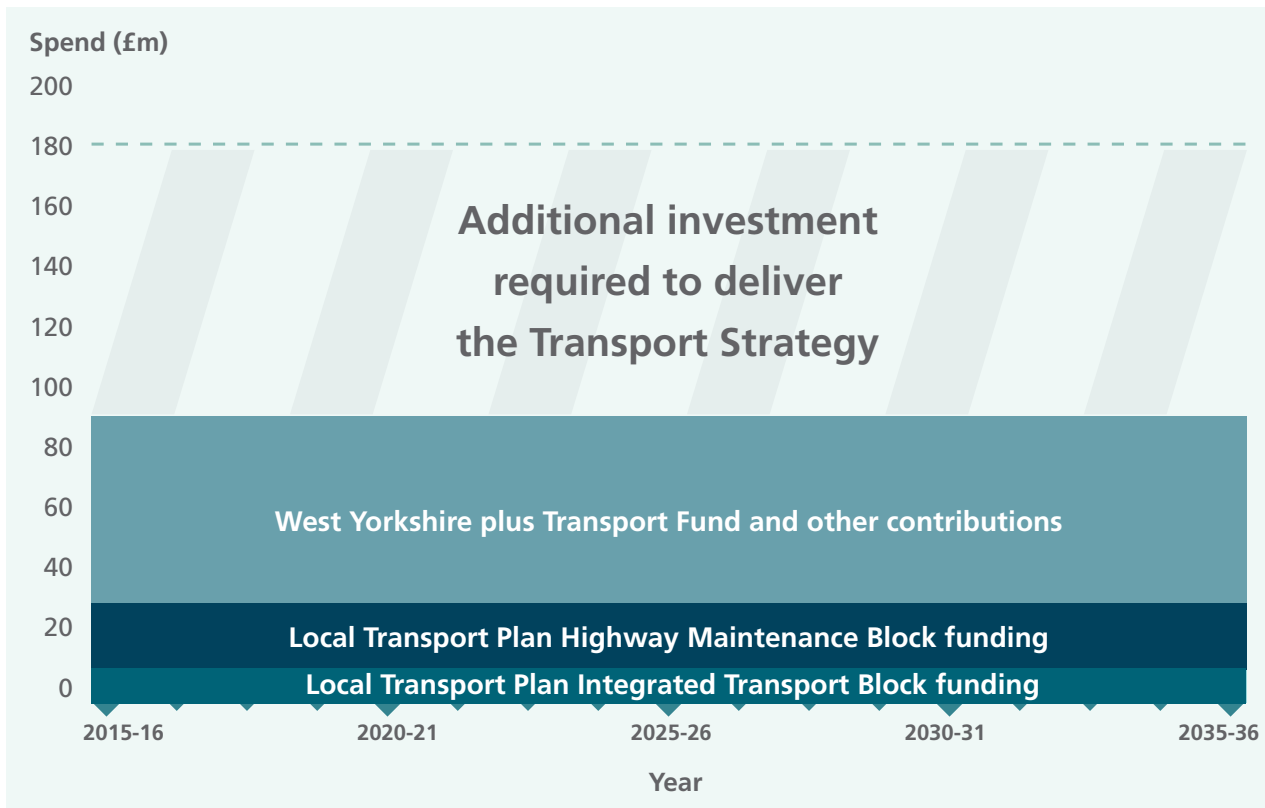
To achieve this we propose to

- adopt a Low Emission Strategy with targets for reducing air pollution, carbon emissions and noise levels from transport
 - support the introduction of a Clean Air Zone in Leeds by 2020 and investigate the consistent use of stronger emissions controls across West Yorkshire
 - roll-out an electric charging network and investigate facilities for other alternative fuels such as gas and biodiesel, to support the shift to environmentally friendly cars, taxis, buses and goods vehicles
 - protect our green infrastructure and seek to create a cross boundary network of green transport corridors
 - ensure all large transport schemes are subject to an environmental assessment
 - deliver our transport projects in a more sustainable manner through construction that reduces reliance on natural resources, minimises waste and supports re-use of materials
 - provide opportunities for cycling and walking by delivering the right quality infrastructure on and off-road - building on the step change achieved by the CityConnect Cycle Super highway and canal towpath improvements
- support healthy, active lifestyles through training and promotional campaigns to attract more people to cycle and walk
 - continue to drive down accidents through highway design, road safety interventions and programmes of education, training and publicity, moving us closer towards a 'zero tolerance' of transport related deaths
 - tackle accidents involving cars by supporting the use of Safety Cameras and Automatic Number Plate recognition Cameras
 - combine planning and resources with other agencies to deliver a 'total transport' approach to connecting disadvantaged or rural areas to opportunities - prioritising young and older people, those with mobility difficulties, the unemployed and those on low incomes
 - use smart ticketing and payment technology to develop concessionary travel offers for targeted, disadvantaged groups
 - reduce community severance and isolation by encouraging healthy travel and improving safety, paying attention to the needs of older and frailer people

Funding the Strategy

We have ambitious plans for the transport system – but the affordability of our plans is a challenge. We will need to build on the good base provided by the West Yorkshire plus Transport Fund and we propose to develop new ways to fund our strategy.

Maintaining our current levels of capital funding alone will require about £80 million to £90 million per year. To deliver all of our growth ambitions could require a doubling of this current level of capital funding for transport.



To achieve this we propose to

- take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements
- align our investments with funding provided by other agencies such as HS2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further
- lever in more private sector investment from private sector development and business leaders
- seek contributions to transport improvements through planning obligations under the Town and Country Planning Act 1990 and through the Community Infrastructure Levy
- explore the options such as road-user charging and workplace parking levies to raise funds locally for reinvestment into transport improvements - but only when our local economic conditions are right

Get involved

yourtravelyoursay

We want your input to help us develop the new West Yorkshire Transport Strategy. Consultation with the public and stakeholders on our draft Transport Strategy will run from 18 July 2016 for 3 months to close on 21 October 2016.

We would like as many people as possible to share their views on:

- How strongly you agree or disagree with our proposed policies described in each of the core themes and the cross-cutting theme?
- What you think we should measure to show our progress in delivering transport improvements in each of the core themes and the cross-cutting theme?
- Have we missed anything you feel should be included in the strategy?



You can get involved by completing an online questionnaire by visiting: www.yourtravelyoursay.co.uk by 21 October 2016.

Alternatively paper copies of the questionnaire are available on request, or can be printed from the website and returned via the freepost address

We recommend that you read the full version of the draft West Yorkshire Transport Strategy by visiting: www.yourtravelyoursay.co.uk

There will be a number of consultation events and workshops taking place during the consultation period - with details at: www.yourtravelyoursay.co.uk

Contact Us:

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Email: yourtravelyoursay@westyorks-ca.gov.uk

Telephone: 0113 245 7676 (MetroLine)

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Freepost CONSULTATION TEAM (WYCA)

Originator: Rob Norreys, Director of Policy, Strategy and Communications

ITEM 11

Report to: Combined Authority

Date: 28 July 2016

Subject: LCR Infrastructure Investment Framework

1. Purpose

1.1 To seek the Authority's agreement to commence work on the LCR Infrastructure Investment Framework (IIF).

2. Background

2.1 In September 2015, the Combined Authority endorsed the Leeds City Region Strategic Planning Review as recommended by the LCR Planning Portfolios Board, which included the commitment to *'prepare a non-statutory joint investment framework / infrastructure plan that reflects emerging local plans across the city region. The framework should focus on growth opportunities, where to direct investment and safeguarding the environment.'* The LEP Board similarly endorsed this recommendation at their meeting in September 2015, as a key part of implementing the LCR Strategic Economic Plan (SEP).

2.2 With the recent publication of the revised LCR SEP, it is now an appropriate time to begin work on the LCR Infrastructure Investment Framework (IIF), which can also be regarded as part of WYCA's, LEPs and local authorities' Duty to Cooperate responsibilities to join up planning policy, evidence and investments. The Framework is outlined within the SEP as a key delivery mechanism and priority action for Priority 4 (Infrastructure for Growth) but it is also well aligned with the other three SEP Priorities particularly Priority 3 (Clean Energy and Environmental Resilience) with its key actions relating to new energy generation, resource efficient businesses, energy efficiency, and green infrastructure. The IIF is also included within the draft LCR Devolution 3 Deal.

2.3 In summary, key drivers for preparing the Framework include:

- To plan for and provide the infrastructure that will be needed to deliver anticipated economic and housing growth over the next 20+ years, and meeting

the SEP's ambitions for 'good growth' and more jobs, homes and better places to live, work and invest;

- To ensure the City Region remains competitive in comparison to other city regions and addresses the potential risks associated with not addressing gaps in our approach to strategic infrastructure planning;
- To draw together investment and better coordinate the range of infrastructure projects and programmes to ensure greater consistency and maximise economic, environmental and social outcomes in a more timely and efficient manner;
- To provide investors and developers with more certainty about how development and growth will be supported by necessary infrastructure provision;
- To meet the SEP'S ambitions to further strategically align local planning policy, investment and delivery through stronger partnership working in relation to the Duty to Cooperate; and
- To provide an evidence base to support future bids for funding or devolution of powers and responsibilities.

2.4 The Framework will primarily aim to support the strategic growth ambitions identified in the recently published LCR SEP which models economic growth to 2036 and highlights the known key growth locations across the city region, as set out in existing and emerging district Local Plans. Many infrastructure requirements will already be known and will be set out in Local Plans or are already in investment plans such as the West Yorkshire Plus Transport Fund, although some requirements may not be fully specified yet, particularly for the later periods of Local Plans and/or where development roll-out periods will continue well beyond 2031. The Framework is therefore not a new spatial strategy but will support the delivery of the growth ambitions and plans of the LCR SEP and district Local Plans.

2.5 Elsewhere, other approaches are now emerging throughout the UK to address gaps in coverage on strategic planning matters. It is noted that city regions in neighbouring areas and within the wider Northern Powerhouse have adopted or are currently progressing strategic work and documents to address this issue – some are statutory and others non-statutory. This includes Greater Manchester, Liverpool City Region, Sheffield City Region and York, North Yorkshire and East Riding LEP Area.

3. Project Overview

3.1 It is proposed that the LCR Planning Portfolio Board continues to oversee the preparation of the IIF, reporting directly to WYCA and the LEP Board at key decision milestones as set out in the agreed Terms of Reference for the Board.

3.2 The project seeks to deliver a Framework which provides a comprehensive approach to the identification and assessment of all types of infrastructure needs and implementation timescales over the next 20+ years, particularly in relation to the key growth locations as set out in the LCR SEP and district Local Plans, and the coordination of their delivery across the City Region. As a result of the Framework there will be an enhanced understanding of growth and related infrastructure needs and associated delivery requirements across the City Region over the medium and

longer term, and ultimately provide the strategic framework for infrastructure investment decisions.

- 3.3 The types of infrastructure that are considered to be within scope of the Framework include transport, utilities, energy, telecommunications, green infrastructure, commercial development, waste and minerals, and flood risk and drainage. The focus will be on strategic and/or multi district infrastructure and will not consider small-scale district level projects in significant detail unless there is a clear cumulative strategic impact of these proposals.
- 3.4 The Framework will include a monitoring and implementation process to enable stakeholders to track and monitor and manage infrastructure delivery so that it keeps pace with delivery of development. Monitoring processes for the Framework will be aligned with existing LEP (including SEP and Growth Deal) processes where possible. The Framework will also consider the process and scope of future reviews to ensure that it remains aligned as priorities change and further growth opportunities arise.

Timescales

- 3.5 Timescales to complete the Framework are assumed to be approximately 18 months. This accounts for a non-statutory route but with a robust approach to consultation, option appraisal and consideration of sustainability. The proposed milestones are:
- Evidence gathering, analysis and review including further research and initial stakeholder engagement – to December 2016.
 - Preparation of Issues and Options Framework - growth issues and infrastructure challenges to meet growth – December/January 2017.
 - Framework issues and options consultation including 'Call for Infrastructure Solutions' – March-May 2017.
 - Development of draft Framework identifying proposed key infrastructure requirements to meet growth and an outline of funding needs - May–July 2017.
 - Draft Framework consultation – September/ October 2017.
 - Completion and adoption - January 2018.

4. Financial Implications

- 4.1 It is anticipated that up to £100k will be required across 2016/17 and 2017/18 to support the preparation of the Framework. Such work should be funded from any devolution gainshare funding received; until this is resolved the work will be funded from reserves.

5. Legal Implications

- 5.1 As a non-statutory document the Framework is not specifically subject to any legal Acts or regulations.

5.2 The Duty to Cooperate is contained within the Planning and Compulsory Purchase Act 2004 (the 2004 Act) section 33, with amendments and additions inserted by the Localism Act 2011. The WYCA is not a local planning authority for the 2004 Act. However, it is “*a prescribed body*” which is subject to the same duty to cooperate in relation to maximising the effectiveness of “prescribed activities”.

5.3 Correspondingly, there is a need to ensure that collaborative work with local planning and transport authorities is undertaken in a manner which is consistent with the Acts; as also set out locally in the LCR Statement of Cooperation.

6. Staffing Implications

6.1 The project will principally be delivered by Infrastructure Team with the Combined Authority’s Policy, Strategy and Communications Directorate but will involve officers from all disciplines both WYCA and within the LCR Local Authorities and other partners. Additional consultancy support will be needed to provide project management support.

7. Consultees

7.1 Following agreement that the Framework should be scoped, engagement has been undertaken with WYCA internal stakeholders, LCR Heads of Planning, Directors of Development, Chief Executives and the LCR Planning Portfolios Board. Engagement has also been undertaken with the Combined Authority’s Leadership Team.

7.2 The officers have also had initial discussions regarding the potential role and scope of the Framework with the private sector, via the Leeds Chamber of Commerce’s planning sub-group.

7.3 The engagement process has confirmed the need for the Framework and no objections to the principle of the work have been raised. The engagement has informed and shaped the project brief for the Framework.

8. Recommendations

8.1 That the Authority approves the preparation of the LCR Infrastructure Investment Framework in line with the scope and timescales outlined within this report.

8.2 That the LCR Planning Portfolios Board oversees the preparation of the LCR Infrastructure Investment Framework reporting to WYCA and the LEP Board at key decision milestones.

9. Background Documents

- LCR Strategic Planning Review (September, 2015)
- LCR Statement of Cooperation (March, 2016)

Originator: Angela Taylor,
Director of Resources



ITEM 12

Report to: Combined Authority

Date: 28 July 2016

Subject: Project Delivery and Portfolio Management Office

1 Purpose

- 1.1. To report to WYCA the outcome of the review of the project delivery capability of WYCA and its partners and seek approval to establish a Portfolio Management Office and associated processes.
- 1.2. To approve the use of existing delegations to the Managing Director to streamline the approvals process for capital projects.

2 Information – Background

- 2.1. The signing of the City Region Growth deal in 2014 presented a significant delivery opportunity to the partnership of local authorities and WYCA. The deal includes £30m per annum for the first six years of the 'West Yorkshire plus' Transport Fund, culminating with an independent review to be undertaken in 2019/20 to unlock a further £620m of funding from Government. The review is likely to focus on success in delivering the early win schemes identified. The region has also been successful in securing funding for non-transport Growth Deal projects, with allocations of £68m in 2015/16 and £127m in 2016/17. These allocations were predicated on the delivery of specific projects over fixed timeframes.
- 2.2. To ensure delivery processes were fit for purpose, in 2015 an independent review was commissioned by the WY Chief Executives to assess the capability and capacity of WYCA and its partners' delivery of the Growth Deal. The review, undertaken by consultants Arcadis, assessed against the industry standard (called 'P3M3'¹) whilst also comparing against organisations with a similar type of portfolio, size, scale and complexity. The assessment confirmed that the maturity of the partnership required development to a

¹ P3M3® (Portfolio, Programme, Project Management Maturity Model) Method. The P3M3 is an internationally recognised framework in assessing the maturity of organisations and their current performance and a basis to plan for improvement for managing and delivering change

higher level in order to properly manage the size and complexity of the current investment portfolio to a standard in line with Government expectations.

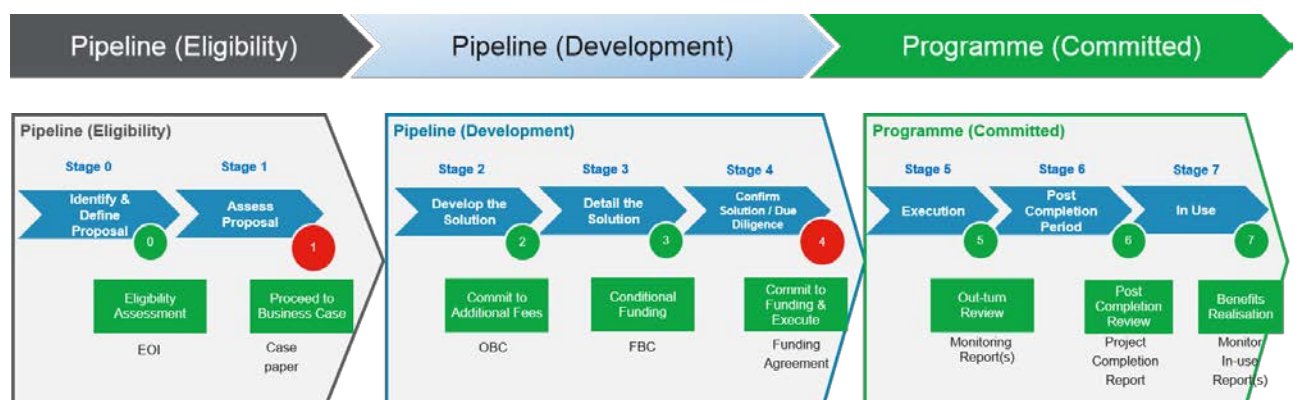
2.3. The Arcadis review highlighted the benefits of developing an enhanced integrated portfolio, programme and project management approach that would incorporate best practice in management controls. This would include:

- A standardised programme management methodology across the entire Growth Deal portfolio;
- Processes that are scalable to all projects and programmes in the portfolio with visibility of the corporate governance;
- Ensuring transparency and clear progress reporting by bringing together all sources of data into one easily understandable and accessible format;
- Managing the above through a single 'Portfolio Management Office (PMO)' to support project delivery teams;
- A portfolio benefits realisation approach that ensures capturing and tracking benefits, outputs and outcomes;
- Speeding up decision making through greater use of delegated authority;
- More efficient and effective independent appraisal and challenge of project proposals;
- Establishing a stakeholder and communications strategy so that progress and challenges were understood and shared.

2.4. The conclusions identified above were converted into a series of design workstreams in the areas of 1) Process; 2) People and Organisation; and 3) Tools, Systems & Data. This phase has now been completed and the design of a 'best of breed' PMO to serve WYCA and its delivery partners has been proposed.

2.5. The proposals set out below have been discussed with the West Yorkshire Chief Executives and Heads of Transport and they are supportive of the actions needed. Taking each in turn:

2.6. **Process** – an improved streamlined 3 phase project delivery process has been developed as shown below.



- 2.7. The process mirrors closely standard project delivery changes, but is adaptable to appropriately handle all schemes providing a common approach regardless of the size, scale and funding source.
- 2.8. The process makes use of a 'Programme Appraisal Team' (PAT) who would determine the level of depth a given project would need to follow within the framework. The PAT membership would be made up of a core group of representatives from WYCA, as well as including independent representation from partner authorities and supplemented by specialists where required. The PAT and overall ownership of the process would lie in the PMO. All projects spending WYCA funding would use this framework, either directly, or via agreed milestones (if partners are using differing approaches to project management).
- 2.9. **People and Organisation** – Arcadis recommended an organisational design structure based upon the capabilities required to deliver schemes and operate a PMO. This was benchmarked against other partnerships undertaking similar scale programmes. They suggested the PMO needed a functionality that would initially require up to 35 new roles to enable the new ways of working to be embedded, to support the building and implementation of the new supporting IT systems, and to implement the new PMO Process (see table below). This would reduce to around 23 roles as the new PMO and its functions become embedded.
- 2.10. Further work is being undertaken internally by WYCA working with Arcadis to look at alternative solutions by combining roles or changing the phasing of certain elements to offer different cost options. The Feasibility & Assurance and Programme Delivery capabilities would be fulfilled by teams within the new Delivery Directorate. The number of roles is yet to be confirmed.

PMO	Feasibility & Assurance	Programme Delivery
Quality assurance Programming/scheduling Inter-dependency management Stakeholder management Cost management Reporting Centre of excellence Change management Benefits management Risk management Capacity planning Progress tracking Document control Specialist sourcing	Opportunity definition High level strategic fit Project feasibility assessment support Relationship management Appraisal Fund management Business case support Project close down Assurance against delivery expectations	Turnaround teams – to support delivery in the partnership Programme and project delivery
Circa 20-35 roles.	Size tbc.	Size tbc.

- 2.11. It should be noted that the creation of an explicit PMO and separate Feasibility and Assurance function is a new activity for WY authorities, and is not intended to replace the existing project board arrangements for current projects.
- 2.12. **Tools, Systems & Data** – Arcadis has recommended a portfolio information management IT system (PIMS) to provide accurate data and reporting. The benefits of this are:
- All partners will have access to the same accurate and timely portfolio information
 - Ensures a consistent approach to project delivery on time and in budget
 - Increased efficiency, with a reduction in the manual or duplicated input of data
 - Ensures robust governance and assurance
 - Ensures there is a greater focus on programme delivery and benefits realisation
 - Improved transparency and visibility to enable informed decision-making.
- 2.13. **Delegations and Governance.** – As the new PMO and its processes are set up, appropriate delegations will need to be established in order for it to work efficiently and effectively.
- 2.14. **Transitional Arrangements** – In order to streamline the current process it is proposed that the CA Managing Director exercise his existing delegation from the CA to approve projects following recommendations from the Investment Committee.
- 2.15. It is proposed that the current delegation arrangements should be exercised:
- All schemes will continue to require an initial approval from WYCA to proceed. This would typically follow a recommendation to do so from Investment Committee.
 - The Investment Committee would recommend appropriate future approvals pathway for individual schemes. This would determine whether a scheme is required to come back for further approvals during its development (for example at Gateway stages 1 or 2).
 - The pathways Investment Committee could recommend include:
 - That the funding decision is escalated to WYCA; or
 - That funding decisions associated with the scheme are taken by the WYCA Managing Director (through delegations already in place from WYCA to the Managing Director) provided that the project remains within scheme tolerances; or
 - That the project is taken forward up to an identified point at which time it should be referred back to them.

- 2.16. The Investment Committee recommended pathway would depend on the size/scale/sensitivity/risks around the specific scheme. Where a funding decision is recommended for delegation to the Managing Director, it is anticipated that the Investment Committee would propose scheme tolerances within which the Managing Director would exercise his delegated authority. These tolerances would depend on the specific situations around the scheme but would be anticipated to cover changes to; scheme scope, benefits and costs.
- 2.17. In practice this means that all schemes will still require consideration from Investment Committee at least once. The implications are that:
- Investment Committee might need to meet more regularly to avoid projects having to wait too long for Committee consideration;
 - As part of the Growth Deal funding process, in reaching a recommendation, WYCA Investment Committee would need to be satisfied that the WYCA assurance framework had been complied with;
 - Where a funding decision is taken by the WYCA Managing Director he would need to be satisfied that the WYCA assurance framework had been complied with and such decisions would usually being taken in consultation with the Leadership Team;
 - Any project or programme requiring expenditure that fell outside of the tolerances identified by the Investment Committee would require WYCA approval.
- 2.18. The Managing Director continues to have authority to approve the terms of any Funding Agreement (including both Loan and Grant agreements) in respect of a scheme which has previously been approved by WYCA or under the scheme of delegated approval.
- 2.19. The Managing Director would to report delegated decisions to WYCA Investment Committee and full WYCA committee.
- 2.20. The CA would still approve all programmes and be able to consider any project as appropriate.
- 2.21. These arrangements are proposed to take effect now and will be reviewed as the new PMO process is developed in further detail and implemented.

3 Next steps

- 3.1. Moving from the current way of working to fully embedding the recommended optimised solution as designed by Arcadis will take upward of 6 months to complete. A phased and prioritised approach to implementation is being planned using internal resource and drawing on specialist input as needed. We need also to ensure that progress on projects is not impeded during the implementation of the PMO.

3.2. Approval is sought to:

- Proceed with the establishment of the new Delivery Directorate, including an enhanced PMO.
- Agree to the outline PMO Process and the principle that this framework is used for all projects.
- Agree to the procurement and planned implementation of a new PIMs system.
- Agree the proposed transitional arrangements of delegation to allow faster progress of projects through the current decision making system.

4 Financial Implications

4.1. The costs of managing the transition process to set up the new ways of working are:

- The cost of specifying and implementing the PIMS ICT system. This is expected to cost c£250k in total in 16/17-17/18, with an on-going support cost of £50k pa that would be met from the CA ICT budget.
- The costs to staff the internal Transition team with consultancy support to establish the new PMO is estimated to cost up to £1m. This would be funded from the West Yorkshire Plus Transport Fund.

4.2. There is an option to part-fund the one off transition costs from reserves. Consideration may also be given to funding elements through Enterprise Zone receipts, any future devolution deal or interest from the Growing Places portfolio.

4.3. In setting up the new PMO post Transition phase, there is strong emphasis to avoid any further costs on the CA revenue budgets or local authorities. It is therefore expected that future funding for the PMO will be met from the projects themselves and thus will be funded primarily from the West Yorkshire plus Transport Fund and Growth Deal.

5 Legal Implications

5.1. A change in use of the existing CA delegations is as set out in this report.

5.2. All procurement will be undertaken in accordance with appropriate regulations and Standing Orders.

6 Staffing Implications

6.1. The creation of the Delivery Directorate itself was approved at the CA annual meeting on 26 June 2016. This paper has covered the next step in terms of populating this Directorate.

- 6.2. The creation of the PMO and Assurance and Feasibility Team are new functions for WYCA and would involve the creation of new teams as part of the Delivery Directorate. While internal staff will be utilised where possible, some external recruitment will be required. WY CXs are working with the CA senior team to ensure that external recruitments benefit the whole WY partnership, and not simply result in a circulation of existing capacity around the partner organisations.

7 Consultees

- 7.1. WY Chief Executives, Directors of Development and Heads of Transport are being involved in this work.

8 Recommendations

- 8.1. That the Authority approves:-

- (i) The establishment of the new Delivery Directorate, including an enhanced PMO that will, once properly embedded, equip WYCA and its partners with the processes, skills and information required to ensure project delivery on the scale required.
- (ii) The outline PMO Process and the principle that this framework is used for all projects that are spending CA or LEP funds.
- (iii) The procurement and planned implementation of a new PIMs system to enable transparent reporting of projects across the partnership.
- (iv) The proposed transitional arrangements of delegation to allow faster progress of projects through the current decision making system, while still ensuring suitable democratic accountability and oversight.

ITEM 13

Report to: Combined Authority

Date: 28 July 2016

Subject: WYCA Corporate Plan for 2016-2017

1. Purpose

1.1. To approve the corporate plan for the Authority for 2016-2017.

2. Background Information

2.1. At its meeting in February the Authority approved the outline corporate plan that was presented alongside the budget for the year. Since that approval further work has been done to develop the detailed contents of the plan and the Authority is requested to consider the version attached at **Appendix A**.

2.2. The corporate plan sets out the vision and mission for the region, drawing on ambition set out in the recently approved Strategic Economic Plan. Whilst recognising that the outcomes in the SEP are over a longer period of time and require all partners across the region working together, the corporate plan sets out specifically the role of WYCA and the LEP. The four priority areas of the SEP are highlighted with a review of what we have already achieved in these areas alongside our specific plans for services and interventions during 2016/17. Two annexes then set out how performance will be measured and how the One Organisation Programme will assist in achieving our ambitions.

3. Financial Implications

3.1. None arising directly from this report.

4. Legal Implications

5.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. Consultees

- 6.1. Directors and Chief Executives have been consulted on the production of the business plan.

7. Recommendations

- 7.1. That the corporate plan for WYCA for 2016/17 be approved.

8. Background Documents

- 8.1. None arising directly from this report.

West Yorkshire Combined Authority (WYCA) Corporate Plan: 2016-17

What is WYCA?

This plan sets out what West Yorkshire Combined Authority will achieve this year.

West Yorkshire Combined Authority is a collaboration between the West Yorkshire authorities and is the place where work that cuts across the whole of West Yorkshire and city region is undertaken. The Combined Authority itself is a governing board of nine political leaders, plus the chair of the Leeds City Region Enterprise Partnership (LEP).

West Yorkshire Combined Authority and the LEP are supported by an officer organisation that undertakes their Boards' policies and actions. In some cases officers do the work themselves and in other cases work is commissioned from local authority or wider partners.

Our Vision and Mission for the Region

The LEP and Combined Authority have a joint vision for economic growth in the City Region, which is, *to create a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone.*

As part of this vision, the officer body's mission is, *to be the driving force for delivering an outstanding economy with better connectivity and services for businesses, people and places, on behalf of WYCA.*



Foreword



Cllr Peter Box

Chair of the Combined Authority

Since April 2014, West Yorkshire Combined Authority has been working to achieve a better quality of life for everybody throughout the five West Yorkshire districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield, in York and across the whole

City Region.

We work with public and private sector partners to deliver businesses growth, the creation of new jobs, a workforce that has the training and skills to meet the requirements of local employers, new and affordable homes and modern, integrated transport network.

Establishing the Combined Authority in April 2014 as a united force for economic growth was key to the City Region secured the country's largest Growth Deal and a first-stage devolution deal giving us greater influence over investment decisions on skills, transport, housing and support for small businesses. It is a multi-year programme and this business plan is important in setting out the Combined Authority's priorities and actions for this year.



Roger Marsh OBE

Chair of the Leeds City Region Enterprise Partnership

This year, West Yorkshire Combined Authority & LEP updated and shared our Strategic Economic Plan, the delivery of which forms our ongoing work programme. Since the first SEP in 2014, successes have included the creation of over 3,000 local jobs, unlocking almost £500m of private sector investment and supporting over 4,000 businesses.

We have embarked on a £1bn programme of transformational transport investments, opened West Yorkshire's first a new rail station in 10 years and signed a £13m deal to provide over 98 per cent of West Yorkshire's homes with access to high-speed broadband. We have been delivering energy efficiency improvements to over 12,000 Leeds City Region households through our 'Better Homes Yorkshire' programme, and in February established a £5m Business Flood Recovery Fund to help small and medium sized enterprises (SMEs) across Leeds City Region recover from the effects of Boxing Day floods.

Much of this is co-ordinated or delivered by the officer body supporting the LEP and the Combined Authority, and this plan sets out the next step in this transformational delivery journey.



Ben Still

Managing Director, West Yorkshire Combined Authority

This plan sets out the schemes and projects West Yorkshire Combined Authority and the LEP and a wide range of partners are undertaking over the coming year to drive inclusive economic growth, improve connectivity, and do so in an environmentally sustainable way.

The Plan also explains how, as an officer body, we are changing the way we operate, to ensure we can meet the requirements and full aspirations of the LEP and Combined Authority Boards, and help make Leeds City Region a globally recognised economic engine with high levels of prosperity, jobs, and above all, quality of life, for everyone.

What West Yorkshire Combined Authority and the LEP are Delivering for You

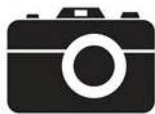
We work with private and public sector partners to raise the quality of life in our region. We are achieving this by encouraging businesses growth and job creation, developing a trained and skilled workforce that meets local employers' needs and by building of new and affordable homes. This will all be underpinned by a modern, integrated transport network. Our work broadly divides into four areas:

Growing Business

We help small businesses and private sector firms to grow by providing support and finance, creating international links and paving the way for innovation, enterprise and new business investment.



Skilled People, Better Jobs, Better Connected



We are working with employers and education providers to create more and better jobs, and a highly skilled workforce to fill those jobs. West Yorkshire Combined Authority has a specific role in developing and managing a public transport network that links people and businesses to opportunities and services.

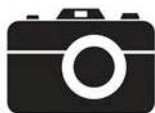
Clean Energy and Environmental Resilience

We are developing innovative new energy infrastructure in the region and helping businesses and households to become more energy-efficient, saving them money and supporting economic growth.



Infrastructure for Growth

Good Growth



We are creating and investing in the modern infrastructure our region needs to develop and grow including a smart-enabled integrated Metro-style transport network, technology such as superfast broadband and affordable housing.

Sustainability

This Corporate Plan reflects our determination and ambition to transform Leeds City Region’s infrastructure and services by improving partnership working with both the private and public sectors.

Our vision is set against a backdrop of pressure on local services to find savings. West Yorkshire Councils have worked relentlessly to find cost savings and efficiencies following Central Government funding cuts of £0.5bn since 2010. The November 2015 Spending Review signalled West Yorkshire Council budgets will remain under pressure for the remainder of the decade so some challenging decisions are still to be made. Our financial position is set out on page 12.

This sustained financial pressure means the Combined Authority will have an increasingly important role to play in delivering transformational projects and finding smarter, more efficient ways of working together.



Growing Businesses

What have we achieved so far?

- In its first four months, the LEP Growth Service's Growth Managers have supported 300 Small and Medium Enterprises (SMEs) and a further 660 businesses through our dedicated helpline.
- £29 million of grants have been committed to businesses in the Leeds City Region (LCR), with £287 million of private sector investment unlocked and 1,660 jobs created in the businesses we have supported.
- Our export network events programme has helped over 300 companies take the first steps towards doing business overseas by connecting them with first-hand, practical information from 50 experienced 'export ambassadors', recruited and supported by WYCA.
- Government confidence in our region is matched by private sector confidence; this year, our pipeline of development investment topped £5 bn.
- Improved LCR Foreign Direct Investment (FDI) performance in UK FDI Attractiveness Surveys.
- Increased collaboration from stakeholders and sub-regional partners culminating in a new three-year International Business Strategy for the region.
- Managed Public Transport arrangements for major Leeds City Region events including the Rugby World Cup, the World Triathlon and Tour de Yorkshire.

What we will spend this year: £13.08m

What will we deliver this year?

We will:

- Provide support to businesses in LCR that want to grow and account-manage a cohort with high growth potential.
- Support businesses in LCR to realise their growth plans through co-funding capital investment projects that lead to new jobs, business innovation and significant private sector leverage.
- Attract 36 Foreign Direct Investment projects to LCR creating significant new employment.
- Enhance the LCR economy by extending its profile as an attractive place for businesses to locate and invest.
- Deliver enhanced and more focussed export support for businesses in LCR.
- **How will we measure - what are our targets for this year?**
- Support 2,100 businesses that want to grow.
- Provide intensive account-management support to 525 businesses with high growth potential.
- Invest £9.1m to co-fund capital investment growth projects in 120 businesses.
- Create 1,200 new jobs via capital grant investment.
- Leverage £36.4m of private sector investment.
- Attract 36 new FDI projects into LCR, creating 900 new jobs.
- Generate 1,500 additional new exporters by 2021.
- Support an average annual increase of 4% in the value of exports from LCR up to 2021.

Skilled People, Better Jobs, Better Connected

What have we achieved so far?

- Youth unemployment in our City Region has fallen faster than the national average, with more than 80% of young people on our local programme now in Employment, Education or Training.
- Our Skills Service, created in February 2015, has so far helped over 300 companies to secure training for their employees and has paid up to 50% of the training costs.
- On a typical weekday in 2016, 70,000 people travelled on bus services funded by the Combined Authority, 125,000 people used the almost 30 bus stations and interchanges it manages across West Yorkshire and around 650,000 passengers passed through Leeds Station.
- On that same day, 130,000 senior, disabled, blind and young people travelled using concessionary bus passes issued by the Combined Authority and 20,000 used the Combined Authority's MCard smartcards to make their journeys.
- Completed the award-winning £6m Castleford Bus Station refurbishment to provide better facilities for passengers and support the regeneration and growth of the Wakefield Five Towns area.
- Creation of Apprenticeship hubs so far helping businesses create over 2000 apprenticeships.
- Launched the 'DaySaver' smart carnet ticket and 'Pay as you Go' MCard supporting travel costs for part-time workers.
- Extended half-fare bus and train travel for all 16 to 18 year-olds living in West Yorkshire, to make it more affordable for them their access to apprenticeships, training and employment.
- Started three projects on site to improve further education facilities:
 - Kirklees College – a new Process Manufacturing Centre to provide a new facility delivering specialist training in Process Manufacturing and Process Control.
 - Calderdale College – unlocking Potential to upgrade three floors of the Percival Whitley Centre to enhance and extend its curriculum offer.
 - Wakefield College – a new Advanced Skills and Innovation Centre to deliver new learning and training opportunities in higher level qualifications.
- Continued to roll out MCard, the largest travel smartcard scheme of its kind outside London.
- Over 1 million smartcard transactions are now being carried out by over 1/2 million smartcard-holders every week on West Yorkshire's buses and trains as we continue to roll out MCard, the largest travel smartcard scheme of its kind outside London.
- Delivered of SAFEMark travel training for 4,500 Year 6 school pupils across West Yorkshire.

What we will spend this year: £38.88m

What will we deliver this year?

We will:

- Produce high quality labour market information including future employment opportunities forecasting, and disseminate this to training providers (including schools, colleges, universities and private training providers) to influence provision.
- Gain increasing influence over breadth of employment and skills systems through devolution of funding and powers.

- Deliver a skills service to support SMEs in LCR to access support, signposting and funding for training linked to their growth ambitions.
- Support SMEs to make the most of Apprenticeships, particularly in the context of Apprenticeship reforms.
- Support better links between education and businesses including delivery of planned and progressive careers enterprise and employability education.
- Starting on site with the following projects to improve education facilities:
 - Leeds City College – Printworks to complete the refurbishment of phase 3.
 - Selby College – The Aspiration Building extension project will extend and refurb facilities to accommodate growth in demand for engineering and construction skills.
 - Shipley College – Salt Building to refurbish and upgrade IT.
 - Bradford College – Advanced Technology Centre to equip the centre with the latest technology and equipment for the dental sector.
 - Leeds College of Building – Flexible Construction Innovation Centre to create world class facilities for students and the construction industry.
- Consult and advise with partners and stakeholders on the West Yorkshire plus Transport Fund, a £1bn, 10-year programme of over 30 transport infrastructure schemes across West Yorkshire and York designed to create around 20,000 new jobs and add £2.4bn a year to the economy (by the mid-2030s).
- Increase SAFEMark programme delivery to 12,500 school children.
- Provide transport services that enable over 50,000 pupils and students access education in West Yorkshire.
- Invest £19m in providing bus services to link communities to employment, education, health services, local shops and facilities.
- Deal with 11m travel enquiries from customers through the www.wymetro.com website, MetroLine call centre, @MetroTravelNews on Twitter and the West Yorkshire Metro Facebook page.
- Sell £30m of smart travel tickets at Travel Centres, local shops in the Payzone network and at rail stations.

How will we measure - what are our targets for this year?

- Help over 800 business to determine their skills needs.
- Increase use of digital media for customer travel enquiries, sales and permit applications through a Channel Shift programme.
- Deliver Apprenticeship Grants to 7,000 young people.
- Ensure all WYCA funded bus services meet value for money and social benefit metrics.
- 'Up-skill' over 5,500 employees in LCR.
- Support Small and Medium-sized Enterprises (SMEs) to offer over 1,000 apprenticeships.
- Make strategic links between 100 businesses and 100 schools and by September 2016.
- Complete four Skills Capital projects.

Clean Energy and Environmental Resilience

What have we achieved so far?

- Embarked on the 'Better Homes Yorkshire' programme, delivering energy efficiency improvements to over 12,000 Leeds City Region households in first three years and attracting over £10m of investment.
- A total of £580,000 of financial aid has been allocated from the £5m Leeds City Region Business Recovery Fund established by the Combined Authority to help businesses get back on their feet after the Boxing Day floods. Applications totalling £1.3m have been received and are being processed, with 90 per cent having been approved.
- Opened the first 14km stage of the 23km CityConnect Cycle Superhighway connecting Bradford and Leeds.
- Delivered cycle training, led rides and other initiatives to promote active health travel, through the go:cycling initiative.

What we will spend: £2.75m

What will we deliver this year?

- Energy Accelerator; a new support service for providing commercial and technical advice to early-stage low carbon energy projects (including energy storage).
- Launch and delivery of the Resource Efficiency Fund; a new business support product that will provide advice and grant funding of up to £10k to businesses looking to reduce costs related to waste, water and energy.
- Increased Travel Plan Network membership by 77 and helping 232 companies with over 230,000 (23% of West Yorkshire workforce) to encourage their workforce to travel sustainably.
- Deliver the Clean Bus Technology Fund Project (CBTF), converting 26 AccessBus vehicles to meet ultra-low emission standards.
- Support development a district heat network that will provide, cleaner, cheaper low carbon heat across Leeds City Region.
- Work alongside Northern Gas Networks on the H-21 Leeds City Gate projects, decarbonising the gas network and creating a hydrogen economy in Leeds City Region.
- Refresh the Leeds City Region Green Infrastructure Strategy and develop an investment plan for green infrastructure that will include improving flood resilience.
- Investigate the potential for roll out of low carbon fuel technologies for commercial fleets across the City Region.
- Continue to deliver the Better Homes Yorkshire programme, tackling fuel poverty amongst Leeds City Region's most vulnerable residents and improve the quality and energy efficiency of homes.
- Work with bus companies to reduce harmful emissions from bus vehicles, through the Bus 18 programme.

How will we measure - what are our targets for this year?

- Make Leeds City Region one of the foremost UK centres for low carbon energy generation by building upon opportunities arising from Drax now being England's largest and now fuelled by mixed coal and biomass units.
- Build upon the 13% level of the nation's renewable energy generated in the City Region in 2014, which is a far higher proportion than our 5% share of the population.
- Use local expertise and innovation of universities and strong low carbon business sector to continue working with businesses to support their environmental improvement, which has resulted in local carbon emissions per capita being lower than national levels.

- Reduce numbers of deaths in the City Region by reducing congestion, encouraging the use of cleaner vehicles and increasing levels of cycling and walking, through our Transport Strategies and Plans.
- Reduce levels of fuel poverty, currently an estimated 140,000 households or 11% of the total, through the continuation of the Better Home Yorkshire scheme, which is helping over 12,000 households save money on fuel bills.
- Ensure capital in urban and rural areas, including wildlife, woodlands and a beautiful natural environment which attracts businesses, investment, skilled employees and tourism.
- Expand the Travel Plan Network, the free membership scheme that provides West Yorkshire employers committed to encouraging their staff to travel to work sustainably with a 75% discount on business travel and their employees with a 15% discount on Annual MCards, by a further 35 companies.

Infrastructure for Growth

What have we achieved so far?

- Started a £1bn programme of over 30 transformational transport investments across West Yorkshire and York, through the a £1bn, 10-year West Yorkshire plus Transport Fund, which is designed to create around 20,000 new jobs and add £2.4bn a year to the economy (by the mid-2030s). This includes:
 - £29m funding for Wakefield Eastern Relief Road, which when it open in spring 2017, will unlock development potential for businesses to grow as well as supporting the creation of 62,000 new, good-quality jobs and the building of 2,500 new homes.
- Provided access to superfast fibre broadband to an additional 58,000 businesses and homes in West Yorkshire and signed a further £13m superfast broadband deal that will mean fibre broadband access is available to more than 98 per cent of all homes and businesses in West Yorkshire and York.
- Worked with partners to open the new Apperley Bridge and Kirkstall Forge rail stations and built the new Leeds Station Southern Entrance, making a major contribution to the growth of the local economy, as well as improving access to Leeds for the local community.
- Completed and opened the first 14km stage of the 23km CityConnect Cycle Superhighway connecting Bradford and Leeds.
- Started work on the new £11m rail station at Low Moor, Bradford, to improve travel links between Bradford, Halifax and Leeds, and attract new jobs and investment in south Bradford.
- Refurbished Wakefield Kirkgate Rail Station with partners, delivering a much-improved environment for passengers.
- Agreed the LCR Planning Charter providing a consistent approach to dealing with major planning applications across the City Region and speeding up the planning system.
- Streamlined the process for calculating payments to bus and rail operators using smart data technology gained through the MCard smartcard scheme.

What we will spend this year: **£103m**

What will we deliver this year?

- Leeds City Region's Infrastructure Investment Framework – prepare the Framework that will align City Region strategic priorities and long term investments across all infrastructure to deliver the ambitions and targets as set out in the LCR Strategic Economic Plan (SEP).
- Digital and Broadband Infrastructure – deliver the £13m West Yorkshire and York Broadband Programme providing superfast fibre broadband access to an additional 28,000 homes and businesses and seek to procure new digital infrastructure that will help achieve 100% high speed broadband coverage across the City Region, through a range of technologies.

- Elland Road Park & Ride Phase 2 due to the success of Phase 1 of the Elland Road Park & Ride site, which is now used by 370 cars per day, a £1.8m extension, which includes a further 350 spaces (bringing the total up to 800) and improved waiting facilities with toilets, is being provided.
- Alignment of strategic and local housing and planning policies and strategies - ensuring SEP delivery and City Region housing and economic growth ambitions are met across West Yorkshire and the wider City Region.
- One Public Estate –work jointly with the West Yorkshire and York Districts to consider the best and most viable use of all public sector land and assets, including their potential contribution to economic and housing growth and job creation.
- Customer database system – deliver a system that enables customers to create and manage their own transport accounts including information, permit applications and fulfilment and payments.
- Income generation from transport assets – use commercial leases and advertising opportunities to increase income generated.
- New Transport Information System – Introduce a new customer information management system to streamline services to bus and train passengers.

We will also support the following schemes:

- **Bradford Odeon (Total scheme value - £15m)** - develop the former Odeon cinema into a mid-sized live music and performance venue with a seating capacity of 3,500 and a stands capacity of 4,000. It will be the third largest auditorium in Yorkshire and would attract national and international performers.
- **Bath Road, Leeds (Total Scheme Value - £16.5m)** - remediation ground works and site preparation work of this Leeds City Council owned land in the Holbeck Urban Village area of the city, will enable the site to be sold for residential development, providing for 160 new homes.
- **Barnsley Town Centre (Total Scheme Value - £93.4m)** - deliver a new high quality town centre in Barnsley, through the regeneration of the old market site, ultimately delivering a mix of new retail, leisure and community facilities.
- **Leeds Brownfield Sites, Leeds (Total Scheme Value - £36.5m)** – development of a number of brownfield sites in East Leeds (Seacroft and Halton Moor) to provide up to 280 new homes. Local Growth Funding will be used for site clearance and remediation, to complement the nearby strategic growth point at the East Leeds Extension.
- **Leeds City Region Flood Review** – complete and begin implementation of the Review’s recommendations to improve alignment and coordination of strategies, activities and resources, and ensure a stronger approach to flood mitigation and resilience planning.
- **York Central (Total scheme value - £49m)** – enable the development of the 72 hectares site to the rear of York Station, creating a catalyst for economic development; improving linkages with surrounding communities and developing York station as a key gateway and improving the National Railway Museum.
- **Kirklees Housing Sites (Total Scheme Value - £47m)** - tackle the costs of transport access and site condition to accelerate delivery and improve viability on three Council-owned housing sites that will deliver over 600 new homes.
- **One City Park, Bradford (Total Scheme Value - £22m)** - fund the demolition and redevelopment of a former Police Station and the creation of 8,500 m² of new high quality office floor space to support the sustainable regeneration of Bradford City Centre.
- **Leeds City Region’s Enterprise Zones (EZ)** – continue to support delivery of the Aire Valley Leeds EZ and start preliminary works to develop the early deliverable new EZ sites.
- **SMART5 shelter refurbishment (Scheme value - £1.75m)** - refurbish around 600 existing bus shelters across West Yorkshire, bringing them back to a high standard and extending their useful life for a further 15 years.

- **Wakefield Kirkgate (Total Scheme Value: £5m)** –begin works on highways including traffic signals and improvements to footways, storm-water drainage and pedestrian links with Kirkgate Rail Station.
- **Red Hall, Leeds (Total Scheme Value - £31m)** - undertake preparatory site works to release the Red Hall site for housing development and provide land for the route of the East Leeds Orbital Road (ELOR), which will result in the delivery of a strategic housing growth point for the City Region. .
- **Northgate House, Halifax (Total Scheme Value - £10.8m)** – redevelop this site for new commercial opportunities as part of a major programme of investment and rationalisation of council property assets in the District.

Infrastructure for Growth

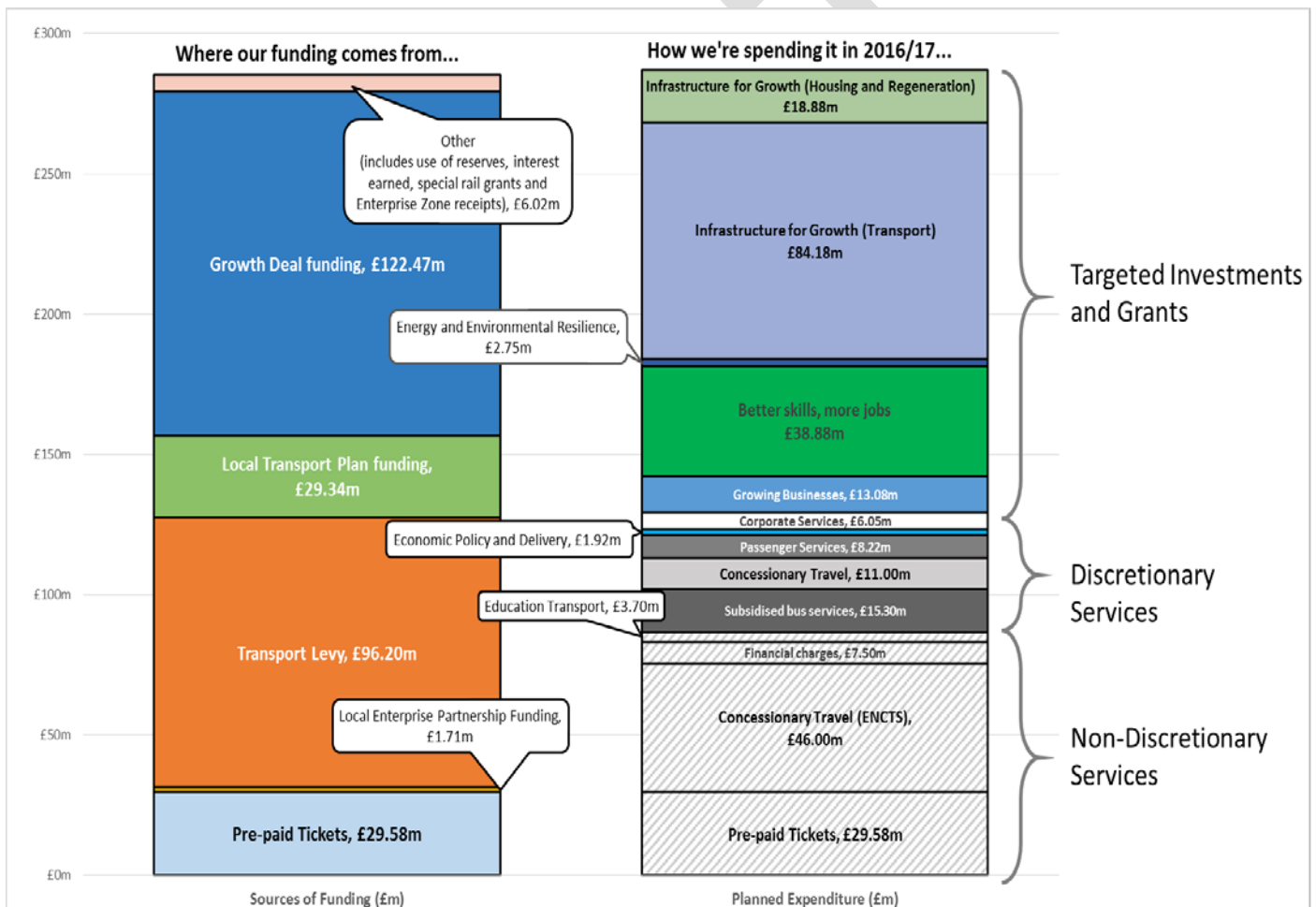
How will we measure - what are our targets for this year?

- Increased integration of up-to-date district Local Plans to ensure a coordinated approach to development delivery.
- Increases in GVA and job growth.
- Increases and acceleration in the number of new homes built, including affordable homes, and employment/commercial floor-space.
- Increases in the amount of brownfield land and buildings brought back into use and/or development-ready.
- Increases in connectivity bringing people, places and jobs closer together
 - Reduced numbers of hospital admissions related to poor quality, cold and damp homes.
- Reduced delays, congestion and faster journey times across all transport modes, both within and beyond the City Region.
- Increase in super/ultrafast broadband network coverage and access/take-up by businesses and households.
- Reduced carbon emissions and vehicular air pollution, improved environmental quality.
- Sufficient supply of both minerals and waste treatment facilities to sustain and support the City Region's continued development and sustainable growth.
- Increased customer satisfaction with information provided and customer-facing activities.
- Increased income generation through the organisation's facilities and infrastructure.

Our Funding

West Yorkshire Combined Authority and the LEP are responsible for delivering essential services that help to keep the Leeds City Region moving. Whether this is by helping growing businesses to access skilled workforces, facilitating sustainable development, enabling young people to access education or ensuring elderly or vulnerable people can access the services they need, a modern, integrated transport network is essential to improve the quality of life of everybody in the region.

Our budget this year is £270m. We have secured a £1 billion-plus Growth Deal funding from Central Government for the Leeds City Region over the next 20 years. We are using this to invest in projects and programmes that will create thousands of new jobs and help us to accelerate economic growth across the entire City Region. Services we provide are part-funded by a 'levy' on the West Yorkshire Councils, while other capital funding comes from the Department for Transport (via Local Transport Plan - LTP - funding), the European Union, and from public and private sector match funding.



Annex 1: Measuring our Success

The measures of our success are defined in the ‘Leeds City Region Strategic Economic Plan: 2016-2036’. The table below summarises all the headline initiatives and outcomes necessary to unlock the City Region’s full economic potential between now and 2036.

Our commitments	Aims and Initiatives overview	Outcomes
Growing Business	Implement co-ordinated and wide ranging action to increase innovation radically .	Increase in number of businesses innovating to bring new products/services to market.
	Become a global digital centre – with specialisms in data storage, analytics, digital health and tech skills.	Increase in SME productivity, investment and jobs created. Increase in value of jobs created as measured through improvements in hourly/average wages and uptake of higher levels of skills.
	Boost business growth, productivity, exports and investment by linking businesses to support and funding, including through the LEP Growth Service, Skills Service and Trade and Investment programme.	Increase business start-ups. Increase in business exports and inward investment.
Skilled People, Better Jobs	Deliver a ‘more jobs, better jobs’ programme to widen employment, skills, apprenticeships and progression opportunities, linked to NEET-free goals.	% with skills at NVQ level 4 (close gap to national average on this measure) and NVQ2+. % of schools engaging with businesses.
	Devise and deliver a programme of action to increase high level skills and close the gap to UK average.	Employment, unemployment, economic inactivity and NEET levels. Apprenticeship starts and completions (and % at advanced/higher/degree level). Skills shortages in key areas (e.g. tech skills, coding, engineering, construction). % of employers training their workforce. Earnings (median and 20th percentile).
Clean Energy and Environmental Resilience	Targeted investments and innovation to make the City Region a leading-edge centre for zero carbon energy .	Carbon emissions (linked to long term zero carbon energy economy goals). Increased GVA, employment, innovation and productivity in the clean energy and energy intensive sectors.
	Make climate change adaptation and high quality green infrastructure integral to improving the City Region economy and its spatial priority areas.	Reduced fuel poverty and associated improvements in health and spending power. Increase in the quality and extent of green infrastructure, including climate and carbon sequestration benefits related to tree cover.

Infrastructure for Growth	Deliver 30+ West Yorkshire plus Transport Fund schemes and make progress towards a single 'metro style' public transport network, connected to major national/northern schemes such as HS2 and Northern Powerhouse Rail.	Increased integration of up-to-date district Local Plans to ensure a coordinated approach to development delivery. Increases in GVA and job growth.
	Develop and regenerate integrated Spatial Priority Areas, supporting employment, quality environments and the building of 10,000-13,000 new homes per year.	Increases and acceleration in the number of new homes built, including affordable homes, and employment/commercial floor-space. Increases in the amount of brownfield land and buildings brought back into use and/or development-ready. Increases in connectivity bringing people, places and jobs closer together.
	Develop an integrated flood prevention programme , incorporating flood defences, green infrastructure and resilient development.	Reduced numbers of hospital admissions related to poor quality, cold and damp homes Reduced delays, congestion and more reliable journey times across all transport modes, both within and beyond the City Region. Increase in super/ultra fast broadband network coverage and access/take-up by businesses and households. Reduced carbon emissions and vehicular air pollution, improved environmental quality. Sufficient supply of both minerals and waste treatment facilities to sustain and support the City Region's continued development and sustainable growth.

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Annex 2: One Organisation

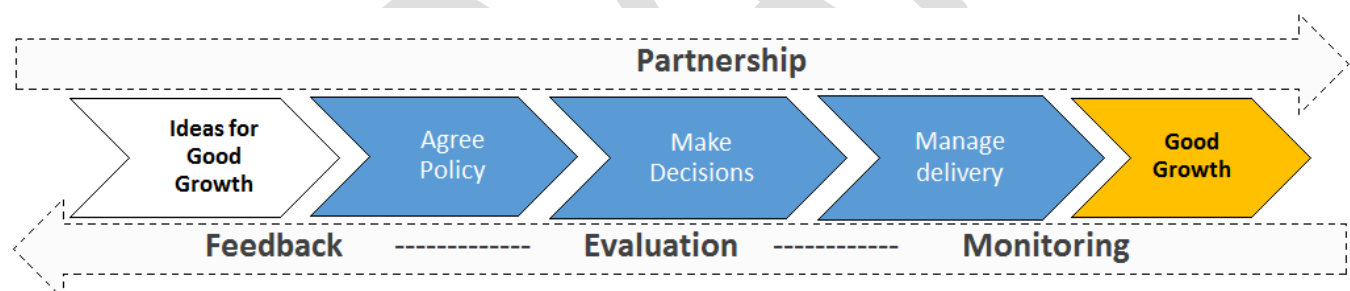
West Yorkshire Combined Authority and the LEP are delivering their One Organisation transformation programme. This is a range of corporate projects to create a unified Authority with a strong, positive identity to deliver innovative, high quality projects collectively and cost-effectively, demonstrate excellence in successful partnering and be a beacon in governance, ensuring 'good growth' across our region and strengthen our reputation as a globally recognised economy.

Having identified key issues and areas where the Combined Authority and the LEP can be more adaptable and efficient in delivering good growth projects, the One Organisation programme has developed a series of projects to address all practical and strategic issues. These measures are to ensure we meet the capabilities necessary to adapt and deliver our Vision and Objectives. The programme will ensure the Combined Authority can:

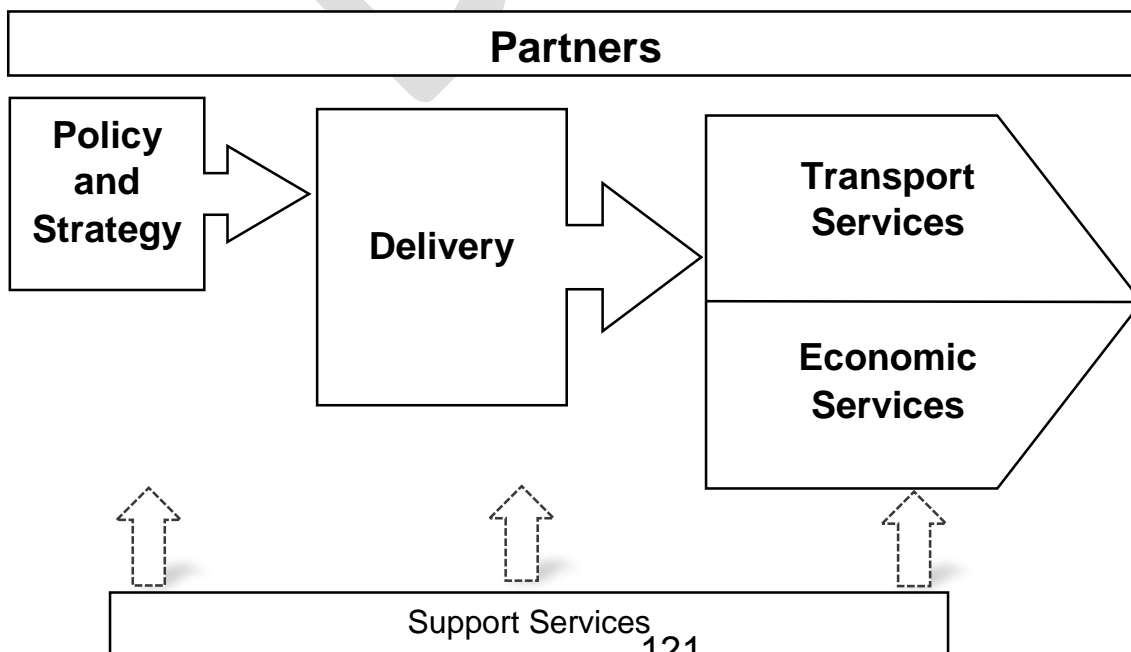
- Drive stronger economic growth, while addressing increasing inequality and improving quality of life.
- Provide integrated policy and delivery functions to increase efficiency and service.
- Do more with less – being pro-active in identifying efficiencies and use 'matrix management' to ensure best use of skills and resource.
- Support the LEP and Combined Authority with transparent decision making and a strong focus on delivery to time and budget, as well as a 'can –do' culture.

All of the planned changes support a significant shift in the way the Combined Authority works. This will increase accountability and ensure that any investment decisions are aligned with clearly defined and managed policies and strategies.

Any decisions to allocate funding or resources will be prioritised based on the extent to which they will deliver good growth and will use the following **target operating model**:



An overview of the new WYCA organisation structure:



Originator: Angela Taylor,
Director of Resources



ITEM 14

Report to: Combined Authority

Date: 28 July 2016

Subject: WYCA Appointments and Nominations

1. Purpose

- 1.1 To note changes to WYCA appointments.
- 1.2 To note changes to WYCA substitute members.
- 1.3 To make an appointment to the Transport Committee.
- 1.4 To note Kirklees Council's representative on the West Yorkshire & York Investment Committee.

2. Information

WYCA Appointments

- 2.1 On 13 July, Kirklees Council notified WYCA's Monitoring Officer that they wished to terminate the appointment of Councillor Shabir Pandor as the Council's WYCA representative and to appoint Councillor David Sheard as his replacement. The appointment of Councillor Sheard will take effect from 20 July 2016.
- 2.2 On 1 July, Councillor Baines provided formal notification to the Monitoring Officer that he had resigned his position as a WYCA member in order to take up his co-opted position as a member of the Overview & Scrutiny Committee.

WYCA substitutes

- 2.3 Kirklees Council notified WYCA's Monitoring Officer on 13 July that they had terminated the appointment of Councillor Peter McBride as the Council's substitute WYCA member and had appointed Councillor Shabir Pandor as his replacement. The appointment of Councillor Sheard will take effect from 20 July 2016.

- 2.4 The Monitoring Officer has received notification that WYCA substitute members are to be changed as follows:-

Cllr Nadeem Ahmed to substitute for Cllr Andrew Carter
Cllr Simon Cooke to substitute for the other conservative representative

Transport Committee

- 2.5 On 5 July, Kirklees Council notified the Authority's Monitoring Officer of their wish to change a nomination to the Transport Committee as follows:-

Councillor Marielle O'Neill to replace Councillor Mohan Sokhal.

- 2.6 On 13 July, Bradford Council notified the Authority's Monitoring Officer of their wish to change a nomination to the Overview & Scrutiny Committee as follows:-

Councillor Nussrat Mohammed to replace Councillor Mohammed Amran.

West Yorkshire & York Investment Committee

- 2.7 At WYCA's Annual Meeting on 23 June, it was agreed that consistent with previous arrangements, the relevant portfolio holders of the Constituent Councils and the City of York Council would be co-opted onto the West Yorkshire & York Investment Committee. At the time of the annual meeting, confirmation of the relevant portfolio holder for Kirklees Council had not been received.

- 2.8 On 1 July, Kirklees Council notified the Monitoring Officer that as cabinet portfolio holder for Transport, Councillor Peter McBride would be the Council's representative on the West Yorkshire & York Investment Committee.

3. Financial Implications

- 3.1. None.

4. Legal Implications

- 4.1 None.

5. Staffing Implications

- 5.1 None.

6. Consultees

6.1 None.

7. Recommendations

7.1 That the Authority note the termination of Kirklees Council's appointment of Councillor Shabir Pandor and the appointment of Councillor David Sheard.

7.2 That the Authority note the resignation of Councillor Baines as a WYCA member.

7.3 That the Authority note the changes to WYCA substitute members.

7.4 That the Authority note Kirklees Council's revised nomination to the Transport Committee and co-opt Councillor Marielle O'Neill onto the committee in place of Councillor Mohan Sokhal.

7.5 That the Authority note Bradford Council's revised nomination to the Overview & Scrutiny Committee and co-opt Councillor Nussrat Mohammed onto the committee in place of Councillor Mohammed Amran.

7.6 That the Authority note Councillor Peter McBride as Kirklees Council's representative on the West Yorkshire & York Investment Committee.

8. Background Documents

8.1 None.

ITEM 15

Report to: Combined Authority

Date: 28 July 2016

Subject: Business Rates Consultation

1. Purpose

- 1.1. To agree an approach to responding to the business rates consultation.

2. Background Information

- 2.1. Government has launched a consultation 'Self-sufficient local government: 100% Business Rates Retention' which runs from 5 July until 26 September. This consultation seeks views on the implementation of the Government's commitment to allow local government to retain 100% of the business rates that they raise locally. Specifically this consultation seeks to identify some of the issues that should be kept in mind when designing the reforms.
- 2.2. Government has identified, in conjunction with the Local Government Association and others, the key issues and options. For instance, in a devolved system, which grants and functions should be transferred to local control? How should the distribution of revenues between local authorities be decided? What are the best mechanisms for managing and sharing risk? How should the new powers for councils to reduce the tax rate, and for elected mayors to raise extra revenue for infrastructure investments be implemented?
- 2.3. Whilst the Combined Authority currently does not directly collect business rates the consultation poses 36 specific questions, a number of which refer to Combined Authorities, and all of which will have consequences for our local authorities. It is proposed that any response to this consultation would be drafted in consultation with the West Yorkshire Chief Executives. The deadline for responses is shortly before the next meeting of the West Yorkshire Combined Authority so it is proposed that the response is delegated to the Managing Director, in consultation with the Chair.

3. Financial Implications

- 3.1. None arising directly from this report. Any changes to business rates will impact on the funding available to the local authorities which will in turn affect their ability to fund the WYCA.

4. Legal Implications

- 5.1. None arising directly from this report.

5. Staffing Implications

- 5.1. None arising directly from this report.

6. Consultees

- 6.1. The Managing Director has been consulted in the preparation of this report.

7. Recommendations

- 7.1. That a response to the 'Self-sufficient local government: 100% Business Rates Retention' consultation be made by 26 September, with the detailed content to be delegated to the Managing Director, in consultation with the Chair.

8. Background Documents

- 8.1. None arising directly from this report.

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 1 JULY 2016 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor K Wakefield (Chair)

WYCA Transport Committee:

Cllr Martyn Bolt
Cllr Neil Buckley
Cllr Peter Caffrey
Cllr Eric Firth
Cllr Ian Gillies
Cllr Abid Hussain
Cllr Hassan Khan
Cllr Glynn Lloyd
Cllr Mick Lyons
Cllr Andrew Pinnock
Cllr Taj Salam
Cllr Mohan Sokhal
Cllr Dan Sutherland
Cllr Kevin Swift
Cllr Tim Swift
Cllr Christine Towler

In Attendance:

Cllr Barry Collins (Calderdale)
Cllr Richard Lewis (Leeds)
Cllr Peter McBride (Kirklees)
Ben Still (WYCA)
Rob Norreys (WYCA)
Dave Haskins (WYCA)
Dave Pearson (WYCA)
Tom Gifford (WYCA)
Melanie Taylor (WYCA)
Ruth Chaplin (WYCA)

1. Jo Cox MP

The Committee held a minute's silence in memory of Jo Cox, the MP for Batley & Spen.

2. Chair's Comments

Councillor Wakefield welcomed Councillors Peter Caffrey, Hassan Khan, Mohan Sokhal and Kevin Swift to their first meeting of the Transport Committee and also Councillor Martyn Bolt who had been a member of the former Integrated Transport Authority.

The Chair paid tribute to Councillor Liz Smaje and advised members that he had sent a letter thanking her for her hard work, commitment and contributions to the Transport Committee. Following the changes in membership, it was noted that Councillor Martyn Bolt would be the Leader of the Opposition.

3. Apologies for Absence

Apologies for absence were received from Councillor Rebecca Poulsen.

4. Declarations of Disclosable Pecuniary Interests

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

5. Minutes of the meeting of the Transport Committee held on 15 April 2016

Further to minute 68, it was reported that the bid for the DfT Sustainable Travel Transition Year Revenue Competition had been unsuccessful.

Resolved - That the minutes of the Transport Committee held on 15 April 2016 be approved and signed by the Chair.

6. Minutes of the meeting of the Transport Committee Workshop held on 15 April 2016

Resolved - That the minutes of the Transport Committee workshop held on 15 April 2016 be approved and signed by the Chair.

7. Major Schemes Bid/Growth Deal 3

The Committee considered a report which:

- provided an update on the procedures for City Region bids for Growth Deal and Large Local Major Schemes funding; and
- provided options for consideration in respect of Large Major Scheme Funding bids from Leeds City Region.

It was reported that LEPs had been invited to submit proposals for a new round of Growth Deals (Growth Deal 3) and, in parallel, the Department for Transport had invited bids for schemes from the £475m Large Local Major Schemes Fund. The LEP Board had discussed the broad parameters of both the main Growth Deal 3 bid and the Local Transport Majors and members noted their views regarding the parameters of the bids which were detailed in the submitted report.

The following two schemes were proposed for the Large Majors Fund:

North Kirklees Orbital Road

The Committee discussed the scheme which was for a new road and junctions with access from junctions on the M1 and M62. It was considered that this scheme also had fundamental importance for other districts as it would unlock development sites and had the potential to kick start transformational regeneration. Councillors Bolt and Pinnock requested further information in respect of the scheme and this would be provided by their own authority.

A1237 York Northern Outer Ring Road

The Committee noted that the scheme was to upgrade the existing 10 miles-long single carriageway A1237 York Northern Outer Ring Road to dual carriageway which was critical for the delivery of housing and employment growth in York. It was noted that this scheme had also been put forward by the York, North Yorkshire & East Riding (YNYER) LEP and it was explained that this was because York was a member of both LEP areas.

It was reported that WYCA was working closely with the relevant District Councils to develop the schemes and that the DfT had clearly stated that they did not expect to receive more than one or two bids from a single LEP area. The proposed bids would be considered by the LEP Board on 19 July 2016 prior to their submission on 21 July 2016. It was expected that funding decisions would be made by the Government in the Autumn.

Resolved -

- (i) That the procedures for Growth Deal 3 and Local Transport Majors bidding set out by government and also the views of the LEP Board with regard to the broad parameters of the Leeds City Region bids be noted.
- (ii) That the Committee's views in respect of the initial Large Local Majors proposals be passed on to the LEP Board.

8. Local Transport Plan Approvals

The Committee considered a report which sought approval for Quarter 2, 2016/17 payments for the following programmes:

- Local Transport Plan (LTP) Implementation Plan 2 (IP2) Integrated Transport and Highway Maintenance Blocks
- Highways Maintenance Incentive Funding
- Cycle City Ambition Grant (CCAG)

Approval was also sought for the following IP2 schemes:

- CCTV Digital Upgrade
- West Yorkshire Rail Capacity Study
- Bradford Northern Powerhouse Rail (NPR) Hub
- Lancashire – Leeds City Region – North Yorkshire, East – West Study

Integrated Transport Block and Highways Maintenance Block Quarter 1, 2016/17 Allocations

Members considered the Integrated Transport Block and Highways Maintenance Block payments to be made to partners in Quarter 2 of 2016/17 as set out in Table 1 of the submitted report. It was noted that the payments were based on the current allocations set out in Appendix 1 and details of the distribution of the indicative Highways Maintenance Block Funding 2014-2017 were set out in Appendix 2.

Highway Maintenance Incentive Funding

It was reported that the Highway Maintenance Incentive Fund rewarded councils who demonstrated that they were delivering value for money in carrying out cost effective improvements. The Department for Transport had advised that all West Yorkshire local highway authorities had achieved Band 2 status and the Committee considered the Quarter 1 and Quarter 2 allocations to district partners which were set out in Table 1 of the submitted report. Councillor Caffrey requested further information in respect of the set criteria used for the banded scores which determined the level of funding to be received by each highway authority.

Cycle City Ambition Grant (CCAG) Funding

Members considered the proposed Quarter 2 payments of 2016/17 which were set out in Table 1 and Appendix 3 of the submitted report. It was reported that the CCAG delivery programme was expected to extend into 2018/19. This would require a re-profiling of a proportion of the West Yorkshire Local Transport Plan match funding from 2017/18 into 2018/19 and a report would be prepared for a future meeting.

It was reported that the cycle superhighway connecting Leeds and Bradford was now open and featured segregation and increased safety measures. Councillor Buckley asked for information in respect of existing usage figures for cycling, the cost per mile and how use of the new cycleway would be measured. Councillor Bolt stressed the need to ensure that the cycleway was properly maintained including sweeping and gritting in the winter. A report on cycling would be prepared for a future meeting including the bids that had been made to Central Government for the scheme.

Local Transport Plan – Implementation Plan 2 approvals

CCTV Digital Upgrade

It was reported that the Authority currently had an extensive analogue CCTV system covering bus stations, Crow Nest Lane, Wellington House and King Lane Park and Ride. Approval was sought for expenditure of £550,000, funded through the LTP, to convert the current system to a digital system which would result in a reduction in annual revenue costs of around £180,000, a reduction in energy use and improve the performance and resilience of the CCTV system.

In response to a query raised by Councillor Buckley, further information in respect of the effectiveness of CCTV in reducing vandalism at bus shelters, particularly at King Lane and how this was monitored would be provided.

Rail Development Programme - West Yorkshire Rail Capacity Study

Members were advised that the Authority's input was required into the Department for Transport (DfT) led 2017 'High Level Output Statement' in order to ensure that it makes provision for growth in rail passenger demand across West Yorkshire. Rail North/Transport for the North will be asking partner authorities for evidence to support a robust case for investment by Network Rail to cater for increased passenger numbers and it was proposed to carry out a West Yorkshire Rail Capacity Study which would provide a key input to the joint work being undertaken by the DfT and Rail North/Transport for the North. Approval was sought for expenditure of up to £100,000, funded through the LTP, to undertake this work.

Rail Development Programme - Bradford Northern Powerhouse Rail (NPR) Hub

It was reported that in order to support delivery of the Leeds City Region SEP objectives, the Authority was undertaking complementary work to that was being led by Transport for the North to set out what the Leeds City Region requires from the Northern Powerhouse Rail (NPR) work-stream. Members discussed the proposal that NPR should include an intermediate call (eg. between Leeds and Manchester) and noted that the work should consider both Parkway and city centre options for Bradford. Approval was sought for expenditure of up to £100,000, funded through the LTP, to undertake this work.

Rail Development Programme - Lancashire – Leeds City Region – North Yorkshire, East – West Study

The Committee was advised of proposals by the Lancashire LEP to carry out and co-fund a piece of work to identify the potential economic benefits in improving the strategic east-west transport corridor linking Lancashire, the Leeds City Region and North Yorkshire. The study would identify whether a strategic case exists for new interventions on both road and rail networks and determine whether or not there is a compelling case for Transport for the North to undertake or support further more

in-depth work to improve connectivity in this corridor. Lancashire County Council were seeking WYCA involvement and a financial contribution and approval was sought for expenditure of £25,000, funded through the LTP, to undertake this work.

Resolved –

- (i) That the quarterly payments set out in Table 1 be approved.
- (ii) That expenditure of £550,000 funded from the Local Transport Plan in 2016/17 to convert the existing analogue CCTV system to a digital system be approved.
- (iii) That expenditure of up to £100,000 funded from the Local Transport Plan in 2016/17 to fund the West Yorkshire Rail Capacity Study be approved.
- (iv) That expenditure of up to £100,000 funded from the Local Transport Plan in 2016/17 to explore options for the Northern Powerhouse Rail (NPR) Hub be approved.
- (v) That expenditure of £25,000 funded from the Local Transport Plan in 2016/17 for a contribution towards the Lancashire – Leeds City Region – North Yorkshire, East – West Study be approved.

9. Transport for the North Update

The Committee considered a report which:

- provided an update regarding Transport for the North (TfN), including issues relating to Governance and Powers;
- advised of the Competition and Markets Authority investigation following the award of the Northern franchise to Arriva.

It was noted that Transport for the North would be the first Sub National Transport Body across the north England and they had been commissioned by the government to drive forward the delivery of Northern Powerhouse transport investment projects. The Leeds City Region (WYCA and LEP) is represented on the Transport for the North Partnership Board.

It was reported that the WYCA meeting held on 23 June 2016 had been attended by John Cridland (Chair) and David Brown (Chief Executive) of Transport for the North. They had outlined the vision and objectives for TfN, its business plan for 2016/17 and provided an overview of the legislation and how TfN expects to interact with Combined Authorities in the future.

The Committee discussed the details outlined in the submitted report and appendices and considered that WYCA should seek to ensure that:

- Combined Authorities/Local Transport Authorities be consulted on the draft order/scheme/detailed proposals in advance of any submission to Government in 'summer'.
- TfN should articulate clearly the case for concurrent powers over the (more inclusive) model of each Local Transport Authority exercising its own power to the same effect.
- LEPs should be asked to consider whether they consider the business engagement proposals adequate.

Members discussed the governance issues outlined in the appendix and the proposals to date which sought to balance the interests of large transport authorities (Combined Authorities/LEP areas) with smaller authorities through a weighted voting system and a super-majority vote (eg. over 50% support for key decisions).

It was reported that WYCA was leading on a piece of work to develop the Leeds City Region position on Northern Powerhouse Rail (NPR) which was developing the case for transformational change in rail connectivity improvements in the north. There had been concerns that the TfN remit was too narrow and, following extensive discussions with district and business partners within the Leeds City Region, the following areas of consensus had emerged:

- A more holistic view should be taken on the highways work-stream, rather than a focus only of the Highway England strategic roads network.
- Northern Powerhouse Rail is one part of the region's connectivity requirements and there are other layers and supporting measures that are needed.
- Efforts should be made to avoid reducing the connectivity (current or future through committed investments/improvements e.g. improved services committed through the new Northern and Trans-pennine Express rail franchises, and Trans-pennine electrification/route upgrade).
- The design and connectivity provided by Northern Powerhouse Rail stations are fundamental, enabling connections to other rail and transport services seamlessly including between HS2, NPR and local connections.
- There should be a Northern Powerhouse Rail stop at York, to serve the northern and eastern parts of the city region.
- There should be a West Yorkshire Northern Powerhouse Rail stop between Leeds and Manchester.
- Freight considerations should extend beyond the role of coastal ports, including consideration of a 'Leeds inland port'.

In discussing and noting the above suggestions, members asked that the wording be strengthened in respect of bullet point 3 to “*an imperative commitment* should be made to avoid reducing the connectivity”.

Members also requested that the relationship and protocol arrangements in respect of TfN be closely monitored and that update reports be prepared for future meetings.

The Committee noted the update regarding the Competition and Markets Authority investigation following the award of the Northern franchise to Arriva. It was reported that WYCA officers had provided technical input to this investigation.

Resolved –

- (i) That the relationship and protocol arrangements in respect of TfN governance and legislation be monitored and update reports be prepared for future meetings.
- (ii) That the updates provided in the report be noted.

10. Buses Bill

The Committee considered a report which provided an update on the Bus Services Bill.

Members noted that the Bus Services Bill had had its second reading in the House of Lords with Royal Assent expected in early 2017. It was however recognised that the Bill presented a number of challenges which needed to be resolved and the key issues were detailed in the submitted report. The Committee was also made aware that should a General Election be called during the Autumn, there was the likelihood that the passage of the Bus Services Bill would be halted and the new government would need to decide whether to progress a new Bill.

It was reported that WYCA’s input to the Bus Services Bill was coordinated through the Urban Transport Group (UTG) and MPs from across Leeds City Region had been invited to support and comment on the legislation by the Chair of the LEP and Chair of the Transport Committee. It was noted that briefings had also been circulated to several members of the House of Lords.

Further information on the Bill was provided in the Department for Transport’s briefing note which was attached to the submitted report.

Resolved –

- (i) That the Bus Services Bill be welcomed.
- (ii) That the desirability of all Local Transport Authorities being able to use the measures set out in the Bill to improve local bus services be endorsed.

11. NGT Decision

The Committee considered a report which:

- provided an update on the recent outcome of the Transport and Works Act Order for the NGT project;
- provided information on the next steps relating to the allocated funding;
- proposed referral to the Overview and Scrutiny Committee.

Members noted that no challenge would be made to the decision that the Transport and Works Act Order would not be granted and the NGT scheme would not proceed. However, the Department for Transport had announced that the previously allocated £173.5m funding for NGT would be awarded for public transport improvements in Leeds. In this respect, a Leeds Transport Summit was called by Councillor Judith Blake to seek views on future transport needs for Leeds and strategic direction. This was held on 10 June 2016 and was attended by a wide range of stakeholders. Leeds City Council and WYCA officers are working with the Department for Transport to agree the process for the funding allocation and terms of expenditure.

It was reported that Leeds City Council were to hold a scrutiny session to establish any areas where things could have been done differently and it was proposed that the WYCA Overview & Scrutiny Committee also consider the scheme and future developments from a City Region perspective.

Resolved –

- (i) That the report be noted.
- (ii) That WYCA co-operates fully in the Leeds City Council scrutiny process.
- (iii) That the WYCA Overview & Scrutiny Committee be requested to consider the outcome from a City Region perspective.

12. Green Infrastructure Refresh

The Committee considered a report on the work being undertaken to refresh the Green Infrastructure Strategy, setting out the potential implications of integrating green infrastructure into transport investments.

It was reported that the Leeds City Region Green Infrastructure Strategy was published in 2010. However in view of the devastating floods in 2015, it was considered that green infrastructure had an increasingly important role to play in reducing flood risk and flood management. Whilst green infrastructure was already being embedded with transport policy and projects, the strategy refresh provided the opportunity for the Committee to highlight issues to be considered.

Councillor Tim Swift welcomed the opportunity to be involved in the refresh and advised the Committee that Calderdale's Catchment Plan had to be completed by October 2016. In view of the tight timescales he asked that urgent discussions be held between Calderdale Council and the LEP Green Economy Panel.

The following further comments/suggestions were made:

- Provide trees in new housing developments (but ensure they are contained - perhaps planted in boxes) and embed this in all local plans.
- Air Quality is a high priority and this needs to tie in with the strategy.
- Cycleways should be included in the strategy as they contribute towards green infrastructure.

It was suggested that in order to discuss further ideas and suggestions it may be useful for a joint meeting to be arranged with the Green Economy Panel at the earliest opportunity.

Resolved – That the work planned to deliver a green infrastructure refresh in the Leeds City Region and the potential benefits that it can bring to transport schemes be noted.

13. District Consultation Sub Committees and the Bus Services Working Group

The Committee considered a report on the appointment of the District Consultation Sub Committees (of the Transport Committee) and a Bus Services Working Group for 2016/17.

It was noted that the Transport Committee had previously expressed a desire to improve engagement with young people and WYCA was working with the Youth Association to pilot a new approach.

It was suggested that the Transport Committee review the function of the District Consultation Sub Committees to determine if other methods of consultation would be more effective and efficient. It was proposed that Councillor Firth chair a review group and the terms of reference for the review would be considered at the next meeting. However, whilst the review was being undertaken the District Consultation Sub Committees would continue in their present form for 2016/17 with the terms of reference set out in Appendix 1 and the current public members be invited to continue to attend.

The Chairs of the District Council Sub Committees for 2016/17 were appointed as follows:

Bradford	-	Councillor Taj Salam
Calderdale	-	Councillor Dan Sutherland
Kirklees	-	To be advised

Leeds	-	Councillor Mick Lyons
Wakefield	-	Councillor Glyn Lloyd

The Committee also considered and agreed the proposal to re-establish the Bus Services Working Group with the terms of reference and arrangements as set out in Appendix 2 to the submitted report.

Resolved –

- (i) That the District Consultation Sub Committees be established for 2016/17 with the terms of reference as set out in Appendix 1 to the submitted report.
- (ii) That the Transport Committee members co-opted from each district be appointed to their respective Sub Committee.
- (iii) That the current public members attending the Sub Committees be invited to continue to attend.
- (iv) That the Chairs of the District Consultation Sub Committees be appointed for 2016/17 as follows:

Bradford	-	Councillor Taj Salam
Calderdale	-	Councillor Dan Sutherland
Leeds	-	Councillor Mick Lyons
Wakefield	-	Councillor Glyn Lloyd
- (v) That the function of the District Consultation Sub Committees be reviewed to determine if other methods of consultation would be more effective and efficient.
- (vi) That the terms of reference of the review be considered at the next meeting of the Transport Committee.
- (vii) That the Local Bus Services Working Group be established in accordance with Appendix 2 to the submitted report.

14. Feedback from Spokespersons Representing the WYCA on External Bodies

The Committee was provided with feedback from Councillor Wakefield who represented the WYCA on the following external bodies:

Rail North Ltd Board – 12 May 2016

Items considered at the meeting had included the setting up of a North East Regional Management Unit and Rail North governance proposals in relation to it becoming part of Transport for the North. It was reported that Bill Reeve, Commercial Director at Transport Scotland had been appointed as Independent Chair of the Rail North

Partnership Strategic Board and he would be invited to a future meeting of the Transport Committee.

TfN Partnership Board – 9 June 2016

The TfN Partnership Board had considered the business plan for 2016/17 and a key component was agreeing what powers TfN should have and how they should be exercised. There was general agreement that Transport for the North should have powers to formulate a pan-northern transport strategy, influence/ direct the investment plans of Highways England and Network Rail, let and manage rail franchises and implement pan-northern interventions, such as ticketing. Also that powers should be exercised in conjunction with the relevant local authority. It was suggested that governance would include voting rights proportional to population, although a different approach would be required to Rail North when it was subsumed with TfN. The draft Order, powers and governance would be considered at a future meeting of WYCA.

Association of Rail North Partner Authorities – 9 June 2016

The meeting had been provided with updates on franchise mobilisation including the new regional business unit structure in the Northern franchise, rolling stock procurement and rolling stock changes July 2016. The rolling stock changes were as a result of a commitment for some Transpennine rolling stock to go to Chiltern Railways. Both companies had worked together to mitigate the impact of this which will provide an overall uplift in peak capacity across the north. It was noted that there were some specific changes on the Calder Valley line and Northern were working with Rail North/DfT on communication plans.

Resolved - That the feedback from the Rail North Ltd Board, TfN Partnership Board, and Association of Rail North Partner Authorities meetings be noted.

15. Exclusion of the Press and Public

The Committee considered a recommendation to exclude the press and public from Agenda Item 13, which contained exempt information defined in Paragraph 3 of Schedule 12A Local Government Act 1972.

RESOLVED: It was agreed that because disclosure of Item 13 (Disposal of Land at Smiddles Lane) might prejudice future negotiations, the public interest would be better served by maintaining the exemption and, therefore, the press and public were excluded from the meeting.

***16. Disposal of the Redundant Bus Lay-By Off Smiddles Lane, Bradford**

The Committee considered a report which sought consent to the disposal of the redundant bus lay-by off Smiddles Lane, Bradford on the terms set out in the submitted report.

Resolved - That the sale of the land jointly with Bradford MDC with overage provisions as set out in the submitted report, subject to Bradford MDC also approving the disposal on the same terms, be approved.

17. Minutes of the Meetings of the District Consultation Sub-Committees

With regard to the minutes of the Calderdale District Consultation Sub-Committee held on 12 April 2016, Councillor Sutherland advised that members the work on a proposed rail station at Elland had been welcomed. Calderdale MBC was continuing to strengthen the case in the local plan as it was considered a priority and the funding was available.

Resolved:

- (i) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 4 April 2016 be approved.
- (ii) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 6 April 2016 be approved.
- (iii) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 8 April 2016 be approved.
- (iv) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 12 April 2016 be approved.
- (v) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 14 April 2016 be approved.

ITEM 16(b)

**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE & YORK INVESTMENT COMMITTEE
HELD ON WEDNESDAY 6 JULY 2016 IN WELLINGTON HOUSE, LEEDS**

Present:

Roger Marsh (Chair)	-	WYCA/Leeds City Region LEP
Cllr Alex Ross-Shaw	-	City of Bradford MDC
Cllr Barry Collins	-	Calderdale MBC
Cllr Peter McBride	-	Kirklees MC
Cllr Richard Lewis	-	Leeds CC
Cllr Denise Jeffrey	-	Wakefield MDC
Cllr Ian Gillies	-	City of York Council

In attendance:

Rob Norreys	-	WYCA
Sally Hinton	-	WYCA
Liz Curley	-	WYCA
Jess McNeill	-	WYCA
Henry Rigg	-	WYCA
Ruth Chaplin	-	WYCA

Observers: Councillor E Firth - WYCA Transport Committee

1. Apologies for Absence

Apologies for absence were received from Councillor Susan Hinchcliffe.

2. Declarations of Disclosable Pecuniary Interests

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

3. Minutes of the Meeting held on 7 June 2016

Resolved - That the minutes of the West Yorkshire and York Investment Committee held on 7 June 2016 be approved and signed by the Chair.

4. Growth Deal Project Funding Appraisals

The Committee considered a report which provided information in respect of:

- (i) To consider the full business cases relating to the following 2016/17 Local Growth Fund Priority 4 Housing and Regeneration projects:

Bradford Odeon
Kirklees Forge Lane
York Central

- (ii) To consider the full business case from Huddersfield University for the Huddersfield Incubation and Innovation Programme (HIIP) from the Priority One, Supporting Growing Businesses, Growth Deal to commence in 2016/17.

Members discussed and endorsed the full business cases of the following 2016/17 Local Growth Fund Housing and Regeneration projects:

Bradford Odeon

Bradford Odeon is owned by Bradford Council who approved the Bradford Live proposal as the preferred development option for the site in December 2014. Bradford Live are seeking a Local Growth Fund loan or grant investment of £325,000 to fund the initial construction work. It was noted that the full redevelopment of the Odeon could not take place until the wider funding, which was being sought from several sources including the Heritage Lottery Fund (HLF), was secure. In view of the fact that the outcome of the wider funding was not yet known, members endorsed the loan or grant investment proposal but with conditions which were yet to be determined.

Kirklees Forge Lane

Kirklees Council was seeking an investment of £4.6 million Local Growth Fund loan towards site acquisition costs for a brownfield development site on Forge Lane, Dewsbury. It was proposed that the loan would be repaid on sale of the site which the Council forecast could be in 2017/18 and members unanimously agreed that the proposal be endorsed.

York Central

York Council was seeking an investment of up to £2,550,000 which comprised of a Local Growth Fund loan of £2,350,000 and a grant of up to a maximum of £200,000, subject to negotiation with York Council, to fund land purchase, site enabling and demolition costs for the economic development of a brownfield site to the rear of York Station. The Committee discussed the importance of the scheme for the wider City Region and endorsed the proposal, subject to negotiation.

Details of the above projects were outlined in the submitted report and summaries of their full business cases were attached at Appendix 1.

Huddersfield Incubation and Innovation Programme (HIIP)

The Committee discussed the full business case for the Huddersfield Incubation and Innovation Programme (HIIP) from the Priority One, Supporting Growing Businesses, Growth Deal to commence in 2016/17. The total project investment was expected to be £9.7m and it was proposed to award the project £2.92m grant funding and Huddersfield University and other private investors contributing the additional £6.8m. The funding agreement would be a grant with an overage clause that provides WYCA with an annual profit-share proportionate to its investment in the total capital costs for a period of 10 years. In the light of uncertainty over European Structural & Investment Funds (ESIF), which currently accounts for an element of the £785K of the project's running costs, the grant award would be subject to a guarantee of a minimum of 50% of the revenue costs being met if the ESIF revenue is not forthcoming. This will ensure that the business support in the project will not only deliver access to specialist equipment but will also deliver the 'wraparound business support service.' A summary of the full business case was attached at Appendix 1.

Resolved –

- (a)** That the recommendation to the Combined Authority for a 2016/17 Local Growth Fund Priority 4, Housing and Regeneration loan or grant of £325,000 for the Bradford Odeon project be endorsed in principle subject to conditions yet to be determined.
- (b)** That the recommendation to the Combined Authority for a 2016/17 Local Growth Fund Priority 4, Housing and Regeneration loan of £4.6m for the Kirklees Forge Lane project be endorsed.
- (c)** That the recommendation to the Combined Authority for a 2016/17 Local Growth Fund Priority 4, Housing and Regeneration loan of £2.35m and a grant of up to a maximum of £200,000, subject to negotiation, for the York Central project be endorsed.
- (d)** That the recommendation to the Combined Authority of the full business case for the Huddersfield Innovation and Incubation Project, commencing in 2016/17 with grant funding of £2,922,000, of which £1,890,000 would be spent in 2016/17 and £1,032,000 in 2017/18, subject to legal formalities including an overage agreement be endorsed.

5. West Yorkshire plus Transport Fund

The Committee considered a report which sought endorsement for the following approvals for West Yorkshire plus Transport Fund (WY+TF) priority projects:

- A641 Bradford – Brighouse – Huddersfield Corridor Improvements (Mandate)
- Castleford Rail Station (Mandate)

Members discussed the revised budgets for the schemes which were outlined in the submitted report.

With regard to the A641 Bradford-Brighouse-Huddersfield Corridor Improvements, it was noted that completion of the scheme was not envisaged for the first 5 years of the WY+TF although early initiation of scoping work was essential to maintain advancement through the Gateway process. It was considered that the scheme had strategic importance for several districts as this, in conjunction with the potential North Kirklees Orbital Road scheme, would provide major gateways to the City Region. A mandate request had been submitted for a pre-feasibility budget of £100,000 in order to identify the indicative scope and potential phasing of the scheme.

It was reported that the Castleford Rail Station project would make significant improvements to the station environment and improve public transport integration and linkages between the station and town centre. The Committee endorsed the mandate request of £21,000 from the West Yorkshire plus Transport Fund to allow the project to move forward towards a Gateway 1 Business Case submission.

Resolved –

- (a) That the pre-feasibility mandate budget allocation of £100,000 from the West Yorkshire plus Transport Fund for pre-feasibility scoping and prioritisation work to commence on A641 Bradford-Brighouse-Huddersfield corridor be endorsed.
- (b) That the mandate budget allocation of £21,000 from the West Yorkshire plus Transport Fund to secure Network Rail Grip 1 approval for the Castleford Rail Station project be endorsed.

6. Green Infrastructure Strategy Refresh

The Committee considered a report on the refresh of the Green Infrastructure Strategy.

It was reported that the Leeds City Region Green Infrastructure Strategy was published in 2010. However in view of the devastating floods in 2015, it was considered that green infrastructure had an increasingly important role to play in reducing flood risk and flood management. Whilst green infrastructure was already being embedded with transport policy and projects, the strategy refresh provided the opportunity for the Committee to highlight issues to be considered.

Members noted the benefits that could be derived from the implementation of green infrastructure interventions and the importance in supporting the wider aims of the Strategic Economic Plan, the Local Transport Strategy and various partner aspirations as set out in local strategies and frameworks. They supported the refresh and considered it important that investment in green infrastructure was focussed on SEP spatial priorities and aligned with local plans. It was also considered that flood resilience measures should be built into highways schemes and project appraisals

should reflect on green infrastructure issues. It was noted that the Transport Committee had also been given the opportunity to be involved in the refresh and had requested urgent discussions to be held between Calderdale Council and the LEP Green Economy Panel.

It was requested that an update on progress be provided at the next meeting

Resolved – That the report be noted.

DRAFT