

## **WEST YORKSHIRE COMBINED AUTHORITY**

**MEETING TO BE HELD AT 2.00 PM ON FRIDAY, 4 SEPTEMBER 2020  
DUE TO COVID-19, THIS MEETING WILL BE HELD REMOTELY AND  
WILL BE LIVESTREAMED HERE:**

**[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2  
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE) (COPY AND PASTE THE LINK IN YOUR BROWSER)**

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### **A G E N D A**

Please note that this meeting will be filmed for live or subsequent broadcast via the Combined Authority's internet site. If you have any queries regarding this, please contact Governance Services on 0113 251 7220.

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE COMBINED AUTHORITY  
HELD ON 27 JULY 2020**  
(Pages 1 - 12)
- 5. COVID-19**  
(Lead Member: Cllr S Hinchcliffe, Director: Brian Archer)  
(Pages 13 - 20)  
  
**For Decision**
- 6. CAPITAL SPENDING AND PROJECT APPROVALS**  
(Lead Member: Cllr D Jeffery, Director: Melanie Corcoran)  
(Pages 21 - 152)
- 7. GETTING BUILDING FUND**  
(Lead Member: Roger Marsh, Director: Melanie Corcoran)  
(Pages 153 - 164)

**8. DEVOLUTION IMPLEMENTATION**

(Lead Member: Cllr S Hinchcliffe, Director: Alan Reiss)  
(Pages 165 - 184)

**9. ADULT EDUCATION BUDGET DEVOLUTION**

(Lead Member: Cllr S Hinchcliffe, Director: Alan Reiss)  
(Pages 185 - 196)

**10. STRATEGIC ECONOMIC FRAMEWORK**

(Lead Member: Roger Marsh, Director: Alan Reiss)  
(Pages 197 - 228)

**11. STATEMENT OF COMMON GROUND**

(Lead Member: Cllr T Swift, Director: Alan Reiss)  
(Pages 229 - 252)

**12. CORPORATE PLANNING & PERFORMANCE**

(Lead Member: Cllr S Hinchcliffe, Director: Angela Taylor)  
(Pages 253 - 264)

**For Information**

**13. MINUTES FOR INFORMATION**

(Pages 265 - 266)

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**



## MINUTES OF THE MEETING OF THE WEST YORKSHIRE COMBINED AUTHORITY HELD REMOTELY ON MONDAY, 27 JULY 2020

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### Present:

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Tim Swift MBE (Deputy Chair)	Calderdale Council
Councillor Andy D'Agorne (Substitute)	York Council
Councillor Judith Blake CBE	Leeds City Council (to minute 24)
Councillor Stewart Golton	Leeds City Council
Councillor Jack Hemingway (Substitute)	Wakefield Council
Councillor Steven Leigh MBE	Calderdale Council
Mark Roberts (Substitute)	Leeds City Region Local Enterprise Partnership
Councillor Shabir Pandor	Kirklees Council
Councillor John Pennington	Bradford Council

### In attendance:

Councillor Kim Groves	Chair, Transport Committee
Councillor James Baker	Deputy Chair, Overview & Scrutiny Committee
Antonia Mattos	Element Energy (minute 25 only)
Katherine Orchard	Element Energy (minute 25 only)
Angela Taylor	West Yorkshire Combined Authority
Caroline Allen	West Yorkshire Combined Authority
Brian Archer	West Yorkshire Combined Authority
Melanie Corcoran	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Noel Collings	West Yorkshire Combined Authority (minute 25 only)
Ruth Chaplin	West Yorkshire Combined Authority

### 14. Chair's Comments

The Chair welcomed Councillor Steven Leigh to his first meeting.

### 15. Apologies for Absence

Apologies for absence were received from Roger Marsh and Councillors Keith Aspden and Denise Jeffery.

**16. Declarations of Disclosable Pecuniary Interests**

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

**17. Exclusion of the Press and Public**

There were no items that required the exclusion of the press and public.

**18. Minutes of the Meeting of the Combined Authority held on 25 June 2020**

**Resolved:** That the minutes of the meeting of the West Yorkshire Combined Authority held on 25 June 2020 be approved.

**19. Covid-19 Update**

The Combined Authority considered a report of the Director of Economic Services on COVID-19.

The report provided an update on progress with the delivery and development of products and services in response to the COVID-19 crisis and it was noted that work was continuing to understand the potential future impacts of COVID-19 on the local economy. Members discussed key issues including the business, employment and skills support being provided by the Combined Authority and LEP and details were outlined in the report. The challenges being faced by the City Region were recognised and several areas were highlighted including the cashflow issues being experienced by some SMEs, the implications for employment and the pressure on tourism, culture and the transport system.

**Resolved:** That progress on the delivery and development of the response to the COVID-19 crisis be noted.

**20. Covid-19 Recovery Plans**

The Combined Authority considered a report of the Director, Policy, Strategy and Communications on the draft plans for COVID-19 economic and transport recovery.

The draft Economic and Transport Recovery Plans were attached at Appendices 1 and 2 and a summary of their contents was provided in the submitted report. The draft plans set out actions for a locally led recovery and have a priority to reduce inequality, increase inclusivity and build a resilient and sustainable environment for the region. Members considered that a cultural element should be included in the draft plan and to ensure that people have easy access to skills and training.

The Authority endorsed the plans and noted that they would be subject to further development and flexibility as the impacts of the situation become clearer. Members thanked all involved in the preparation and development of the plans.

**Resolved:** That the draft plans for COVID-19 economic and transport recovery be endorsed, subject to further development as the impacts of the situation become clearer.

## **21. Devolution Progress**

The Combined Authority considered a report of the Managing Director on devolution progress.

The report provided an update on work underway to become a Mayoral Combined Authority (MCA) and to implement the 'minded to' devolution deal. An overview of progress and details of the workstreams, which are themed around three priority areas, was outlined in the report and at Appendix 1. The governance for the programme was set out in Appendix 2.

It was reported that the eight week public consultation on the scheme had now closed and over 4,500 submissions had been received. Members congratulated officers on the high number of responses, particularly in light of the current situation. A full analysis of the responses would be undertaken but initial indications suggest that overall, respondents are in favour of the proposed arrangements. A summary report is to be considered by all West Yorkshire authorities and the Combined Authority and submitted to the Secretary of State in early September 2020.

The Authority considered and endorsed, subject to feasibility, the proposal to pursue a potential transfer of the Police and Crime Commissioner (PCC) functions to the MCA in May 2021.

It was reported that to further strengthen MCA-level collaboration, West Yorkshire Combined Authority has been invited to join the 'M9' network which supports joint engagement between the nine existing MCAs and Government. Members considered the proposal and, in noting the benefits, agreed that membership of M9 would enable the Combined Authority to have a strengthened voice in national level conversations.

### **Resolved:**

- (a) That the progress made to date be noted.
- (b) That the proposal to join the M9 group of other Mayoral Combined Authorities be approved.
- (c) That the proposal to pursue a potential transfer of the Police and Crime Commissioner's office by May 2021 be endorsed, subject to feasibility and due diligence.

## **22. Single Investment Fund**

The Combined Authority considered a report of the Director, Corporate Services on the Single Investment Fund (SIF).

Members considered the principles and design of a Single Investment Fund (SIF) as the transition is made to become a Mayoral Combined Authority (MCA). It was noted that the proposed approach to the development of a SIF is designed to ensure it supports delivery of the MCA's agreed strategic objectives and provides an opportunity to create an overall 'single pot' which brings together all the MCA's funding. It would give the Authority greater ability to prioritise investments including interventions on skills, business, inclusion, climate and infrastructure. A summary of the process was set out in the submitted report and at Appendix 1.

It was reported that work was underway to revise the Strategic Economic Framework for the MCA and a report would be brought to a future meeting. Members noted Appendix 2 which set out how an approach, led by strategic priorities, could support the delivery of the region's projects and programmes of activity. This approach would deliver inclusive growth and transport improvements, increase productivity, address the climate emergency and unlock the economic potential and accelerate growth.

**Resolved:** That the approach set out in the report to the Single Investment Fund and supporting Strategic Economic Framework for the Mayoral Combined Authority as part of the West Yorkshire devolution deal be approved.

### **23. Capital Spending and Project Approvals**

The Combined Authority considered a report of the Director, Delivery on the progress and funding for the following schemes through the Combined Authority's assurance process:

- West Yorkshire Mass Transit
- A64 Bus Priority and Park and Ride
- Integrated Corporate Systems – Finance & Human Resources
- Bradford Strategic Transport Model
- Leeds City Centre Cycle Connectivity

In addition, it was noted that since the last meeting, decisions on the following schemes have been made by the Investment Committee:

- Rail Accessibility Programme (RAP) – Horsforth and Crossgates
- A629 Phase 1b
- Leeds Bus Station Gateway
- A660 Signals
- West Yorkshire Local Cycling and Walking Infrastructure Plans
- Transport ICT – Combined Services and Assets Database (CoSA)

Members considered and approved the allocation of the Department for Transport's (DfT) pothole funding to the five West Yorkshire partner councils which was outlined in the report. The allocations had been identified using the DfT's formula and the allocations would be paid quarterly to the partner councils.

The report also provided updates in respect of Transforming Cities Fund (TCF) funding and Business Cost Ratio (BCR) and details of all the schemes were provided in the submitted report.

**Resolved:**

- (a) In respect of pothole funding allocation 2020/21 -
- (i) That the expenditure of the DfT pothole funding totalling £18.610 million be approved.
  - (ii) That the allocation of the DfT pothole funding to the five West Yorkshire partner councils in accordance with the DfT formula be approved and that allocations are paid quarterly to partner councils.

- (b) In respect of West Yorkshire Mass Transit –

That following a recommendation from the Investment Committee, the Combined Authority approves:

- (i) That the West Yorkshire Mass Transit programme proceeds through decision point 1 (Strategic assessment) and work commences on activity 2 (Strategic outline case).
- (ii) That development funding be agreed for £2.041 million from WY+TF Transformational Fund to develop the feasibility of the scheme.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the report.

- (c) In respect of A64 Bus Priority and Park & Ride -

That following a recommendation from the Investment Committee, the Combined Authority approves:

- (i) That the A64 Bus Priority & Park & Ride package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) That an indicative approval of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once the scheme package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the

Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in the report.

(d) In respect of Integrated Corporate Systems – Finance and HR Systems

That following a recommendation from the Investment Committee, the Combined Authority approves:

- (i) That the Integrated Corporate Systems project proceeds through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).
- (ii) That an indicative approval is given to the total project value of £1.5 million is given from the Combined Authority's own capital programme and reserves with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4.
- (iii) That development costs of £150,000 are approved in order to progress the scheme to decision point 4 (full business case).
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report including at decision point 4 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the report.

(e) In respect of Bradford Strategic Transport Model -

That following a recommendation from the Investment Committee, the Combined Authority approves:

- (i) That the Bradford Strategic Transport Model project proceeds through Decision Point 2 (strategic outline case) and work commences on Activity 5 (full business case with finalised costs).
- (ii) That an indicative approval to the Combined Authority's contribution of £367,000 (which will be funded through the West Yorkshire Transport Fund) is given. The remainder of the funding is from City of Bradford Metropolitan District Council (£342,000). The total project value is £709,000.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal

Team. This will be subject to the scheme remaining within the tolerances outlined in the report.

(f) In respect of Leeds City Centre Cycle Connectivity -

That following a recommendation from the Investment Committee, the Combined Authority approves:

- (i) That the TCF: Leeds City Centre Cycle Connectivity project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) That an indicative approval to the total project value of £7.81 million is given from the TCF fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) That additional development costs of £1.085 million are approved, in order to progress the scheme to decision point 5 (Full business case with finalised costs), taking the total project approval to £1.235 million.
- (iv) That the Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £1.235 million from the TCF fund.
- (v) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the report.

## **24. Future Bus Options**

The Combined Authority considered a report of the Director, Policy, Strategy and Communications on future bus options.

The report provided an update on the work to develop a new approach to bus services and the implications that COVID-19 is likely to have on the consideration of future options.

Members noted the uncertain nature of the current bus funding and agreed the importance of exploring all options to deliver bus services in West Yorkshire. The options available to the Combined Authority were outlined in the submitted report and it was noted that additional funding would be required to access technical expertise where the skills are currently not available in-house. It was therefore agreed that spending of up to £150,000 be approved to provide the support to understand the issues and develop a preferred way forward.

Alongside the external technical requirements, it is anticipated that the Combined Authority will continue to develop the case for change and understand the organisational response to taking a different role in the delivery of bus services across West Yorkshire.

**Resolved:** That the Combined Authority approves spending of up to £150,000 to provide support to develop the financial, legal and technical options available to reform the provision of bus services in the region.

## **25. West Yorkshire Carbon Emission Reduction Pathways**

The Combined Authority considered a report of the Director, Policy, Strategy and Communications on the West Yorkshire Carbon Emission Pathways.

The West Yorkshire Carbon Emission Reduction Pathways (CERP) study was commissioned to demonstrate the different ways in which the climate emergency could be addressed, and the strengthened target met. It also provided guidance to West Yorkshire councils and businesses on the ways they could address their own climate emergency declarations and targets. The meeting was attended by Antonia Mattos and Katherine Orchard from Element Energy, the consultants who had carried out the study.

Members discussed the findings to date which will inform future decisions about how to tackle the climate emergency and become a net zero carbon region. It was reported that significant engagement had been undertaken with the West Yorkshire councils and the Green Economy Panel had reviewed the findings of the study to date. The conclusions will enable the Authority to start on a pathway towards becoming net-zero carbon by 2038 and to focus, in the short-term, on those actions that are common to all the pathways and these were detailed in the submitted report.

It was agreed that the work should proceed to the next stages as outlined in the report. This included engagement with as wide a number of stakeholders as possible to obtain their input into the development of policies and actions that could be implemented. A report would be brought to a future meeting.

**Resolved:**

- (a) That the findings of the study be endorsed.
- (b) That approval be given to wider engagement with stakeholders on the findings of the study.

## **26. Budgets and Funding**

The Combined Authority considered a report of the Director, Corporate Services on budgets and funding which:

- Advised of the impact of the COVID-19 pandemic on budgets for 2020/21 and future years.

- Sought approval to an approach to commit future gainshare to resource the additional work required to become mayoral ready by May 2021 and the delivery of the higher scenario of the Transforming Cities Fund (TCF) programme.

It was reported that the original 'worst case' forecast for the impact of COVID-19 identifies a potential (high scenario) full year revenue funding gap of c.£12m. The key impacts included commercial income, bus station costs, commission from prepaid ticket sales, bus revenues and transport service costs and the Authority has been required by Government to continue to pay bus operators for concessionary fares and subsidised bus services.

The current estimate for the Mayor Ready Programme was noted and it was agreed that the gainshare element of the devolution deal be used to support the costs of transitioning to a Mayoral Combined Authority.

It was noted that £317m had been secured as part of the devolution deal to deliver the Transforming Cities Fund by March 2023. However, whilst one of the largest deals in the country, a further £164.5 million is required to deliver the 'preferred' high scenario. Members agreed to support its delivery which would be funded from gainshare, using an appropriate mix of capital and revenue funding to support borrowing.

The Budget Working Group would consider the impact the pandemic has had on budgets and funding in more detail and a report would be brought to a future meeting.

**Resolved:**

- (a) That the position on the 2020/21 revenue budget be noted.
- (b) That the Combined Authority approves the use of future gainshare to support the costs of transitioning to a Mayoral Combined Authority.
- (c) That the Combined Authority approves the use of future gainshare to support the delivery of the higher scenario of the Transforming Cities programme.

**27. Proposed Pension Transfer**

The Combined Authority considered a report of the Director, Corporate Services on a proposed pension transfer.

The report sought approval to revised pension arrangements in relation to liabilities for pension costs for a cohort of bus drivers formerly employed by the predecessor passenger transport authority, including:

- The transfer of assets of £42.5 million to Greater Manchester Pension Fund.
- The Combined Authority to be admitted to the Greater Manchester Pension Fund for the sole and limited purpose of meeting the pension liabilities in the manner set out in the submitted report.

- To delegate to the Director, Corporate Services the finalising of the required agreements to enable the arrangements to progress.

Members considered the information provided in the report regarding the proposed transfer of pension arrangements and noted that the proposed option has been supported by the West Yorkshire Pension Fund and respective actuaries. The arrangement would require the Combined Authority to become a member of the Greater Manchester Pension Fund but this would be within a very prescribed and limited way to enable effective administration of the arrangement.

It was agreed that the finalising of the necessary arrangements and agreements as set out in the submitted report be delegated to the Director, Corporate Services.

**Resolved:**

- (a) That the revised pension arrangements in relation to liabilities for pension costs for a cohort of bus drivers formerly employed by the predecessor transport authority, as set out in the submitted report, be approved.
- (b) That the transfer of assets of £42.5 million to Greater Manchester Pension Fund be approved.
- (c) That approval be given to the Combined Authority being admitted to the Greater Manchester Pension Fund for the sole and limited purpose of meeting the pension liabilities in the manner set out in the submitted report.
- (d) That the finalising of the required agreements to enable the arrangements to progress be delegated to the Director, Corporate Services.

## **28. Governance Arrangements, Corporate Planning and Performance**

The Combined Authority considered a report of the Director, Corporate Services which provided an update on corporate performance including progress against corporate plan priorities, risk management and budget position.

Summaries of the performance against the 2019/20 key performance indicators and strategic organisational risks were provided in Appendix 1 and had been updated to include strategic risks related to the ongoing COVID-19 pandemic.

It was reported that the 2020/21 business plans had been updated to reflect the impacts of the pandemic and the details of the devolution deal and these were attached at Appendix 2. Members considered and endorsed the proposed content of the 2020/21 Corporate Plan which was also attached at Appendix 2. It was agreed that final sign off of the Plan be delegated to the

Managing Director in consultation with the Chair of the Combined Authority and the LEP Chair.

An overview of 2020/21 current spend to budget as at June 2020 compared to the approved revenue budget was provided in Appendix 3. It was noted that there were a number of emerging 'red' areas of concern which related to the COVID-19 pandemic.

In respect of governance arrangements, it was agreed that Councillor Steven Leigh be appointed to the Governance and Audit Committee to fill the vacancy arising from the resignation of Councillor David Hall.

**Resolved:**

- (a) That the 2020/21 Corporate Plan be endorsed, with a final sign off delegated to the Managing Director, in consultation with the Chair of the Combined Authority and the LEP Chair.
- (b) That Councillor Steven Leigh be appointed to the Governance and Audit Committee.

**29. Minutes for Information**

The Combined Authority noted the minutes of the committees and panels that have been published on the West Yorkshire Combined Authority's website since the last meeting.

**Resolved:** That the minutes of the Combined Authority's committees and panels be noted.

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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **COVID-19 Update**

**Director:** Brian Archer, Director of Economic Services

**Author:** Henry Rigg, Head of Business Support et al

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

## 1. Purpose of this report

- 1.1 To present the first iteration of the West Yorkshire COVID-19 Economic Recovery Plan, including four detailed supporting propositions, for endorsement by the Combined Authority.
- 1.2 Present the Combined Authority with current progress on the delivery and development of products and services in response to the COVID-19 crisis.
- 1.3 Due to the fast-moving nature of this agenda item, a verbal update will also be given at the meeting.

## 2. Information

### Context

- 2.1 Although it is too soon to define what will happen to the economy over the coming months, our response work and recovery planning to date has responded to evidence and intelligence on the key issues seen to date:
  - Cash flow and immediate access to finance
  - Implications for employment, self-employment and the skills system, with particular links to the furlough situation moving forward

- Lockdown issues related to output and activity
- Safe return to work as some lockdown measures are eased
- Pressures for the transport system and on town/city centres

### Economic Recovery

- 2.2 As has been reported previously, the longer-term planning for economic recovery for West Yorkshire is being overseen by a West Yorkshire Economic Recovery Board<sup>1</sup>, which is a working group of the Combined Authority and brings together the five West Yorkshire Leaders and LEP Chair with partners from the private sector, trade unions, public bodies and the third sector, to develop robust plans for the region’s economic recovery and to help build an inclusive and sustainable economy for the future.
- 2.3 A draft economic recovery plan was produced with input from a wide range of stakeholders, including the Panels of the LEP, and was endorsed initially by the Combined Authority on 27 July, with further work since to update propositions (see 2.5) and to include more on culture and the role of places.
- 2.4 Section 11 of this report (appendices) includes a link to the updated and first complete iteration of an Economic Recovery Plan for West Yorkshire, which the Combined Authority are asked to endorse. The plan focusses on three action areas of **good jobs and resilient businesses**, **skills and training** and **accelerated infrastructure**, and two overarching goals of **inclusive growth** and **sustainable environment**. It sets out what steps are required by national government, at a regional level, and how this aligns with local authority level activity, across three stages of rescue, re-imagining and resilience. Across the plan there are **initial funding asks in the order of £1.4bn**, which will need to be further refined and developed subject to future announcements and further understanding of the impact of the crisis and direction of recovery.
- 2.5 Within this outline funding ask, the plan also identifies four distinctive West Yorkshire propositions that can deliver not just for the region’s recovery, but also make a significant contribution to the UK economy as a whole. Each proposition (and further ones may be added), includes both an offer and ask to Government. The propositions are included at appendix 4:
1. **Health innovation** (£60m) – building on the region’s strengths in devices, data and diagnostics, unlocking industry collaboration, skills and a globally positioned Act Early institution on disease prevention.
  2. **Lives transformed by digital tech** (£159m) - ensure no one is left behind in a digital-enabled future, by driving infrastructure, digital skills and Made Smarter investment to support digital adoption in manufacturing.
  3. **Transition to Net Zero Carbon Resilient Economy** (£192m) – supporting our net zero 2038 target, with unique industry strengths in low carbon transport, clean agri-tech, construction and circular economy,

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<sup>1</sup> Further details on the full membership and terms of reference of the recovery board can be found at: <https://www.westyorks-ca.gov.uk/erb>

delivering critical green and blue infrastructure, up to 71,300 jobs and skills and training to help people into low carbon opportunities.

4. **Entrepreneurship** (£340m) – focussed on our diverse communities, existing scale-up performance and our MIT REAP programme for high growth pre-starts, unleash an entrepreneurial revolution, transforming empty properties and supporting high-growth potential start-ups.
- 2.6 The plan aligns with but does not duplicate local Council plans, two of which have been published in to date<sup>2</sup>, as well as the Transport Recovery Plan and other regional plans e.g. on health, tourism and culture.
- 2.7 The plan is underpinned by modelling commissioned from Experian which sets out the evidence base and sensitivity assessment of the potential economic trajectories for growth based on a series of economic scenarios. The report will be published in due course. This approach ensures the plan is responsive to the significant uncertainty around the path of economic recovery and can be updated as the implications of COVID-19 continue to develop.
- 2.8 The five local authority leaders, with the chair of the LEP, have sent a letter to the Chancellor (Appendix 2) asking to meet to discuss the plan and how it can be taken forward. The letter also included a summary of the plan, which has been published on the Economic Recovery Board website (Appendix 3).

#### Business Support and Engagement

- 2.9 The Combined Authority/LEP continues to see ongoing high demand from businesses and individuals resulting from the COVID-19 crisis. For example, the Growth Service (renamed Business Support Service) dealt with over 4,000 enquiries from businesses in the period from the end of March 2020 through to early August 2020 (a 65% increase on the corresponding period last year).
- 2.10 Since late July 2020, the volume of enquiries rose significantly in line with levels experienced in early April 2020 i.e. 80% increase on the corresponding period from the previous year. This was mostly due to the Government announcement regarding £20m of additional funding being available for small businesses in response to the impact of COVID-19. It also coincided with some Local Authorities launching the second round of their Discretionary Grants Schemes, which also resulted in high customer traffic to the Gateway, particularly from businesses in Leeds.
- 2.11 By early August 2020, the Local Authorities of West Yorkshire had delivered over £500m of grant funding to over 36,000 businesses via the initial and discretionary schemes. Local Authorities, with support from SME Growth Managers and the LEP Gateway Team, have now awarded over £5m of their Discretionary Grant Fund allocations to over 1000 businesses, including private day nurseries, suppliers to retail, leisure and hospitality and manufacturers, alongside those in shared service centres and some charities.

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<sup>2</sup> See publications of the [Kirklees Economic Recovery Plan](#) and the Wakefield [Economic Growth and Skills: COVID 19 Response Plan](#)

- 2.12 The Digital Resilience Voucher scheme is now underway as part of the wider Digital Enterprise programme. It is providing grants of up to £5,000 to small firms to support with the cost of ICT equipment, and associated software, in the process enabling more effective and secure remote working. Over 500 applications with a collective value of almost £2m are now being appraised, with over 100 being awarded to date.
- 2.13 In addition to the above, the Business Support Team is working closely with colleagues in the York and North Yorkshire LEP and MHCLG to develop and deliver a new support scheme for SMEs impacted by COVID-19. Building on the earlier voluntary coaching scheme delivered in the first quarter of 2020/21 by the LEP, this will involve an allocation of circa £1.3m for West Yorkshire which will be made available to firms in the form of small grants of between £1,000 and £3,000. The grants will be used to purchase specialist advice from private sector consultants to help firms formulate recovery plans.
- 2.14 The LEP continues to engage with over 30 of the region's largest organisations to protect employment and operations in the COVID-19 crisis. This is providing a useful conduit for gathering intelligence on likely economic shocks and challenges. Since the last CA meeting a number of high-value inward investment enquiries have been received and the team is now trying hard to secure these to Leeds City Region.

#### Employment and Skills support

- 2.15 The number of people claiming out of work benefits increased by 3% in West Yorkshire and the wider City Region between June and July following a stable position the previous month. There are now 108,500 claimants in West Yorkshire and 131,100 claimants in Leeds City Region.
- 2.16 The last meeting received a summary of measures announced in the Chancellor's summer statement, including the £2bn 'kickstart scheme' to create around 350,000 jobs for 16-24 year-olds by funding six months work placements. No further detail is yet available about the delivery of the scheme but approaches are being made by employers that are keen to engage. There is an appetite from Mayoral Combined Authorities and LEPs to have a formal role in the delivery of Kickstart, particularly to coordinate and broker between individuals and employers.
- 2.17 Local Authorities and the Combined Authority work closely with Jobcentre Plus and will continue to engage as more details emerge about the national programme to ensure that support for individuals is as seamless as possible and to identify any gaps.
- 2.18 As per previous updates, the existing part-ESF funded Employment Hub programme delivered by the Combined Authority along with LA partners, has been swiftly adapted to match jobseekers to opportunities across the region and expand its support for businesses. More information and online enquiry forms can be found for businesses at [the-lep.com/employment-hub](https://the-lep.com/employment-hub) and jobseekers at [futuregoals.co.uk/careers-support](https://futuregoals.co.uk/careers-support)

At the time of writing (17 August), we have received 335 individual referrals and 35 business enquiries, with half of the businesses making contact since the announcement of incentives for recruiting apprentices in the Chancellor's summer statement. An increasing proportion of individuals contacting the programme are under the age of 25, reflecting the impact that the current crisis is having on the employment prospects on younger people.

- 2.19 As reported at the last meeting, the Combined Authority's adult re-training programme, [re]boot, is targeting individuals who are currently furloughed or looking for an opportunity to re-train. These are aligned to areas with greatest growth opportunities and new courses are being developed with employer involvement. Since launch in November, the programme has supported over 200 individuals. Recent graduates, school leavers and people on furlough are particularly being targeted for re-training through 24 online courses. Social media campaigns have reached 142,556 people since May.  
<https://futuregoals.co.uk/lep-skills-support-during-lockdown/>

### Transport Response

- 2.20 During August, bus services were operating at 90% of normal service mileage, this will increase to around 100% from the start of September. Social distancing limits the capacity of buses to around 50%. Overall patronage in August was at 45%, whilst off peak and weekend bus use has grown steadily through the summer, morning and evening peak use has remained low.
- 2.21 Demand for rail services has shown a gradual increase week on week and is now operating at approximately 30% of normal levels and generally social distancing is possible on most services. The next stage in reinstating service levels is planned to come into force on Monday, 14 September however they will not be at 100% of pre pandemic levels as resources remain restrained.
- 2.22 On 8 August, Government announced the continuation of the COVID-19 Bus Services Subsidy Grant (CBSSG) which provides funding support to operate bus services at pre COVID-19 service levels despite the significant reduction in fare revenue. This is paid direct to bus operators for commercial bus services and to LTAs including the Combined Authority for tendered bus services. The Government has put this funding on a rolling eight-week basis and will presumably give notice of reduction or termination when the rules regarding social distancing on public transport are eased or lifted. As part of this arrangement, Government has asked LTAs to continue to pay for concessionary fares at the level operating prior to the pandemic.
- 2.23 At the time of writing, arrangements to provide transport to support the return to school/ college are being finalised including the provision of around 60 additional buses. The Combined Authority has been awarded £1.9 million from Department for Education to meet the cost of this additional provision in the region over the first half term. The Department for Education has also issued specific guidance for the provision of home to school transport setting out precautions to reduce the risk of COVID-19 transmission.

- 2.24 Following the successful Tranche 1 bid to the Department for Transport's Emergency Active Travel fund, a Tranche 2 bid was submitted on 7 August. Council partners are now implementing Tranche 1 schemes.

#### Internal organisational update

- 2.25 In terms of the internal organisational response, we are continuing to respond to the situation in line with our incident management and business continuity procedures and managing the response through a "gold command" structure.
- 2.26 In order to ensure ongoing business continuity, each of our teams continue to implement their existing service level plans to enable frontline and business critical services to operate smoothly. All service areas have also reviewed their 2020-21 business plans in light of the anticipated areas of work that will be required to assist in the recovery processes. The updated business plans were presented to the July meeting of the Combined Authority.
- 2.27 Detailed work is also continuing to consider the medium and long term financial impacts of the pandemic on the financial health of the Combined Authority, with outputs from ongoing scenario planning being reported to the Budget Working Group in the first instance.
- 2.28 We are continuing to proactively communicate with staff on the latest Government advice through regular emails, a dedicated section on our intranet, Frequently Asked Questions and all-staff webinars. Managers are also receiving more tailored advice on how to support their staff and are being provided with support from HR where required. UNISON is also being kept fully briefed on our actions and approach.
- 2.29 In terms of other measures that continue to be in place to respond to Government guidance these include:
- Ongoing homeworking for all staff who are able to do so, with the vast majority of staff (over 400) now working remotely;
  - Continuing to keep our City Exchange and Wellington House offices closed, apart from essential access, but with plans in place for some limited bookable office space to be made available from September;
  - Supporting frontline staff in bus stations to continue with their day to day activities and providing advice on social distancing in addition to physical measures and public information;
  - Holding formal meetings by video call to enable decision making processes to continue; and
  - Enabling staff to plan working time around family/caring responsibilities.

### **3. Clean Growth Implications**

- 3.1 Clean Growth will continue to be supported through the current and new products delivered in response to COVID-19 and is at the heart of the Economic Recovery Plan as an overarching goal. The reduction in travel and the increased use of ICT to facilitate effective remote working is having a positive impact on the environment. Businesses will continue to be supported

to apply innovation and digital technologies to adapt their products and services to meet current and future demand.

#### **4. Inclusive Growth Implications**

- 4.1 As part of the current Inclusive Growth framework, any businesses that receive grants from the above products would be required to contribute to Inclusive Growth actions and outcomes via their funding agreements.
- 4.2 Inclusive Growth is embedded as an overarching goal in the Economic Recovery Plan.

#### **5. Financial Implications**

- 5.1 New recovery products would require either increased flexibility on the use of current funding streams (e.g. grants awarded for capital investment to be used for working capital, or the procurement of professional advice with recovery / contingency planning), or new funding altogether.

#### **6. Legal Implications**

- 6.1 As above, delivery of some of the proposed products will require contractual approvals from Government, and/or new funding allocations that would result in new contractual obligations for the Combined Authority.

#### **7. Staffing Implications**

- 7.1 Delivery of the products included in the report would require changes to current staff roles and/or additional staff to be recruited.

#### **8. External Consultees**

- 8.1 No specific or official external consultations have been undertaken in relation to this report. However, it has been informed by ongoing dialogue and consultation with a wide range of partners, including Local Authorities, Universities and Colleges, Business Representative and Membership Bodies, and direct with some individual businesses.

#### **9. Recommendations**

- 9.1 That the Combined Authority notes progress on the delivery and development of the response to the COVID-19 crisis.
- 9.2 That the Combined Authority endorses the first version of the West Yorkshire COVID-19 Economic Recovery Plan and supporting detailed propositions, and provides any further comments for consideration in updating of the plan as the impacts of COVID-19 develop.

#### **10. Background Documents**

There are no background documents referenced in this report.

## 11. Appendices

Appendix 1: West Yorkshire Economic Recovery Plan (first version)  
[www.westyorks-ca.gov.uk/media/4413/draft-west-yorkshire-economic-recovery-plan](http://www.westyorks-ca.gov.uk/media/4413/draft-west-yorkshire-economic-recovery-plan)

Appendix 2: Letter to the Chancellor of the Exchequer  
[www.westyorks-ca.gov.uk/media/4381/letter-to-the-chancellor-190820.pdf](http://www.westyorks-ca.gov.uk/media/4381/letter-to-the-chancellor-190820.pdf)

Appendix 3: West Yorkshire Economic Recovery Plan - Summary  
[www.westyorks-ca.gov.uk/media/4380/west-yorkshire-combined-authority-economic-recovery-plan-summary.pdf](http://www.westyorks-ca.gov.uk/media/4380/west-yorkshire-combined-authority-economic-recovery-plan-summary.pdf)

Appendix 4: West Yorkshire Economic Recovery Propositions

- i. Health Innovation  
[www.westyorks-ca.gov.uk/media/4420/recovery-proposition-health-innovation-20200826.pdf](http://www.westyorks-ca.gov.uk/media/4420/recovery-proposition-health-innovation-20200826.pdf)
- ii. High Growth Driven Entrepreneurship  
[www.westyorks-ca.gov.uk/media/4419/recovery-proposition-innovation-driven-entrepreneurship-20200826.pdf](http://www.westyorks-ca.gov.uk/media/4419/recovery-proposition-innovation-driven-entrepreneurship-20200826.pdf)
- iii. Lives Transformed by Digital Technology  
[www.westyorks-ca.gov.uk/media/4418/recovery-proposition-lives-transformed-by-digital-tech-20200826.pdf](http://www.westyorks-ca.gov.uk/media/4418/recovery-proposition-lives-transformed-by-digital-tech-20200826.pdf)
- iv. Transition to Net Zero Carbon Resilient Economy  
[www.westyorks-ca.gov.uk/media/4417/recovery-proposition-towards-net-zero-20200826.pdf](http://www.westyorks-ca.gov.uk/media/4417/recovery-proposition-towards-net-zero-20200826.pdf)



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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Capital Spending and Project Approvals**

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**Director:** Melanie Corcoran, Director of Delivery

**Author(s):** Craig Taylor, Head of Portfolio Management & Appraisal

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## **1 Purpose of this report**

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The schemes being considered today were recommended by the West Yorkshire and York Investment Committee (the Investment Committee) on 11 August and 1 September.
- 1.3 Please note, at the time of preparing this report 12 schemes will not have been considered by Investment Committee which meets three days before this meeting. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in November 2020) the schemes are being presented at this time. The recommendations within this report are based on those being put to Investment Committee. The Chair of the Investment Committee will provide a verbal update on the outcome of the 1 September 2020 Investment Committee's consideration of the schemes and whether there are any changes to the recommendations to be considered by the Combined Authority. Any significant changes will be presented in an addendum to the report.

## **2 Impact of Covid-19**

- 2.1 The full implications of COVID-19 on the region and its economy and transport system are still to be understood and the impact on our programmes and schemes has been mixed. The schemes that were due to start in the first half of 2020/21 have experienced delays due to variety of factors, therefore, during schemes' business case development and appraisal process we are working

closely with our council partners to ensure that the delivery timescales reflect the current issues and schemes are actively stress tested to ensure ongoing viability.

- 2.2 In the wake of COVID-19 it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport. For the Transforming Cities Fund the Department of Transport has not yet changed the forecast spend and outputs for the schemes. The impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal.

### **3 Integrated Clean Growth**

- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.
- 3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed.
- 3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

### **4 Additional Approval – Growing Places Fund**

- 4.1 The Combined Authority currently administers a small number of loans through the Growing Places Fund. During the prevailing economic conditions and as a result of the Coronavirus pandemic it can be reasonably predicted that businesses in receipt of a Combined Authority loan may seek to vary the conditions of their repayments, e.g. request a repayment holiday and reprofiling of repayments, or payment of interest only for a period with deferral of capital payments until next or final repayment date.
- 4.2 As part of the Combined Authority's continuing economic response and to ensure timely decision making and appropriate support to businesses, approval is sought to delegate authority to the Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing

Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

4.3 The Combined Authority approves that:

- (i) Authority is delegated to the Combined Authority's Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

## **5 Tranche 2 Emergency Active Travel Funding**

- 5.1 On 09 May 2020 the Government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment across England in walking and cycling over the next 5 years. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The £25 million remainder will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.
- 5.2 A total allocation of up to £12.566 million was confirmed for West Yorkshire, split into two tranches.
- 5.3 In July, DfT announced that the West Yorkshire application submitted in June had been successful in securing £2.513 million of tranche 1 funding, 100% of the indicatively allocated funding, to deliver the programme. A list of highways infrastructure schemes and supporting behaviour change measures that this funding is supporting is published [here](#). These are now in delivery and being managed through the CityConnect programme governance structure.
- 5.4 At its meeting in June 2020 the Combined Authority approved the expenditure of tranche 1 of Department for Transport (DfT) Emergency Active Travel funding, and for the tranche 1 programme to commence on Activity 6 (Delivery).
- 5.5 An application for £10.053 million of tranche 2 funding was submitted on 7 August, in line with the indicative allocations published by DfT. This set out a further programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation. The outcome is expected to be announced early September 2020.
- 5.6 Authorities must demonstrate that funds can be spent or fully committed in this financial year (i.e. by the end of March 2021), meaning that these schemes must be delivered at pace.

- 5.7 In order to ensure that schemes can be delivered within the tight timescales (there is not another Combined Authority until 10 November 2020), the Combined Authority is requested to delegate authority to Investment Committee to approve:
- (i) The Tranche 2 Emergency Active Travel Assurance Framework pathway and approvals.
  - (ii) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million, but this could vary as the final allocation is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
  - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners.

## **6 Report**

- 6.1 This report presents proposals for the progression of 16 schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £332.393 million when fully approved, of which £292.303 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £20.851 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

### **Transforming Cities Fund (TCF) Funding**

- 6.2 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT Transforming Cities Fund to progress all schemes against its 'low' scenario, including those in North Yorkshire (York, Selby, Harrogate and Craven), plus an additional £25 million to be allocated across the programme reflecting the Partners priorities. Through West Yorkshire's Devolution deal, also announced on 11 March 2020, in line with flexibility provided to other Mayoral Authorities, West Yorkshire Combined Authority will have scope to prioritise investments above this level.
- 6.3 The Combined Authority at the meeting of 27 July 2020 approved the use of future gainshare to support the delivery of the higher scenario of the Transforming Cities programme. This will require an additional £164.5 million funding which will be achieved by utilising an appropriate mix of capital and revenue funding to support borrowing. The Combined Authority also approved the high scenario of the TCF programme to be delivered over a longer timescale.

- 6.4 Please note that any reference below to the Transforming Cities Fund means £317 million from the DfT Transforming Cities Fund and the £164.5 million funding from gainshare and/or other sources which will be specified.

### **Transforming Cities Fund (TCF) BCRs**

- 6.5 The Government approved the Leeds City Region TCF programme on the basis that it would deliver a Benefit Cost Ratio (BCR) of between 1.5 (representing Low Value for Money) and 2 (representing Medium Value for Money) when assessed using the DfT's Transport Appraisal Guidance (TAG).
- 6.6 It is recognised that individual scheme BCRs may fall outside these values for money categories as business cases are further refined and progress through the assurance process.
- 6.7 These will not be reported at Strategic Outline Case (SOC), but at Outline Business Case (OBC) as the SOC in the main deals with the strategic case and the OBC the economic case.
- 6.8 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users. However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making.

<p><b>Scheme</b></p> <p><b>TCF: Dewsbury– Batley–Tingley Sustainable-Travel Corridor</b></p> <p>Kirklees/ Leeds</p> <p>11<sup>th</sup> August Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The Batley-Chidswell-Tingley corridor is a key route providing connectivity between North Kirklees and Leeds. The ‘North Kirklees Growth Zone’ has been identified as a Strategic Economic Plan Spatial Priority area, which includes significant housing and employment sites.</p> <p>The package will introduce bus priority measures and enhancements to bus stops, through improved footways and crossing infrastructure.</p> <p>The package will be funded from the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>The package will implement a series of bus, cycle and footway improvements to overcome access and cost barriers and reduce reliance on the private car.</p> <p>The package will enhance the bus offer, improving bus journey times and reliability, and facilitating new services and higher frequencies. In addition, the scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved active mode infrastructure, positively impacting air quality.</p> <p>It will also facilitate the delivery of local housing and employment developments as part of the North Kirklees Growth Zone (NKGZ), whilst providing better connectivity to education and employment opportunities across the wider City Region.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the scheme - £6 million</p> <p>Total value of Combined Authority funding - £6 million</p> <p>Funding recommendation sought - £0</p>
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<p><b>Programme</b></p> <p><b>Corridor Improvement Programme (CIP) Phase 2 Delivery</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Programme description</u></b></p> <p>The Corridor Improvement Programme (CIP) will deliver a series of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.</p> <p>The CIP phase 2 programme builds on phase 1 with delivery of further schemes identified along the key strategic network, funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The Combined Authority will continue to work with the West Yorkshire partner councils to deliver CIP Phase 2.</p> <p><b><u>Impact</u></b></p> <p>CIP Phase 2 seeks to enhance public transport (bus) and active travel (walking, cycling) infrastructure through delivering bus priority lanes and signals, improved bus stop facilities, the provision of shared and segregated cycling lanes, and better walking and crossing points for pedestrians. Additionally, improvements to support the highway network will also be made through junction and signal improvements, and through changes to the current road network, for instance a revision to turning movements.</p> <p>Individual schemes will directly support the phase 2 programme objectives of reducing bus journey times, increasing trips made by bus, walking and cycling, and the reduction in carbon emissions and congestion levels through encouraging modal shift from the car, whilst indirectly facilitating wider economic benefits of job creation, increase the Gross Value Added (GVA) for the City Region, and bringing forward new housing developments.</p> <p>The value for money assessment will be set out as each scheme comes forward during activity 3 (outline business case),.</p> <p>The programme supports inclusive and clean growth by improving bus, cycling and walking connections and access to employment and housing along the key strategic corridors, encouraging better health and improved air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work on individual schemes commences on activity 3 (outline business case).</p> <p>Total value of the programme - £47.5 million</p> <p>Total value of Combined Authority funding - £47.5 million</p> <p>Funding recommendation sought - £4 million</p>
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<p><b>Scheme</b></p> <p><b>Brownfield Housing Fund Programme</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The Brownfield Housing Fund (BHF) programme will support the development of at least 4500 new homes on brownfield sites in West Yorkshire.</p> <p>The Combined Authority received notification of the award of the Brownfield Housing Fund from Government in June 2020.</p> <p>The Combined Authority is working closely with partner councils on the continuous development of the region’s Strategic Housing Sites pipeline to identify schemes which will meet the eligibility criteria and timescales of this programme.</p> <p><b><u>Impact</u></b></p> <p>The BHF programme will create more homes in the region by bringing forward more brownfield land into development through targeted investment in activities such as making former industrial land safe.</p> <p>To contribute to the Government’s ‘levelling up’ agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face.</p> <p>One of the high-level objectives of the Brownfield Housing Fund as set by MHCLG is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, but it will also be important to take account of the wider social, economic and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work on individual schemes commences on activity 3 and 4 (outline business case and full business case).</p> <p>Total value of the scheme - £66.779 million</p> <p>Total value of Combined Authority funding - £66.779 million</p> <p>Funding recommendation sought - £5 million</p>
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<p><b>Scheme</b></p> <p><b>Active and Sustainable Travel across Bradford City Centre</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will implement a series of bus, cycle and pedestrian improvement measures to promote bus use and enable safe walking and cycling to and within Bradford City Centre. The scheme is expected improve the efficiency and reliability of bus journeys within the city centre. It will provide improvements to Jacobs Well roundabout for buses, cycles and pedestrians from Manchester Road and enhance access between Bradford Interchange and Forster Square stations.</p> <p>The package scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>It is expected that this package will reduce the use of private vehicles for trips into the city centre and encourage other ways to travel including bus use, cycling and walking. This will reduce traffic congestion, vehicle emissions, improve local air quality and help tackle air pollution, complementing the proposed Clean Air Zone in the city.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £27.1 million to £33.2 million</p> <p>Total value of Combined Authority funding - £30 million</p> <p>Funding recommendation sought - £1.67 million</p>
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<p><b>Scheme</b></p> <p><b>Connecting employment and skills centres in Dewsbury</b></p> <p>Kirklees</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This package will improve customer experience for passengers travelling through the redevelopment of Dewsbury bus station, transforming facilities and improving user safety and amenity. It will also provide improved pedestrian and cycling routes across the town for those accessing education and employment in Dewsbury town centre through delivering:</p> <ul style="list-style-type: none"> <li>• refurbishment of the bus station and surrounding area</li> <li>• reduced journey times for buses</li> <li>• a direct pedestrian link across Dewsbury Ring Road to provide better access to the bus station from Kirklees College.</li> <li>• Re-design of cycle facilities and junctions to improve journey reliability for bus, and improve routes for cycling and walking in the town and on the Ring Road</li> </ul> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve safety and confidence for pedestrians and cyclists accessing Dewsbury town centre.</p> <p>The scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved cycling and walking infrastructure as well as redeveloping the bus station in the town, increasing bus use and providing improvements to air quality and congestion in the town.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £18 million - £19.6 million</p> <p>Total value of Combined Authority funding - £16 million</p> <p>Funding recommendation sought - £0 million</p>
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<p><b>Scheme</b></p> <p><b>South Bradford Park &amp; Ride and Expressway</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme seeks to provide attractive alternatives to the private car along the A641 Manchester Road corridor and into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641, complementing the proposed Clean Air Zone.</p> <p>The scheme will provide a bus Park and Ride facility, located in south Bradford, adjacent to the M606 motorway. It will operate with dedicated bus services and provide high quality facilities. Improved bus priority through provision of a Bus Expressway – a two-way segregated busway and bus priority at key junctions along the corridor will improve journey times and reliability for all buses on the corridor.</p> <p>A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 enhancing the wider strategic cycle network across the city.</p> <p>The scheme will be complemented by a review of local planning policies related to parking supply and demand management within the city centre to support its commercial viability.</p> <p><b><u>Impact</u></b></p> <p>This package will reduce the use of private vehicles along this corridor and encourage modal shift to bus. Traffic congestion and road transport emissions along the corridor and in the city centre will be reduced supporting the proposed Clean Air Zone through reduce transport related emission and improving local air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 3 (Outline Business Case).</p> <p>Total value of the scheme - £26.7 million - £32.7 million</p> <p>Total value of Combined Authority funding - £20 million</p> <p>Funding recommendation sought - £1.02 million</p>
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<p><b>Scheme</b></p> <p><b>Network Navigation – West Yorkshire</b></p> <p>West Yorkshire</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme seeks to make it easier to navigate the core bus network across West Yorkshire by improving legibility through colour coordinated flags, shelters and a clearer way finding map. This will contribute towards the target of 25% more trips made by bus by 2027. The scheme will deliver:</p> <ul style="list-style-type: none"> <li>• new LED real time screens in bus shelters and battery powered real time screens where there is limited power and communications</li> <li>• new core bus network maps, bus stop flags, coloured vinyls in shelters and road side display information;</li> <li>• package of behaviour change initiatives to encourage take up and use of sustainable modes.</li> </ul> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>Improving the legibility of the bus network will play an important part in achieving the West Yorkshire Combined Authority’s ambition to create the best bus system in Europe. This programme is designed to help address the need for all residents to access and benefit from transport investments. Enhancing the accessibility and identifiability of the core and strategic bus routes which serve areas with higher levels of deprivation is one way to improve access to employment and training opportunities, making all the communities across West Yorkshire attractive places to live and work.</p> <p>Improvements to the legibility of the bus network will encourage bus use as opposed to private vehicles, reducing harmful emissions and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £15.50 million</p> <p>Total value of Combined Authority funding - TCF funding £15.20 million and LTP funding £300,000</p> <p>Funding recommendation sought - £0</p>
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<p><b>Scheme</b></p> <p><b>Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a new pedestrian access into Bradford Interchange to improve access to the interchange from key development sites in the city centre enhancing the experience and journey times for bus and rail users.</p> <p>The package will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will encourage more public transport use through improved pedestrian access to reach employment and training and recreation, reducing emissions from private vehicles and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £15.6 million - £19.3 million</p> <p>Total value of Combined Authority funding - £13.2 million</p> <p>Funding recommendation sought - £2.69 million</p>
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<p><b>Scheme</b></p> <p><b>Transforming Access to Brighouse and Elland Railway Stations</b></p> <p>Calderdale</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The package is designed to improve routes for walking and cycling to and from the existing and new rail stations serving Elland and Brighouse through a series of bus, cycle and footway improvements:</p> <ul style="list-style-type: none"> <li>• Route improvements to and from Elland town centre via Eastgate and on priority pinch points and junctions from the north of Brighouse to Brighouse town centre.</li> <li>• Transform access by bike to Brighouse rail station, improving safety and legibility.</li> <li>• Provide direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station at Elland via two pedestrian/cycle bridges, improving the opportunities for active travel to the station and enable and encourage cycling and walking.</li> <li>• Improvements to Century Road, Lowfield's Industrial Park and Old Power Way for direct traffic free access to town centres.</li> </ul> <p>The package will be funded from the Transforming Cities Fund and the West Yorkshire plus Transport Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme package will encourage more sustainable ways to travel, reducing vehicle emissions and improving air quality, and improve access to employment, education and recreation in the area.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £7.4 million</p> <p>Total value of Combined Authority funding - £7.4 million</p> <p>Funding recommendation sought - £0 million</p>
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<p><b>Scheme</b></p> <p><b>Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)</b></p> <p>Kirklees</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This package will improve bus journey times, waiting facilities and reliability, facilitate new and higher frequency services and improve routes for pedestrians and cyclists through:</p> <ul style="list-style-type: none"> <li>• an upgraded bus hub at Heckmondwike, improving service capacity, customer experience and information provision.</li> <li>• safer and more spacious bus waiting environment will encourage more use, reduce potential anti-social behaviour and help to regenerate the district centre.</li> <li>• Bus priority schemes will also be implemented along the A638 corridor, enhancing bus reliability, together with new pathways and crossings to help all customers to access bus services.</li> </ul> <p>The scheme will also transform the continuity, safety and legibility of the cycle network through a set of cycling upgrades and new local links to Spen Valley Greenway, to maximise its usage, together with widening and lighting of the Greenway itself. This will help to create a network to support everyday journeys, making cycling a more popular choice.</p> <p><b><u>Impact</u></b></p> <p>The package will deliver new and improved bus, cycling and walking access to employment and education, reducing private vehicle emissions and improving air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £16 million</p> <p>Total value of Combined Authority funding - £16 million</p> <p>Funding recommendation sought - £80,000</p>
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<p><b>Scheme</b></p> <p><b>West Bradford - Cycle Superhighway</b></p> <p>Bradford</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will provide access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter. This will be achieved through the creation of a major cycle corridor, by providing 7km of dedicated cycleway along Thornton Road.</p> <p>The scheme will be funded from the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve air quality safety and health and well-being through the provision of dedicated high-quality cycling infrastructure along Thornton Road. Through a shift to active and sustainable modes congestion will be improved. The scheme improves access to the education quarter and city centre from areas of deprivation to the west of the city.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £17.5 million</p> <p>Total value of Combined Authority funding - £17.5 million</p> <p>Funding recommendation sought - £1.25 million</p>
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<p><b>Scheme</b></p> <p><b>City Connect Phase 3 Canals</b></p> <p>Leeds City Region</p> <p>11<sup>th</sup> August Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver a high-quality cycle route in the Kirklees and Bradford Districts, between Huddersfield and Slaithwaite on the Huddersfield Narrow Canal and Shipley in Bradford on the Leeds and Liverpool Canal.</p> <p>Building upon previous CityConnect scheme improvements, a total of 7.3km of route improvements will be delivered by utilising the canal towpaths, as a traffic free, flat, and attractive cycling path alternative to the main roads. The new upgraded towpath will increase widths available for cyclists and pedestrians, as well as providing a durable all-weather surface that is also in keeping with the nature and historic value of the canal environment.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve and provide a comprehensive network of cycling and walking infrastructure encouraging uplift in cycling and walking trips on the routes aligning with multiple local, national and city region strategies around improving connectivity, health, well-being, road safety and air quality. In addition, the infilling of gaps, or extending, previous schemes will create a safe and attractive environment for active travel modes, reducing cyclist road traffic accidents by 20%.</p> <p>The core BCR has been calculated as 3.14, and the Value for Money (VfM) category is high.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 5 (Full Business Case with finalised costs).</p> <p>Total value of the scheme - £1.363 million</p> <p>Total value of Combined Authority funding - £1.363 million</p> <p>Funding recommendation sought - £0</p>
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<p><b>Scheme</b></p> <p><b>Tong Street A650 Highway</b></p> <p>Bradford</p> <p>11<sup>th</sup> August Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver highway capacity and efficiency improvements along with enhancements to pedestrian and cycle provision. The scheme will focus on a 1.5 km section of the A650 Tong Street between Knowles Lane and Westgate Hill (A651) to deliver:</p> <ul style="list-style-type: none"> <li>• Carriageway widening from 1 lane to 2 lanes in each direction to increase capacity along Tong Street, allowing general traffic (particularly commercial vehicles and buses) to get to their destinations more efficiently and improving journey time reliability;</li> <li>• Central islands with turning areas;</li> <li>• Expanded footpath to the north side to incorporate a segregated cycle route;</li> <li>• Upgrade to existing puffin crossings and signalled junctions to include shared use Toucan crossing facilities;</li> <li>• Rationalisation of side road entry points to minimise traffic turning conflicts;</li> <li>• Review of on-street parking arrangements to minimise the impact on journey times; and green infrastructure improvements.</li> </ul> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF). The scheme has an indicative approval of £20 million in the West Yorkshire Transport Fund (WY+TF). A £20.5 million bid has been made to DfT's Major Route Network (MRN) fund, which if successful will reduce the WY+TF allocation to £4 million. To ensure the scheme is not delayed, development costs of £2.53 million are requested from WY+TF, whilst a decision on MRN is awaited.</p> <p><b><u>Impact</u></b></p> <p>The scheme aims to stimulate economic growth and unlock key development sites, particularly in south east Bradford, through improving traffic flow and access.</p> <p>The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality.</p> <p>It will also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education.</p> <p>The value for money assessment reflects a very high value for money with a core BCR of 13.54 for the preferred option when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £24.49 million</p> <p>Total value of Combined Authority funding – up to £20 million</p> <p>Funding recommendation sought - £2.53 million</p>
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<p><b>Scheme</b></p> <p><b>A660 Headingley Hills</b></p> <p>Leeds</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver improvements to the Headingley Hills (between Orville Gardens and St Michaels Road) section of the A660 corridor in Leeds including a new 435 metre section of outbound (northbound) bus lane, the upgrade of advisory cycle lanes to dedicated facilities, for approximately 350 metres, in both directions and a controlled pedestrian crossing.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund and forms part of the Corridor Improvement Programme – Phase 2 (CIP 2).</p> <p>This scheme has no funding beyond full business case and is a reserve project in CIP Phase 2 which is also seeking approval in this report.</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve journey reliability for all road users by reducing journey times and benefit pedestrians and cyclists in particular providing upgraded cycle lanes and a pedestrian crossing.</p> <p>The scheme supports inclusive growth through improving travel by enhancing the road network as well as enhancing the environment and green infrastructure, supporting better air quality, thereby supporting clean growth and climate change principles.</p> <p>The value for money for this scheme is assessed as high (benefit cost ratio 3.88) at this stage with more work to be undertaken to confirm this ahead of the next decision point.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £5.1 million (subject to funding)</p> <p>Total value of Combined Authority funding – £5.1 million (subject to funding)</p> <p>Funding recommendation sought - £825,807</p>
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<p><b>Scheme</b></p> <p><b>Enterprise Zone - Langthwaite</b></p> <p>Wakefield</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to be delivered as part of the Leeds City Region Enterprise Zone (EZ) Programme which has an overarching objective of “unlocking, enabling, and accelerating site development to deliver local economic growth”.</p> <p>The Langthwaite Enterprise Zone business park extension scheme is located in a site of 9.45 hectares, located next to the existing Langthwaite Business Park in South Kirkby. Working with Wakefield Council the scheme will deliver an offsite access road which will open up the site for commercial development and prepare the site for commercial development by undertaking de-risking works such as ensuring the land is safe from hazardous materials, providing road access, flood alleviation works and site infrastructure to enable the creation of development plots; approximately 11 industrial units consisting of 27,000m<sup>2</sup> of floor space..</p> <p>The scheme will be funded through the Local Growth Fund and Getting Building Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will deliver on a disused site: an offsite access road; works to ensure the land is safe from hazardous materials; flood alleviation works and site infrastructure which will open up the site for commercial development.</p> <p>The scheme includes sustainable urban drainage systems (SUDs), contributing to environmental resilience and will provide employment and skills opportunities for residents of this area, many of which will be highly skilled.</p> <p>The scheme’s value for money is high with a Benefit Cost Ratio (BCR) of over 2 anticipated.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £5.55 million</p> <p>Total value of Combined Authority funding - £5.55 million</p> <p>Funding recommendation sought - £1.26 million</p>
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<p><b>Scheme</b></p> <p><b>A61 North</b></p> <p>Leeds</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme consists of a series of improvements to bus prioritisation and complementary walking and cycling measures on the A61 in Leeds. This includes the extension of bus lanes, the reallocation of road space to provide shared bus/cycle lanes and key junction improvements.</p> <p>To address the issues identified on the corridor, a scheme comprising of five small scale junction improvements has been developed along the corridor's length:</p> <ul style="list-style-type: none"> <li>• Package 1: Harrogate Road / The Avenue (Harewood junction);</li> <li>• Package 2: Harrogate Road/Wigton Lane/Alwoodley Lane;</li> <li>• Package 3: Moortown Corner (Harrogate Road between junctions with Shadwell Lane and Street Lane;</li> <li>• Package 4: Harrogate Road / King Lane Stainbeck Road</li> <li>• Package 5: Harrogate Road / Potternewton Lane / Chapelton Road / Harehills Lane.</li> </ul> <p>The scheme supports Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>It is funded by the Leeds Public Transport Investment Programme (LPTIP).</p> <p><b><u>Impact</u></b></p> <p>By encouraging increased bus use, cycling and walking, the scheme will support inclusive and clean growth through the reduction in private vehicle emissions and provide increased access to employment, education and training opportunities.</p> <p>The scheme shows a benefit cost ratio (BCR) of 5.5 which represents 'Very High' value for money. The scheme's wider social benefits include providing better accessibility to jobs and services for local communities, particularly lower income groups in north Leeds and helping to improve air quality on this key transport corridor.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case plus finalised costs).</p> <p>Total value of the scheme - £4.412 million</p> <p>Total value of Combined Authority funding - £4.412 million</p> <p>Funding recommendation sought - £1.01 million</p>
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6.9 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.

- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

6.10 This report provides information required to enable the Combined Authority to approve each of the above elements.

6.11 Since the Combined Authority's meeting on 27 July 2020, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee. The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have will have been made by Investment Committee on the 1 September 2020. Please see paragraph 1.3 which also applies to these recommendations. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

<p><b>Scheme</b></p> <p><b>Halifax, Walking Cycling and Bus Transformation Package - Halifax Bus Station</b></p> <p>Calderdale</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a redeveloped Halifax bus station at the existing location, located north of Halifax town centre.</p> <p>The scheme is to be funded through the Transforming Cities Fund (TCF) with a contribution from the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The scheme will deliver a modern, fit for purpose and environmentally friendly bus station through a new fully enclosed concourse, enhanced access for pedestrians and cyclists, real time information, cycle parking and energy efficient provisions.</p> <p>The Halifax Bus Station scheme is to be delivered through the 'Halifax Walking, Cycling, and Bus Transformation Package' of the TCF programme.</p> <p><b><u>Impact</u></b></p> <p>The scheme delivery will support inclusive growth by delivering a modern bus station, enhancing public safety and user experience, and improving travel by bus, rail, walking and cycling to employment, education, housing and retail, reducing private vehicle use and improving air quality.</p> <p>The value for money assessment reflects a core Benefit Cost Ratio (BCR) of 3.52:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £15.805 million</p> <p>Total value of Combined Authority funding - £15.805 million</p> <p>Funding recommendation sought - £1.21 million</p>
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<p><b>Scheme</b></p> <p><b>Real Time Bus Information</b></p> <p>Leeds City Region</p> <p>1<sup>st</sup> September</p> <p>Investment Committee</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme relates to the Real Time Information (RTI) system for buses in Yorkshire and will:</p> <ul style="list-style-type: none"> <li>• Upgrade and enhance existing real time bus information systems; and</li> <li>• Update and improve data checking systems critical for the reliable delivery of the RTI system</li> </ul> <p><b><u>Impact</u></b></p> <p>This scheme will deliver enhancements and efficiencies to an established ICT system which enables transport services.</p> <p>The scheme will improve the existing RTI system thereby increasing bus use and reducing individual vehicle emissions, improving air quality and help access to employment and education.</p> <p>The scheme represents good value for money at this stage.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £360,000</p> <p>Total value of Combined Authority funding - £360,000</p> <p>Funding recommendation sought - £360,000</p>
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## 7 Information

- 7.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**.
- 7.2 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.
- 7.3 All the schemes set out in this report have been, or will have been, considered by the Investment Committee on 11 August or 1 September 2020.

## Projects in stage 1: Eligibility



- 7.4 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

<b>Project Title</b>	<b>TCF: Dewsbury–Batley–Tingley Sustainable Travel Corridor</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.5 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.6 The Dewsbury-Batley-Tingley Corridor scheme runs through the centre of the 'North Kirklees Growth Zone' (NKGZ) providing connectivity between North Kirklees and Leeds. The NKGZ has been identified as a Strategic Economic Plan Spatial Priority area, which includes significant housing and employment sites and presents an opportunity to promote sustainable transport options in the catchments. However, the corridor currently faces various transport

challenges; including an unreliable bus offer, poor access to bus stops and lack of cycling infrastructure.

- 7.7 Through the scheme, bus priority measures will be introduced to improve reliability and customer experience, encouraging modal shift and new user choice to the bus. Accessibility to bus stops will also be enhanced through improved footways and crossing infrastructure, which will also promote more local journeys by walking.
- 7.8 Enhancements to the bus offer will be complemented by a range of improvements to the cycle network, including cycle lane provision and junction modifications to prioritise cyclists and pedestrians. Reconfiguration of the B6124/ A653 Junction will be key to provide capacity and safety for active mode trips between Chidswell, Batley, Leeds and local housing sites.
- 7.9 Improvements to both the bus and sustainable transport infrastructure will also facilitate the delivery of local housing and employment developments as part of the NKGZ, whilst providing better connectivity to education and employment opportunities across the wider City Region.

### **Clean Growth / Climate Change Implications**

- 7.10 This package aims to reduce the use of private vehicles along this corridor and encourage other active modes of transport including cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.11 By encouraging increased uptake of sustainable travel modes, including bus use, walking and cycling, the scheme will reduce transport related emissions along the corridor, improve local air quality and help tackle the national challenge of air pollution.
- 7.12 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.13 The scheme outputs and benefits include:
  - Improved safety of bus stop users along the corridor – through new or upgraded crossing facilities in the vicinity of bus stops and improved pedestrian environment and bus stop access
  - Improved bus reliability and journey times – through bus priority in the form of bus stop clearways, restricted parking, signal priority and relocated bus stops
  - Reduced vehicle emissions – through mode transfer to bus, cycle and walking from car

- Improved safety of pedestrians and cyclists along the corridor – through new cycle lanes and widening of the existing footway on Bradford Road and Soothill Lane
- Uptake in employment and training by residents from deprived communities – through easier access and expanded catchments to education and employment opportunities in North Kirklees and across the wider City Region, including Kirklees College and Chidswell
- Increased productivity and inclusive economic growth – through improved developer and business confidence to invest

## **Risks**

7.14 The scheme risks include:

- Potential disruption to the road network during the construction period – mitigated through public consultation at early stages and throughout the process as well as measures to minimise disruption where possible.
- Stakeholders/public may object to proposals given removal and relocation of parking spaces to accommodate cycle lanes, which could delay the delivery timescale of the scheme – mitigated through public consultation at early stages and throughout the process, as well as communications on wider parking strategy.
- Potential dependencies with the Mirfield-Dewsbury-Leeds West Yorkshire plus Transport Fund scheme – mitigated by early engagement and close working with the transport fund team and appointed consultancy.

## **Costs**

7.15 The scheme costs are:

- Development costs of £149,253 were approved by the Investment Committee on the 13 May 2020 in order to progress the project to decision point 3.
- The total cost for the preferred way forward for this package is £6 million. The package has no funding allocation in the TCF Low Cost Scenario but £6 million is included in the high scenario.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/02/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/06/2021

## Other Key Timescales

- 7.16 The forecast completion date for this package is 30 September 2022.

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

Senior Responsible Officer	Angela Blake, Kirklees Council
Project Manager	Keith Bloomfield, Kirklees Council
Combined Authority case officer	Ian McNichol

## Appraisal Summary

- 7.17 The package has a strong strategic fit in terms of its alignment with national, local and regional strategies/policies, including Strategic Economic Plan Strategic Priorities and TCF objectives. The issues, challenges and opportunities on the Batley-Chidswell-Tingley corridor are clearly set out. Objectives are set out broadly in SMART format. Some further work is required to refine future objectives; including the provision of numerical targets and ensuring greater specificity to allow appraisal of achievability.
- 7.18 This package has no funding allocation in the TCF Low Scenario, however, is included in the TCF High scenario. Based on the current costs and previous appraisal (for the TCF bid to the DfT), the scheme does not appear to offer value for money, however the Economic Case sets out the areas of the scheme which have not yet been appraised. A full review and additional appraisal will take place at the next assurance stage and it is fully expected to show significantly

higher benefits and a higher value for money case. Further work is required to quantify wider benefits (e.g. productivity, air quality, social inclusion) and costings, including a breakdown for the discrete package elements.

## **Recommendations**

7.19 The Combined Authority approves that:

- (i) The Dewsbury–Batley–Tingley Sustainable Travel Corridor package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) That an indicative approval to the total project value of £6 million is granted from the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority’s Managing Director following a recommendation by the Combined Authority’s Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>CIP Phase 2 Delivery</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.20 The Corridor Improvement Programme (CIP) will deliver a series of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.
- 7.21 The Combined Authority on 29 June 2017 endorsed an allocation of £125 million from the West Yorkshire plus Transport Fund (WY+TF) to deliver the CIP programme, granting indicative approval to £67.8 million to deliver phase 1.
- 7.22 As scheme designs developed and details of cost estimates became more robust, the phase 1 allocation was increased to £77 million through the WY+TF annual review. The revised CIP programme funding split is as follows:
- £77 million Phase 1 programme
  - £650,000 Phase 2 feasibility (approved following Strategic Assessment in December 2020)
  - £47.350 million Phase 2 delivery
- 7.23 Feasibility and development for phase 2 of the programme has been completed. This comprised of an options exercise to develop a programme of transport corridor schemes (preferred way forward) that are considered affordable, deliverable, and could represent optimal value for money in the realisation of economic and social benefits. Regarding this, as well as the ability to support ambitions of the Leeds City Region Strategic Economic Plan 2016-36, a refresh of the CIP programme objectives was undertaken placing priority on achieving economic growth through adopting principles of Clean Growth and Inclusive Growth. Engagement workshops with partner councils were also held.

- 7.24 The feasibility stage identified a core list of five schemes for delivery in phase 2:
- Leeds, A58 Roundhay Road - extends from the junction at Barrack Road/Roundhay Road to approximately 650 metres north of the fort at Harehills Lane/Roundhay Road.
  - Wakefield; A638 Doncaster Road and A639 Park Road.
  - Kirklees, A629 - Fenay Lane/Waterloo junction to the Huddersfield corridor.
  - Calderdale, A629 North - Orange Street roundabout to Ogden corridor.
  - Bradford, A6177 – along the A6177 and Cutler Heights/Dick Lane corridor.
- 7.25 The proposed interventions across the schemes include enhancing public transport (bus) and active travel (walking, cycling) infrastructure through delivering bus priority lanes and signals, improved bus stop facilities, the provision of shared and segregated cycling lanes, and better walking and crossing points for pedestrians. Improvements to support the highway network along the key strategic corridors will also be made through junction and signal improvements, and through changes to the current road network (e.g. introduction of one-way roads). These interventions will deliver the scheme objectives of reducing bus journey times, increasing trips made by bus, walking and cycling, and the reduction in carbon emissions whilst indirectly facilitating wider economic benefits of job creation, and bringing forward new housing developments.
- 7.26 Three additional schemes from the reserve list have been allocated development costs only and are to be worked up in parallel to the core list schemes. The reserve list schemes are:
- Leeds, A61 North Scott Hall Road – This element focuses on the western arm of the corridor whilst the A61N LPTIP scheme also brought forward will deliver works to the eastern arm of the corridor.
  - Leeds, A660 Headingley Hill – Brought forward at outline business case with approval to be sought in a separate paper
  - Wakefield, A639 Park Road
- 7.27 The programme accepts that delivery of all three reserve list schemes is currently not affordable, but could be, should additional funding bids for other sources of funding be successful.
- 7.28 The CIP phase 2 delivery programme comes forward at decision point 2 (strategic outline case) seeking an indicative approval to a total programme cost of £47.35 million.

- 7.29 Three priority schemes for Leeds were identified in the development of CIP phase 2 and are now entering the CIP programme as they meet the priorities of CIP Phase 2. The A58 Roundhay Road scheme has been identified as a core list scheme with the A61 North Scott Hall Road and A660 Headingley Hill schemes put on the reserve list.
- 7.30 Elements of the work along the A660 and A61 North corridors have been delivered through the LPTIP programme or continue to be developed as part of LPTIP, while other elements will be developed under the CIP programme, as outlined in the priority and reserve lists.
- 7.31 The A58 and A660 schemes have come forward at outline business case (decision point 3) so approval development costs from the WY+TF will be dealt with through their respective business cases.

### **Clean Growth / Climate Change Implications**

- 7.32 The programme has identified a set of schemes to deliver improved public transport (bus) and active travel (walking and cycling) infrastructure that will encourage reduction in car use, reducing congestion levels and a move to a more sustainable, low carbon transport system. This will reduce levels of harmful vehicle emissions, improving air quality. Individual schemes will set out the impact on clean growth/climate change when they come forward for approval.

### **Outputs, Benefits, and Inclusive Growth Implications**

- 7.33 The programme seeks to:
- Enable improved business growth and productivity
  - Enable inclusive growth
  - Support clean growth
  - Deliver infrastructure for growth
- 7.34 The programme outputs and benefits include:
- 12% reduction in journey times for buses (8% for all modes)
  - Support the Combined Authority objective for 25% more bus trips by 2027
  - Support the Combined Authority objective for 10% more walking trips by 2027
  - Support the Combined Authority objective for 300% more cycle trips by 2027

- 10% increase by 2027 in the number of West Yorkshire households within 30 minutes access to social value opportunities such as jobs and education via non-car modes.
- Enhanced public realm and green and blue infrastructure (tree planting, flood resilience).
- Improved air quality by reducing Nitrogen Dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>), particularly in Air Quality Management Areas, and to reduce carbon emissions (CO<sub>2</sub>) by 10%.

## **Risks**

7.35 The programme risks include:

- Scheme construction costs vary significantly from the initial cost estimates presented. Mitigation: given the cost estimates have been based on high level design estimates, a suitable allowance for risk and contingency has been profiled in with schemes to be developed to budget at outline business case.
- Delays in obtaining planning permissions / statutory approvals delaying the programme and incurring additional costs. Mitigation: a scope out of the extent of planning work required to determine the level of support needed to be undertaken at outline business case.
- Public acceptability risk with objections resulting in requirement to halt delivery or revise scope, incurring delay and additional costs. Mitigation: public consultation to be undertaken during the development of outline business cases with feedback to be incorporated into the outline designs.
- Impact of Covid19 resulting in staff resource shortage or the requirement to divert attention to delivery of core services. Mitigation: the programme will ensure robust contingency arrangements are in place within project teams at consultant and client level to mitigate impacts.
- Delay to bus services during the construction period causing a drop in users. Mitigation: close liaison with network managers and bus operators to keep delays to a minimum.

## **Costs**

7.36 The programme costs are:

- The total CIP phase 2 delivery programme cost is £47.350 million to be wholly funded from the £125 million WY+TF allocation to the CIP programme. This includes £77 million towards delivery of phase 1 and £650,000 to support phase 2 feasibility works.

- The total scheme cost estimate of the five core list schemes is £39.9 million, with a suitable allowance for contingency set aside to support programme resilience and/or to put towards delivery of further schemes should favourable funding outcomes be realised from Leeds' Major Route Network (MRN) and Local Pinch Point (LPP) funding applications to the Department for Transport. Should these funding bids be successful, CIP phase 2 funding will return to the programme to support schemes on the reserve list.
- Approval of £3 million development costs are sought from the WY+TF to progress the CIP phase 2 schemes of Kirklees, Calderdale, Bradford, and Wakefield (A638 and A639 schemes) to outline business case (decision point 3).
- Development costs from the WY+TF for the Leeds A58 and A660 schemes will be dealt with through their respective business cases that have come forward at outline business case. For the A61N Scott Hall road scheme, this will be dealt with through a change request to be submitted in Autumn 2020.
- The Combined Authority to enter into a funding agreement with:
  - Kirklees Council for expenditure up to £600,000 from the WY+TF
  - Calderdale Council for expenditure up to £600,000 from the WY+TF
  - Bradford Council for expenditure up to £670,000 from the WY+TF
  - Wakefield Council for expenditure up to £1.13 million from the WY+TF
- Approval of a further £1 million from the WY+TF is also sought to support programme resilience and contingency during activity 3, with the programme board to facilitate requests to access this funding.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
1 (strategic assessment)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	13/12/2019
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020

3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team  Decision: Combined Authority's Managing Director	21/10/2021
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### Other Key Timescales

- 7.37 The CIP phase 2 core list schemes of Kirklees, Calderdale, Bradford, and Wakefield are forecast to commence construction in 2022/2023 with completion by 2024.
- 7.38 The CIP phase 2 core list Leeds scheme (A58 Roundhay Road) as well as the reserve list schemes subject to funding outcomes (A61 North Scott Hall Road, A660 Headingley Hill) are forecast to commence construction by 2022 with completion by 2023/2024.

### Assurance Tolerances

<b>Assurance tolerances</b>
That scheme costs remain within 20% of the costs set out in this report.  That the programme remains within 6 months of timescales set out in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Andrew Norman, Combined Authority
<b>Programme Manager</b>	James Bennett, Combined Authority
<b>Combined Authority case officer</b>	Asif Abed

### Appraisal Summary

- 7.39 It is recognised that the CIP phase 2 delivery programme is the outcome of significant evaluation, assessment and prioritisation undertaken during the feasibility stage. Appraisal is satisfied with the steps taken to develop the programme, with the promoter suitably setting out the evidence base to support optioneering and engagement had with partner councils, leading to the identification of a core list of schemes (preferred way forward) which appear to propose interventions, benefits and outcomes that align to the strategic drivers of local transport policies, the principles of Clean Growth and Inclusive Growth, and to the delivery of the overarching CIP programme objectives.
- 7.40 It will be expected that development of the scheme designs and identification of the preferred option at outline business case (activity 3) maintain alignment to transport policies and principles of Clean Growth and Inclusive Growth, more so now recognising and embedding learning from the recent Covid-19 pandemic and impact on travel behaviour.

- 7.41 In terms of programme management, appraisal has advised the promoter to ensure lessons learned in the management of costs and risks from CIP phase 1 are adhered to and appropriately governed by the programme board.
- 7.42 It is understood the programme seeks to extend the services of the current consultant partner to provide outline business case development support to the four partner councils, excluding Leeds, who will continue as per the LPTIP arrangement. This should help maintain a level of consistency in the development of scheme designs, costs, and in the economic case modelling and appraisal to inform the value for money assessment.

### **Recommendations**

- 7.43 The Investment Committee recommends to the Combined Authority that:
- i. The CIP Phase 2 Programme proceeds through decision point 2 (strategic outline case) and work commences on individual schemes to activity 3 (outline business case).
  - ii. An indicative approval to the total programme value of £47.35 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - iii. Approval to development costs of £4 million from the West Yorkshire plus Transport Fund of which £3 million to fund business case development costs in order to progress schemes within CIP Phase 2 to decision point 3 (outline business case) and £1 million to be allocated to support programme resilience and contingency.
  - iv. The Combined Authority enters into a funding agreement with: Kirklees council for expenditure up to £600,000; Calderdale council for expenditure up to £600,000; Bradford council for expenditure up to £670,000; Wakefield council for expenditure up to £1.13 million; all from the West Yorkshire plus Transport Fund
  - v. Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Brownfield Housing Fund Programme</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.44 This scheme is funded through the Brownfield Housing Fund, a direct allocation from the Ministry of Housing, Communities and Local Government (MHCLG) to the West Yorkshire Combined Authority as an emergent Mayoral Combined Authority.
- 7.45 The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025.
- 7.46 The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 7.47 The Combined Authority is working closely with partner councils on the continuous development of the region's Strategic Housing Sites pipeline to identify schemes which will meet the eligibility criteria and timescales of this programme. Sites across the pipeline are at different stages in development and while they may be suitable for the BHF programme they require further development work to build business cases.
- 7.48 The Combined Authority received notification of the award of the Brownfield Housing Fund from Government in June 2020. This strategic outline case is seeking indicative approval for the full programme value, and approval for £5 million for development costs, in order that work may start straight away on bringing individual schemes through for approval to enable houses to start on site by March 2025.
- 7.49 The programme will aim to address each priority within the Leeds City Region Strategic Economic Plan, and particularly addresses Priority Area 4 – Infrastructure for Growth. The programme will be managed by the Combined

Authority in partnership with each West Yorkshire partner councils and secure specialist input/partnerships as required according to business need.

- 7.50 One of the high-level objectives of the Brownfield Housing Fund as set by MHCLG is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, but it will also be important to take account of the wider social, economic and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.

### **Clean Growth / Climate Change Implications**

- 7.51 While at an early stage of development, projects that can demonstrate a positive contribution to the region's net-zero carbon objectives, while still being able to demonstrate value for money, will be encouraged.
- 7.52 Further work to establish the climate change implications of the programme will be undertaken as individual schemes progress through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.53 The high-level objectives of the Brownfield Housing Fund as set by MHCLG are:
- To spend the £66.779 million allocation to support the development of at least 4,500 new homes in Brownfield sites in the region
  - To meet the spend profile outlined in this report for the fund (funding will be released on an annual basis according to progress made)
  - To ensure that the homes supported via the fund will start on site by 31/03/2025
  - All projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1.
  - The fund must be used to bring forward sites on brownfield land that has evidenced market failure and Mayoral Combined Authorities should seek to prioritise projects with the highest additionality (definition of additionality still being sought)
  - Councils must have an up to date Local Plan in place, or an agreed plan with MHCLG for getting a Local Plan in place
  - To contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face.

## Risks

7.54 The main scheme risks include:

- Insufficient viable schemes being ready to deliver in required timescales. Mitigation: work taking place between the Combined Authority and Partner Councils, including plans for specialist support e.g. master planning, delivery partners and site investigations, on the strategic housing pipeline to bring forward sites in time.
- Allocated programme budget not being sufficient to deliver the required 4500 homes. Mitigation: close work with the MCHLG in relation to the funding agreement together with transparent assessment of each individual business case as they come through the assurance process.

## Costs

7.55 At this decision point 2 (strategic outline case) the programme costs are:

- indicative approval for the programme as a whole, £66.779 million, is sought from the Brownfield Housing Fund; and
- approval for £5 million from the Brownfield Housing Fund is sought to develop and manage the programme and design and develop individual schemes to their next decision point 3 (outline business case) or 4 (full business case). The development costs include activities such as partner council capacity, legal, master planning and acquisitions.

7.56 The Brownfield Housing Programme is separate from the revenue housing pipeline development funding of £3.2 million secured as part of the West Yorkshire devolution deal.

## Assurance Pathway and Approval Route

7.57 For the Programme:

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

7.58 NB Each individual scheme will come through the assurance process at either outline business case (decision point 3) or full business case (decision point 4). Delegated authority is sought from this SOC from the Combined Authority to Investment Committee to approve individual schemes at their next decision point.

**Other Key Timescales**

7.59 The programme is forecast to complete by March 2025. Each scheme will need to have secured full business case with finalised costs (decision point 5) in time for this end date for housing to start on site by March 2025.

**Assurance Tolerances**

<b>Assurance tolerances</b>
That Combined Authority costs remain within 0% of those outlined in this report. That the timeframes remain within those outlined in this report.

**Project Responsibilities**

<b>Senior Responsible Officer</b>	Kate Thompson, Combined Authority
<b>Project Manager</b>	Patricia Davey/Rebecca Greenwood, Combined Authority
<b>Combined Authority case officer</b>	Mary Innes / Ian McNichol

**Appraisal Summary**

7.60 This scheme is a good strategic fit with the aims of the Leeds City Region and local policies and priorities.

7.61 There is significant work required in order to bring viable schemes through for approval. The Combined Authority’s delivery team is working closely with the policy and strategy team and partner councils to bring schemes forward, supported by the requested development funding being sought for approval at this stage.

7.62 Further development will be undertaken as schemes come through the assurance framework in relation to economic and financial cases and each scheme is required to have a benefit cost ratio of at least 1.

7.63 The scheme will be managed by the Combined Authority’s delivery team in close partnership with the policy and strategy team and partner councils and will commission specialist consultants/partners as required.

## Recommendations

7.64 The Investment Committee recommends to the Combined Authority that:

- (i) The Brownfield Housing Fund programme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) and activity 4 (full business case) for individual schemes coming through the programme.
- (ii) An indicative approval to the total scheme value of £66.779 million is given from the Brownfield Housing Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £5 million from the Brownfield Housing Fund are approved in order to develop and manage the programme and design and develop individual schemes to the next decision point.
- (iv) Delegation of allocation of development costs and to enter into funding and legal agreements with Bradford, Kirklees, Wakefield, Calderdale and Leeds Councils and associated development activity as outlined in this report to a total combined value of £5 million from the Brownfield Housing Fund, is given to the Combined Authority's Director of Delivery to enable programme development and individual projects to progress to the next decision point.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at the next decision point through delegation to the Investment Committee and at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Active and Sustainable Travel across Bradford City Centre</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.65 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.66 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.67 The scheme package aims to promote and enable safe walking and cycling as well as improve efficiency and reliability of bus journey within Bradford's city centre. The scheme also seeks to improve connections between Bradford Interchange and Bradford Forster Square stations. The scheme will enhance walking and cycling accessibility to key areas of employment, retail, leisure & tourism, and educational activities. Contributing to an environment in the city centre which promotes a high-quality city centre for living, working and recreation. The scheme package will transform Bradford's infrastructure to support a thriving and growing economy. The scheme package will also support the longer-term opportunities provided by Bradford Interchange Gateway Development Plan (BIGDP) and Northern Powerhouse Rail (NPR).

7.68 At activity 2 (strategic outline case), the business case presents a series of interventions that can be delivered to address the transport challenges identified, which include a lack of investment in infrastructure, a city centre dominated by traffic passing through, congestion impacting on bus reliability, poor air quality, poor legibility and journey times for pedestrians and cyclists along with issues with road safety. Through the scheme package a range of interventions are to be introduced across Bradford city centre, including reconfiguration of road space, enhancements to pedestrian and cycling routes, remodelling of key junctions (including Jacobs Well Roundabout) and improvements for buses as well as providing enhanced connectivity between the two rail stations in the city. These measures will give priority to pedestrians, cyclists and buses making the roads safer encouraging more cycling and walking.

### **Clean Growth / Climate Change Implications**

7.69 This package will reduce the use of private vehicles for trips into the city centre and encourage other ways to travel including bus use, cycling and walking. This will reduce traffic congestion, vehicle emissions, improve local air quality and help tackle air pollution.

7.70 Further details on quantifying the climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.71 The scheme outputs and benefits include:

- Remodelling of the Jacobs Well roundabout to improve conditions for buses, pedestrians and cyclists.
- improved connectivity between Bradford Interchange and Forster Square stations.
- A range of enhancements for pedestrians and cyclists across the city centre providing a comprehensive and legible network
- Reduced vehicular traffic to and through the city centre, leading to less congestion and resulting in improved journey times.
- Reduced carbon dioxide emissions from car travel into and through the city centre and improved air quality.
- Improved wellbeing – health benefits from encouraging uptake of cycling and walking.
- Supporting the economic recovery in Bradford City Centre, linking key development sites in the city, which will also provide increased employment opportunities. Increased business confidence through an increase in footfall and business rates.
- Improved attractiveness of the area by creating a pleasant environment - open, green spaces and improved connections into Bradford City Centre by bus and train and for cyclists and pedestrians.

## **Risks**

7.72 The scheme risks include:

- The impact of Covid-19 is uncertain and may cause delays to the scheme package programme approvals timeline or result in a lack of resources for delivery. This will be mitigated by effective resourcing planning and robust project management. Early engagement with the market and a robust procurement strategy will also be in place.
- Lack of support from transport operators, particularly bus companies as the routes and patronage may be affected. This will be mitigated by early and close partnership working, stakeholder management and an effective communications plan.
- Delays due to complexities around the acquisition of land rights and consents. This will be mitigated by identifying adjacent landowners and ensuring early engagement as well as ensuring a robust selection of contractors and specialists are available to assist with consultation and negotiations.
- The schedule of the scheme package delivery may exceed the funding constraints if the scheme is not delivered by March 2023. This risk will be mitigated by developing a robust appraisal and design approach and selection of competent contractor and sound project management.

## **Costs**

7.73 The scheme package costs are:

- Development costs of £485,000 have been approved to date for this scheme a further £1.67 million is requested for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million
- An indicative approval to the Combined Authority funding of £30 million is sought from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has a TCF funding allocation of £30 million in all three scenarios.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2020
5 (full business case + finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	January 2021

## Other Key Timescales

7.74 The forecast completion date for this package scheme is 31 March 2023.

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

<b>Senior Responsible Officer</b>	Julian Jackson, Bradford Council
<b>Project Manager</b>	Richard Gelder, Bradford Council
<b>Combined Authority case officer</b>	Ian McNichol

## Appraisal Summary

7.75 The Strategic Outline Case presents a strong strategic fit with the objectives of the LCR Strategic Economic Plan and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

- 7.76 The Investment Committee recommends to the Combined Authority that:
- (i) The Active and Sustainable Travel in Bradford City Centre package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
  - (ii) An indicative approval to the total package value up to £30 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
  - (iii) Development costs of £1.67 million is recommended for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million.
  - (iv) Enter into an amended funding agreement with Bradford Council for development costs of £1.67 million from Transforming Cities Fund, taking the total project approval to £2.15 million.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Connecting employment and skills centres in Dewsbury</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.77 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.78 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.79 The Connecting employment and skills centres in Dewsbury package objectives are to provide an enhanced customer experience for passengers travelling through Dewsbury bus station, increasing bus use and improving access to education and employment centres by transforming facilities and improving user safety. Connections across the wider public transport and walking and cycling networks will be improved and increased uptake of public transport, walking and cycling will be encouraged while reducing reliance on the private vehicle.
- 7.80 The package is comprised of two distinct projects that will come forward for delivery, Dewsbury Bus Station redevelopment, and Dewsbury Town Centre Walking and Cycling Improvements.

- 7.81 The package will contribute towards Kirklees Council's Dewsbury Town Centre regeneration plans including improving business confidence and enhance the attractiveness of the area for those travelling to work, education and recreation. The standard of provision and safety for bus users, pedestrians and cyclists will be improved, improving journey quality.
- 7.82 The package will also improve air quality and reduce carbon emissions in Dewsbury Town Centre. New public transport, walking and cycling facilities will transform the sustainable transport offer in Dewsbury enabling a greater use of bus, cycling and walking for every day journeys, reducing car use and improving accessibility for those without access to a car.
- 7.83 The scheme also supports Dewsbury's status at the heart of the North Kirklees Growth Zone (NKGZ), a Spatial Priority area for Housing Growth in the Leeds City Region Strategic Economic Plan, set to deliver 5,000 new homes around Dewsbury. The existing transport provision's inadequacies, including poor connections between different forms of travel and accessibility, also risk eroding the ability for the new homes in the Local Plan to be released.

#### **Clean Growth / Climate Change Implications**

- 7.84 This package will reduce the use of private vehicles in the town centre and encourage cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.85 By encouraging increased uptake of bus use, walking and cycling, the scheme will reduce transport related emissions, improve local air quality.
- 7.86 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

#### **Outputs, Benefits and Inclusive Growth Implications**

- 7.87 The scheme outputs and benefits include:
- Increased uptake in cycling and walking for accessing Dewsbury town centre, railway and bus stations.
  - Increase in number of bus passengers across Dewsbury
  - Improved bus user satisfaction and accompanying decrease in incidents and perception of anti-social behaviour at the bus station
  - Improved journey times and journey quality, as well as overall travel experience
  - Increase in the percentage of adults walking/cycling three times a week or more
  - Increased safety for cyclists and pedestrians and reduction in casualties

- Improved confidence for investment experienced by developers and local businesses
- Inclusive growth in employment, education, and access to opportunities for those from deprived areas thus leading to an improved Index of Multiple Deprivation.
- Reduction in private vehicle use
- Improved air quality and reduced greenhouse emissions

## **Risks**

7.88 The scheme risks include:

- The current Covid-19 pandemic may cause delays to the delivery of the scheme such as inability to conduct site visits and public consultation. This also creates a risk of the scheme being unable to be delivered before the funding deadline of March 2023 – to be mitigated by maximising opportunities to bring forward key activities not impacted by Covid-19 restrictions as well as utilise innovative approaches to key stakeholder and public engagement.
- Issues relating to land acquisition and gaining planning permission is a key risk as a small number of third-party land plots are required to deliver the scheme – to be mitigated by early dialogue with landowners and considering running the Compulsory Purchase Order process in parallel. Early scoping of planning and environmental issues will also take place.
- Public and stakeholder objections to the scheme proposals and lack of buy-in from key stakeholders also presents a risk to the project – to be mitigated by clearly communicating the scheme objectives and benefits to the public and stakeholders as part of engagement. Consultations will also be held on a wider parking strategy in advance of statutory processes.
- Cost increases of the package is another key risk – to be mitigated by value engineering prioritising scheme elements that best meet objectives to ensure that outturn costs meet targets across the scheme and programme as a whole.

## **Costs**

7.89 The scheme costs are:

- Development costs of £275,000 were approved by the Combined Authority on 25 June 2020 in order to progress the Dewsbury Bus Station project to decision point 3 (outline business case)
- Development costs of £366,778 were approved by the Combined Authority on 25 June 2020 in order to progress the Dewsbury Town

Centre Cycling and Walking Improvements project to decision point 3 (outline business case)

- An indicative approval to the Combined Authority funding of £16 million is sought from the Transforming Cities Fund with approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has a TCF funding allocation of £12 million in the Low Scenario, £14.5 million in the Core Scenario and £16 million in the High Scenario.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/04/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	13/08/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	04/02/2022

### Other Key Timescales

- 7.90 The forecast completion date for this package is March 2023
- 7.91 The package will split into two projects for outline business case. Dewsbury Bus Station will form one project and Dewsbury Town Centre Cycling and Walking Improvements. The milestones for each of these projects are currently aligned but this will be reviewed and refined throughout the development of the Outline Business Cases.

### Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"> <li>• That Combined Authority costs remain within 10% of those outlined in this report.</li> <li>• That the timeframes remain within 6 months of those outlined in this report.</li> </ul>

## Project Responsibilities

Dewsbury Town Centre Cycling and Walking Improvements	
<b>Senior Responsible Officer</b>	Richard Hollinson, Kirklees Council
<b>Project Manager</b>	Keith Bloomfield, Kirklees Council
<b>Combined Authority case officer</b>	Ian McNichol / Alpha Thiam
Dewsbury Bus Station	
<b>Senior Responsible Officer</b>	Mark Gregory, Combined Authority
<b>Project Manager</b>	TBC, Combined Authority
<b>Combined Authority case officer</b>	Ian McNichol / Alpha Thiam

## Appraisal Summary

- 7.92 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the CA the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the DfT TCF funding.

## Recommendations

- 7.93 The Investment Committee recommends to the Combined Authority that:
- (i) The Connecting Employment and Skills Centres in Dewsbury/ Active and Sustainable Travel in Dewsbury package project proceeds through decision point 2 and work commences on activity 3 (outline business case) for the Dewsbury Bus Station Replacement and Dewsbury town centre pedestrian and cycle improvement projects.
  - (ii) An indicative approval to the total package value of £16 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>South Bradford Bus Park &amp; Ride and Expressway</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.94 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.95 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.96 The scheme will provide a Park and Ride facility located in south Bradford, adjacent to the M606 motorway as well as improved bus priority along the corridor. This scheme seeks to provide attractive alternatives to the private car along the A641 Manchester Road corridor and into Bradford city centre. The scheme will help to transform the environmental quality and image of the city centre and the A641.
- 7.97 It is expected that the facility will include a minimum of 1,000 car parking spaces, a terminal building with waiting amenities, provision for electric bus and car charging and cycle parking. The dedicated bus service serving the Park and Ride site will connect to the city centre and Bradford Interchange using the A641 Manchester Road corridor. Bus priority improvements will be introduced along Manchester Road, including a two-way segregated busway and priority at key junctions along the route, which will benefit both the Park

and Ride service as well as commercial bus services using the corridor. The Park and Ride scheme will operate a high-quality, high frequency bus service using low emission vehicles.

- 7.98 A segregated cycleway will also be introduced along the length of Manchester Road providing connections to National Cycle Network (NCN) 66 and enhancing the wider strategic cycle network across the city and delivering health benefits across the city.
- 7.99 The scheme complements the proposed Clean Air Zone in the city, and its commercial viability will be supported by a review of demand management measures such as planning and parking policies and strategies in the city centre.

### **Clean Growth / Climate Change Implications**

- 7.100 This package will reduce the use of private vehicles along this corridor and encourage cycling and walking. This will reduce traffic congestion and road transport emissions.
- 7.101 By encouraging increased uptake of bus use, walking and cycling, the scheme will reduce transport related emissions, improve local air quality and help tackle the national challenge of air pollution.
- 7.102 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.103 The scheme outputs and benefits include:
- Increased public transport use.
  - Increased cycling
  - Reduced car use
  - Improved public health and lower NHS costs
  - Improved public transport journey times, reliability and experience
  - Increased catchment for public transport network
  - Increased access to employment opportunities
  - Contributing towards the Leeds City Region's targets through its TCF scheme of reducing CO2 emissions from car travel
  - Contributing towards improvements to air quality with a reduction in harmful private vehicle emissions and increase the number of cyclists using the A641 Manchester Road.
- 7.104 The package risks include:

- Covid-19 impacts delay programme approvals timeline – mitigated by close liaison with approving bodies, effective resourcing and robust bid and project management.
- Delays in acquiring land – mitigated by identifying adjacent landowners, identify extent of ownership and ensure early engagement.
- Insufficient existing cover to allow all excavation to be completed without disturbing former contaminated tip material – mitigated by new surveys to provide up to date knowledge of former tipped site and inform detailed design.
- Poor ground conditions – mitigated by extensive ground surveys, use partner plans, close partner working.
- Project costs exceed funding constraints - mitigated by undertaking a robust appraisal and design approach, selection of right contractor and appropriate contract type, with robust management. Prioritisation of scheme scope to meet objectives
- Lack of resources for delivery including Covid-19 impacts – mitigated by early engagement with the market, robust procurement strategy, T&Cs, and management of tender documents and processes.
- Demand for the scheme and commercial viability not meeting required level – mitigated through review of demand management measures including city centre parking and robust scenario testing through next stage to assess costs and viability.

## **Costs**

7.105 The scheme costs are:

- An indicative approval to the Combined Authority funding of £20 million is sought from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has £0 allocated in the TCF Low Scenario and £20 million allocated in both the Core and Higher scenarios. estimates are within the proposed funding envelope from the Combined Authority of £20 million.
- £335,000 of development costs have been approved to date for this scheme a further £1.02 million is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total scheme approval to £1.34 million.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	Jan 2021

## Other Key Timescales

7.106 The forecast completion date is March 2023.

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Julian Jackson, Bradford Council
<b>Project Manager</b>	Richard Gelder, Bradford Council
<b>Combined Authority case officer</b>	Ian McNichol

## Appraisal Summary

7.107 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy, a review and analysis of local planning policies related to parking supply and demand management within the city centre, as well as the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

7.108 The Investment Committee recommends to the Combined Authority that:

- (i) The South Bradford Bus Park and Ride and Expressway project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £20 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) £335,000 of development costs have been approved to date for this scheme and a further £1.02 million development funding is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total funding approved to £1.36 million
- (iv) The Combined Authority enters into an amended funding agreement with Bradford Council for this scheme up to £1.02 million from the Transforming Cities Fund bringing the total scheme approval to £1.34 million
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Network Navigation - West Yorkshire</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.109 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.110 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case. This package will be developed and delivered by the Combined Authority with local partners.
- 7.111 The scheme will roll the existing Network Navigation (Leeds) project out across the core bus network in Kirklees, Calderdale, Bradford and Wakefield and seeks to make it easier for people to identify an enhanced network of transport services and navigate the bus system across the core bus network within West Yorkshire.
- 7.112 The package is closely aligned to existing priorities and policies. For example, the scheme will contribute significantly to the Combined Authority's Clean Energy and Environmental Resilience priority and the Infrastructure for Growth priority and has a close strategic fit with the West Yorkshire Transport Strategy, the West Yorkshire Bus Strategy, and the West Yorkshire Low Emission Strategy (WYLES).

7.113 This scheme, Network Navigation (West Yorkshire), is an extension to the Network Navigation (Leeds) scheme. It provides an opportunity to spread the anticipated benefits of the Network Navigation (Leeds) scheme across West Yorkshire. The premise for this scheme has been underpinned by feedback obtained through the consultation undertaken as part of the development of the Bus Strategy and Leeds Transport Conversation, which highlighted a number of West Yorkshire's transport challenges, most pertinently that bus users felt that the bus network was difficult to navigate and was, as a result, off putting to new potential bus users.

7.114 The package will include improvements to enhance the availability of bus-related information for passengers.

Improvements to bus shelters on the core bus network to include:

- The creation of new bus maps with colour coded vinyls to the shelters in urban centres to denote a colour corridor, which links to the map
- A new roadside display
- The installation of new bus stop flags and finials, featuring the network map

Improvements to bus stops on the core bus network to include either:

- the installation of a new pole, a battery powered real time display and the application of the visualisation principles to the real time unit and finial; or
- The installation of a new flag, roadside display and finial

7.115 The package will also include a substantial behaviour change element, to ensure that the scheme can deliver the level of increased patronage sought.

7.116 These improvements will enable bus users to better navigate nearby cities and town centres, helping to improve way finding and, as a result, access to opportunities and overall quality of life. As vulnerable and socially disadvantaged groups are often most reliant on bus networks to access services, investment in buses and local bus infrastructure plays a significant role in promoting social inclusion. The bus facilitates improved connections to deprived locations and between communities, thus encouraging bus users in West Yorkshire to better utilise the bus to access employment, training and leisure opportunities.

### **Clean Growth / Climate Change Implications**

7.117 This package will encourage modal shift from car to bus, thus reducing the use of private vehicles which will, in turn, reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.

7.118 Further details on quantifying climate change implications will be undertaken as the scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.119 The scheme outputs and benefits include:

- Increased bus patronage, contributing towards the West Yorkshire Transport Strategy target of 25% more bus journeys by 2027
- Increased modal shift from car towards bus, reducing road congestion
- A reduction in carbon emissions and improvement in air quality through increased bus use
- An easier to navigate bus network, increasing customer satisfaction

### **Risks**

7.120 The scheme risks include:

- Lack of stakeholder awareness and support for the scheme; mitigated by an effective stakeholder management plan, and the application of lessons learnt from the rollout of the Network Navigation (Leeds) scheme
- New on-street infrastructure increases revenue costs for maintenance and repair; mitigated by sound resource planning
- The finished scheme does not deliver the desired level of increased patronage; mitigated by a substantial behavioural change package to ensure that the scheme receives the promotion needed to ensure increased patronage

### **Costs**

7.121 The scheme costs are:

- Development costs of £150,000 were approved by the Combined Authority on 25 June 2020 to enable the project to progress to decision point 3 (outline business case).
- The funding allocated to the Network Navigation (West Yorkshire) scheme is as follows:
  - £15.20 million secured through the Transforming Cities Fund
  - £300,000 secured through LTP
- In addition to the direct funding outlined above, there are two main sources of complimentary funding:
  - £1 million of complementary funding from the LTP Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth Scheme. This will improve the quality of the waiting environment where this is considered to be substandard

- Bus operators will also match fund the scheme by contributing to the ongoing maintenance where service changes are made and apply the Network Navigation principles to their buses. The amount is to be confirmed.

7.122 There is also a requirement to explore opportunities for revenue funding to support the delivery of some behaviour change activities.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	31/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	27/03/2021

### Other Key Timescales

7.123 The forecast completion date is September 2022.

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Helen Ellerton, Combined Authority
Combined Authority case officer	Ian McNichol

### Appraisal Summary

7.124 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and

procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

### **Recommendations**

7.125 The Investment Committee recommends to the Combined Authority that:

- (i) The Network Navigation project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £15.20 million is given from the Transforming Cities Fund and £300,000 from Integrated Transport Bloc funding with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.126 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.127 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.128 In recent decades, the level and type of investments in Bradford's infrastructure have not kept pace with its growing economy, expanding population and changing demographics. Bradford Interchange could be improved as a welcoming and attractive gateway to the city. Passengers arriving by train currently negotiate a single escalator down to an unattractive concourse with a low-grade retail offer. Wayfinding to the city or to the buses is poor. The exit for rail and bus passengers is onto a cramped forecourt area and there are no sight lines to the city centre, particularly to key development sites. The view is dominated by a multi-storey car park and other buildings of poor architectural merit. Passengers walk along the busy Bridge Street, and only later does the City Hall come into view. The existence of City Park is not obvious, and a busy thoroughfare, Hall Ings, must be negotiated to reach

them. The roads are not easy to cross and provide a negative experience as a pedestrian arriving in Bradford via Bradford Interchange.

- 7.129 This package seeks to transform, access between Bradford Interchange and Hall Ings, the City Hall and City Park, and from there more widely to the key business, cultural, and retail areas of the city centre, through the provision of through new and improved pedestrian entrances and routes. Currently, the interchange is a poor gateway to the city centre and does not reflect Bradford's vibrancy and economic ambition. Consequently, visitors arriving by rail or bus are given a poor impression of the city, and wayfinding is difficult.
- 7.130 The package is still in early development and detailed options will be presented at the next decision point. The scheme complements and enhances existing planned schemes at Bradford Interchange being delivered through the WY+TF and LTP and supports the longer-term opportunities provided by Bradford Interchange Gateway Development Plan and Northern Powerhouse Rail (NPR).
- 7.131 The scheme package will contribute to the Leeds City Region (LCR) Strategic Economic Plan (SEP) and complementary TCF vision/objectives in a variety of ways including; provide a higher quality route between Bradford Interchange and key employment, cultural, residential, and retail areas within the city; raise the quality of Bradford Interchange and its approaches to make it a more attractive gateway to the city; allow easier access for people to take up training, skill development, learning opportunities and cultural activities; increase passenger capacity of Bradford Interchange for future growth; and transform Bradford's infrastructure to support a thriving and growing economy.

### **Clean Growth / Climate Change Implications**

- 7.132 This package will reduce the use of private vehicles, increase public transport use and encourage walking. This will reduce traffic congestion and road transport emissions, improve local air quality and help tackle the national challenge of air pollution.
- 7.133 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.134 The scheme outputs and benefits include:
- Increased public transport use, both rail and bus
  - Reduced traffic congestion
  - Interchange becomes a gateway to city from the station
  - Catalyst for future investment

- Enhanced customer experience, improved accessibility and connectivity to key areas of the city and development sites
- High quality gateway to the city from the station
- Interchange becomes a destination within the city
- Increased trade to the area and footfall to the city centre.
- Improved productivity and attractiveness of Bradford city centre for employment and tourism
- Modal shift to bus and rail, resulting in lower carbon emissions in the city centre and elsewhere
- A more attractive city centre with more inclusive and clean growth

## **Risks**

7.135 The scheme risks include:

- Delay of the programme approvals timeline due to the Covid-19 pandemic – mitigated by close liaison with approving bodies, effective resourcing and robust bid and project management.
- Delays in acquiring land – mitigated through identifying adjacent landowners, the extent of ownership and ensuring early engagement.
- Statutory planning delays – mitigated by closely working with planners, the agreed programme and use of delegations, as well as employing a robust selection process to source competent contractors and specialists to manage consultation and negotiations.
- Delays due to ease negotiations – mitigated by commencing negotiations early and finalising agreements prior to full business case submission.
- Lack of stakeholder support – mitigated through early engagement with the key stakeholders and the wider public.
- Lack of staff resources – mitigated by creating a robust resource plan and delivery strategy, as well as conducting early engagement with the market, employing a robust procurement strategy and management of tender documents and processes.

## **Costs**

7.136 The scheme costs are:

- Development costs of £350,000 have been approved for this project to date. A further £2.69 million is recommended for approval to progress to decision point 3 (outline business case), taking the amount approved to £3.04 million. This will be utilised for business case development work as

well as early preparatory, investigative and demolition works which will aid certainty around the design and delivery of the scheme.

- This package has £13.2 million funding allocated from TCF in all funding scenarios. An indicative approval for the value of Combined Authority funding up to £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- During the next stage of development, the scheme promoter will continue to seek additional sources of funding to support the preferred package as well as refining costs to meet funding availability.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	June 2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/09/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	Jan 2022

### Other Key Timescales

7.137 The forecast completion date is 31 March 2023 (completion on site scheduled December 2022).

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Julian Jackson, Bradford Council
<b>Project Manager</b>	Richard Gelder, Bradford Council
<b>Combined Authority case officer</b>	Ian McNichol

## Appraisal Summary

7.138 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

7.139 The Investment Committee recommends to the Combined Authority that:

- (i) The Transforming Access to Bradford Interchange package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total Combined Authority funding of £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £350,000 have been approved for this project to date. A further £2.69 million from the Transforming Cities Fund is recommended for approval to progress to decision point 3 (outline business case).
- (iv) Enter into an amended funding agreement with Bradford Council for additional development costs of up to £2.69 million from the Transforming Cities Fund, taking the total amount approved to £3.04 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Transforming Access to Brighouse and Elland Railway Stations</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.140 The majority of this package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.141 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case.
- 7.142 Elland suffers from a range of transport related issues it has poor connectivity to the strategic highway network, local congestion during peak hours and declining and restricted bus services to local destinations, as well as poor access to the railway network. The latter of which is being addressed through the development of a new rail station which is being delivered through the WY+TF. The Elland rail station project also includes sustainable transport access package which will be enhanced through the delivery of the scheme elements being brought forward by this TCF package.
- 7.143 In Brighouse, the road network is also congested and suffers capacity issues; the cycle facilities are limited, and the vast majority of commuting trips are accommodated by private car. Air quality is also an issue across Calderdale,

which can have a detrimental impact on the health of local residents. Calderdale Metropolitan Borough Council (CMBC) declared a Climate Emergency in 2019, subsequently setting ambitious targets to reduce carbon emissions by 80% by 2050.

7.144 The Brighouse and Elland Station Access package is designed to improve routes for walking and cycling to and from the new and existing rail stations serving Elland and Brighouse through a series of bus, cycle and footway improvements:

- Route improvements to and from Elland town centre via Eastgate and on priority pinch points on the network providing traffic free access on including Century Road, Lowfield Industrial park and Old Power Way
- Provide direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station at Elland via two pedestrian/cycle bridges, improving the opportunities for active travel to
- Developing the Local Cycling and Walking Infrastructure Plan for Brighouse including junctions improvements for cycling and walking from the north of Brighouse to Brighouse town centre.
- Transform access by bike to Brighouse rail station, improving safety and legibility.

7.145 Two schemes will come forward from this package, the Elland Station Access TCF schemes will be brought forward through the existing Elland Station and Access Package Project which is currently being developed to full business case (decision point 4) stage. The Brighouse Cycling and Walking Improvements Project will commence work on the development of an Outline Business Case (decision point 3).

7.146 The Brighouse Cycling and Walking Improvements project has interfaces with the WY+TF A641 project and there may be opportunity to bring the two schemes forward as one once further development work has been completed to understand the schemes in more detail.

### **Clean Growth / Climate Change Implications**

7.147 This package will reduce the use of private vehicles to access Brighouse and Elland rail stations and encourage cycling and walking. This will reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.

7.148 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.149 The scheme outputs and benefits include:

- Improving journey quality, times and user satisfaction for active and sustainable modes
- Increase uptake of walking and cycling modes, improving health
- Improved safety for cyclists and pedestrians
- Increased rail use to employment and education
- Support housing and employment development through improved access
- Reduced the concentrations of vehicle related pollutants in the air, improving the air quality

## **Risks**

7.150 The scheme risks include:

- The Covid-19 pandemic may lead to delays in scheme delivery due to surveys and site visits for example being affected. This is being mitigated by regular engagement with Combined Authority and Department for Transport as well as the project team working creatively to ensure safety in design, construction, and use.
- Third party land may be required to deliver the package. This may lead to increased costs and delays to deliver the package. This will be mitigated by minimising third party land requirements where possible and holding early engagement with key third parties.

## **Costs**

7.151 The scheme costs are:

- Development costs of £143,650 were approved by the Combined Authority on 25 June 2020 in order to progress the Brighouse Cycling and Walking Improvement Project to decision point 3 (outline business case).
- No further development funding is required at this time for the Elland Station Access Improvement scheme
- An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). This package has £0 funding allocated in the TCF Low Scenario and £5.42 million allocated in the Core and High Scenarios.
- Through the development of the Strategic Outline Business Case the promoter has prioritised delivery of the Elland Station Access scheme

through the TCF funding available. During the next development stage, the promoter will seek additional funding sources to deliver the Brighthouse Cycling and Walking Improvement Project.

### Assurance Pathway and Approval Route

#### Brighthouse scheme

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/07/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/08/2022
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	TBC

#### Elland scheme

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	06/08/2021

### Other Key Timescales

7.152 The forecast completion date for Brighthouse Cycle Improvement is 31 March 2023.

7.153 The forecast completion date for the Elland Station Access Package is August 2022.

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report.

## Project Responsibilities

Senior Responsible Officer	Steven Lee, Calderdale Council
Project Manager	Tom Jones, Calderdale Council
Combined Authority case officer	Ian McNichol

## Appraisal Summary

- 7.154 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

## Recommendations

- 7.155 The Investment Committee recommends to the Combined Authority that:
- (i) The Transforming Cycling and Walking Access in Brighouse and Elland Railways Stations package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) for the Brighouse Cycling and Walking Improvement Scheme and activity 4 (full business case) for the Elland Station Access scheme.
  - (ii) An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.156 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.157 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.158 The A638 Dewsbury to Cleckheaton corridor is a key route serving the main urban areas between north Dewsbury and Cleckheaton, along with facilitating a number of east-west travel movements. The corridor suffers from poor air quality, significant congestion and accessibility challenges. This constrains access to employment and skills opportunities along the corridor and the opportunity for future growth.
- 7.159 This scheme will support a number of development aspirations in the area. Dewsbury is at the heart of the North Kirklees Growth Zone (NKGZ) – a specified Spatial Priority Area as a Housing Growth Area that will provide 5,000 new homes around Dewsbury. Chidswell in Kirklees District and Staithgate Lane in south Bradford are specified Employment Growth Areas in the Leeds City Region SEP, both falling within the catchment of the TCF

Corridor. The Chidswell development site will add around 1,800 jobs and 1,500 homes to the north-east Kirklees economic area within the current Local Plan period.

- 7.160 The package is comprised of two distinct projects that will come forward for delivery, Heckmondwike Bus Hub and Dewsbury – Cleckheaton Sustainable Travel Corridor (A638).
- 7.161 The package will upgrade the bus hub at Heckmondwike, improving service capacity, customer experience and information provision at this important bus service interchange. A safer and more spacious waiting environment will increase demand, reduce potential anti-social behaviour, and help to regenerate the district centre. Bus priority schemes will also be implemented along the corridor, enhancing bus reliability, together with new footways and crossings to help all prospective customers to access bus services.
- 7.162 The package will also transform the continuity, safety and legibility of the cycle network through a set of cycling upgrades and new local links to Spen Valley Greenway to maximise its usage, together with improvements This will help to create a cycling and walking network to support everyday journeys, increasing the uptake of cycling and walking delivering improved health and accessibility to employment and education opportunities for those without access to a car.

#### **Clean Growth / Climate Change Implications**

- 7.163 This package will reduce the use of private vehicles along this corridor, encourage cycling and walking as well increased bus use. This will reduce traffic congestion and road transport emissions, improving local air quality and help tackle the national challenge of air pollution.
- 7.164 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

#### **Outputs, Benefits and Inclusive Growth Implications**

- 7.165 The scheme outputs and benefits include:
- upgraded bus hub at Heckmondwike; safer and more spacious bus waiting environment bus priority schemes along the A638 corridor and new pathways and crossings
  - Improved bus reliability and journey times
  - Improved journey quality and bus user satisfaction
  - Increased uptake of bus travel
  - Increased uptake of walking and cycling
  - Improved safety for cyclists and pedestrians
  - Easier access and expanded catchments to education and employment opportunities

- Increased capacity on the transport network
- Improved air quality and vehicle emission reduction

### Risks

7.166 The scheme risks include:

- Delay to scheme delivery due to Covid-19 pandemic – to be mitigated by maximising opportunities to bring forward key activities not impacted by Covid-19 restrictions as well as utilise innovative approaches to key stakeholder and public engagement.
- Delays related to land acquisition – mitigated by early dialogue with landowners and consideration of running Compulsory Purchase Order processes in parallel and early scoping of planning and environmental issues.
- Public/stakeholder objections to proposals– mitigated by early development and implementation of a communications and engagement strategy for key stakeholders

### Costs

7.167 The scheme costs are:

- Development costs of £270,000 have been approved to date for the Dewsbury to Cleckheaton Corridor Improvements Project a further £80,000 is recommended for approval order to progress the project to decision point 3 (outline business case), bringing the total approved to £350,000.
- Development costs of £229,078 were approved by the Combined Authority on 25 June 2020 in order to progress the Heckmondwike Bus Hub project to decision point 3 (outline business case).
- An indicative approval to the Combined Authority funding of £16 million is given from the Transforming Cities Fund with approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs). Low funding scenario £11 million; core funding scenario £14 million.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/04/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	13/08/2021

	Decision: Combined Authority's Managing Director	
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	11/02/2022

7.168 The package will split into two projects for outline business case. Heckmondwike Bus Hub will form one project and Dewsbury to Cleckheaton Corridor Improvement project will form the other. The milestones for each of these projects are currently aligned but this will be reviewed and refined throughout the development of the Outline Business Cases.

### Other Key Timescales

7.169 The forecast completion of the package is March 2023.

### Assurance Tolerances

<b>Assurance tolerances</b>
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Richard Hollinson, Kirklees Council
<b>Project Manager</b>	Keith Bloomfield, Kirklees Council
<b>Combined Authority case officer</b>	Ian McNichol

### Appraisal Summary

7.170 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the TCF programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the TCF funding.

### Recommendations

7.171 The Investment Committee recommends to the Combined Authority that:

- (i) The Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) package proceeds through decision point 2

(strategic outline case) and work commences on activity 3 (outline business case)

- (ii) An indicative approval to the total value of Combined Authority funding £16 million is given from the Transforming Cities Fund to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approve for further development costs to progress this scheme to decision point 3 (outline business case) of £80,000, taking the total approved to £350,000 and enter into an amended funding agreement with Kirklees Council for an additional £80,000 from the Transforming Cities Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>West Bradford - Cycle Superhighway</b>
<b>Stage</b>	1 (eligibility)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 7.172 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 7.173 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners are developing packages of schemes for approval at strategic outline case (SOC) before bringing individual schemes through the assurance process at outline business case
- 7.174 The scheme will improve access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter through the creation of a major cycle corridor by providing 7km of dedicated cycleway along the length of Thornton Road. The scheme will build on the successful delivery of the CityConnect cycle superhighways to Leeds and along Canal Road to the north of the city.
- 7.175 The package will provide improved access for cyclists into and across the city centre and complement other high quality cycle routes delivered through the CityConnect Programme including the cycle superhighway to Leeds and the Canal Road Greenway and cycle route to Shipley along with other strategic cycle infrastructure delivered across the city previously.

7.176 This scheme will complement the other TCF schemes in Bradford along with other key projects across Bradford such as Bradford Interchange bus and train station schemes; Forster Square station and the proposed cycleway to the Park and Ride site.

7.177 The package also fits with Government plans to provide additional Department of Transport funding to sustain the growth and popularity of cycling experienced during the Covid-19 pandemic. This funding could be used to revisit plans for an additional cycleway corridor for key worker access to Bradford Royal Infirmary.

### **Clean Growth / Climate Change Implications**

7.178 This scheme will reduce the use of private vehicles along this corridor and encourage cycling and walking. It is expected that this will reduce traffic congestion and road transport emissions, improving local air quality and help tackle air pollution.

7.179 Further details on quantifying climate change implications will be undertaken as each scheme progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

7.180 The scheme outputs and benefits include:

- Implementation of major cycle route, leading to increased cycle use
- Improved cycle journey times, journey quality and safety
- Reduced car use and reduced number of vehicles in the city centre, resulting in reduced carbon dioxide emissions from car travel
- Increased access to employment and education opportunities
- Reduction in accidents involving cyclists along Thornton Road
- Decrease in average cycle journey times during the peak period along Thornton Road
- Contribute towards improvements to air quality with a reduction in harmful emissions

### **Risks**

7.181 The scheme risks include:

- The impact of Covid-19 is uncertain and may cause delays to the scheme package programme approvals timeline or result in a lack of resources for delivery. This will be mitigated by effective resourcing planning and robust project management. Early engagement with the market and a robust procurement strategy will also be in place.

- Delays in acquiring land – mitigated by identifying adjacent landowners, identifying the extent of ownership and ensuring early engagement.
- Lack of buy-in from key stakeholders – mitigated through close partnership working, stakeholder management and implementation of effective communications campaign.
- Inability to deliver full cycleway segregation – mitigated through the appointment of specialist designers and close working with council highway engineers and responding to the new DfT Design Guidance.

## Costs

7.182 The scheme costs are:

- Development costs of £175,000 have been approved for this project to date. A further £1.25 million is recommended for approval in order to progress the project to decision point 3 (outline business case)
- An indicative approval to the total package value of £17.5 million is sought from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5. Low scenario £0; Core scenario £3 million.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2022

## Other Key Timescales

7.183 The forecast completion date for this package is 31 March 2023.

## Assurance Tolerances

Assurance tolerances
<ul style="list-style-type: none"><li>• That Combined Authority costs remain within 10% of those outlined in this report.</li><li>• That the timeframes remain within 6 months of those outlined in this report.</li></ul>

## Project Responsibilities

Senior Responsible Officer	Julian Jackson, Bradford Council
Project Manager	Richard Gelder, Bradford Council
Combined Authority case officer	Ian McNichol

## Appraisal Summary

7.184 The strategic outline case presents a strong strategic fit with the objectives of the SEP and the Transforming Cities Fund (TCF) programme. The appraisal has identified a number of areas for further consideration in the development of the outline business case(s). This includes agreeing with the Combined Authority (CA) the approach to determining value for money, refinements to the delivery programme and procurement strategy and the need to identify and secure other additional sources of funding where required to match the Department for Transport (DfT) TCF funding.

## Recommendations

7.185 The Investment Committee recommends to the Combined Authority that:

- (i) The West Bradford – Cycle Superhighway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £17.5 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £175,000 have been approved for this project to date. A further £1.25 million from the Transforming Cities Fund is recommended for approval for developments costs in order to progress the project to decision point 3 (outline business case)
- (iv) Approval to enter into an amended funding agreement for this scheme with Bradford Council for an additional £1.25 million for development costs from the Transforming Cities Fund, taking total approved to £1.43 million

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## Projects in Stage 2: Development



7.186 Projects at this development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost.

<b>Project Title</b>	<b>City Connect Phase 3 Canals</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

### Background

7.187 The Leeds City Region Strategic Economic Plan recognises the importance of active travel for the region's economy and identifies the establishment of cycling as a major mode of transport, with increased active travel benefiting health, as one of the principles for future transport investment and policy. The Tong Street Phase 3 canals scheme aligns with Priority 4 - Infrastructure for Growth and will provide sustainable and active transport infrastructure.

7.188 The projects are part of the CityConnect programme and will build upon routes already constructed in the areas (Airedale Greenway on the Leeds & Liverpool Canal and the Huddersfield Narrow Canal Phase 1); infilling the gaps will ensure a high quality, strategic cycle and walking network.

7.189 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.

7.190 April 2018 Combined Authority gave indicative approval at decision point 2 (strategic outline case), to the total CityConnect programme pipeline value of £14.824 million, of which £14.424 million will be funded by the Combined Authority. Huddersfield Narrow Canal phase 2 and Leeds Liverpool Shipley sections are named pipeline projects.

7.191 The schemes will be delivered by Canal and River Trust.

### **Clean Growth / Climate Change Implications**

7.192 The schemes will contribute to the delivery of sustainable and active transport infrastructure, and to reducing car use, and increasing walking and cycling in the areas.

### **Outputs, Benefits and Inclusive Growth Implications**

7.193 The scheme outputs and benefits include:

- Upgrade 7.3km of towpath (3km Shipley sections and 4.3km Huddersfield Narrow Canal)
- Increase walking and cycling trips by 20% and up to 66% on the routes
- Link to other transport projects to deliver a comprehensive network of cycling and walking infrastructure
- Contribute to a reduction in carbon emissions, through modal shift from car travel with 5% of commuter trips by bike in Bradford and Kirklees
- Create a safe and attractive environment for active travel modes, reducing cyclist road traffic accidents by 20%.

### **Risks**

7.194 The scheme risks include:

- Delays to construction due to poor weather: to be mitigated by carrying out less weather dependant works (wash wall repairs) during winter, and towpath construction during spring.
- The on-going Covid pandemic may delay works: to be mitigated by planning for delays and stand down time costs that may be incurred.

### **Costs**

7.195 The scheme costs are:

- The scheme will be fully funded by Combined Authority funds, the total cost is £1.363 million, this includes £60,000 development costs (already approved).

- Combined Authority will be required to enter into a legal agreement with Canal and River Trust to deliver the scheme once full approval is granted.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	15/01/2021

### Other Key Timescales

Key milestones:

- Final designs and costings agreed: Oct 2020
- FBC+ submission: Nov 2020
- Completion: April 2021

### Assurance Tolerances

Assurance tolerances
That the total project cost remains within 10% of the costs identified within this report.
That the project delivery timescale remains within 6 months of the timescales identified within this report.
That the length of towpath improved remains within 10% of the amount identified in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Lizzie Dealey, Partnership & Engagement Manager, Canal & River Trust Andrew Norman, Transport Partnerships Lead, West Yorkshire Combined Authority
<b>Project Manager</b>	Paul Tranter, Enterprise Manager, Canal & River Trust

### **Appraisal Summary**

- 7.196 The strategic case for the investment is clearly made. Delivering infrastructure to encourage more cycling and walking aligns with multiple local, national and city region strategies around improving connectivity, health, well-being, road safety and air quality. In addition, the infilling of gaps, or extending, previous schemes will provide a more complete network. The demand for the schemes is evidenced from comparable schemes in the city region (50 – 66% uplift), and consultation with the public has been largely positive. The procurement route is through a well-established framework, which has recently been extended.
- 7.197 There is a risk of cost increase and slippage, as the final designs are agreed, to ensure the scheme delivers accessibility and is in keeping with the canal heritage. Once agreed, ensuring the scheme stays within budget will be the responsibility of Canal and River Trust (CRT). CRT approach to contract management appears robust, and the project sits within the well-established CityConnect programme.

### **Recommendations**

- 7.198 The Combined Authority approves:
- (i) That the CityConnect Phase 3 canals project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with final costs).
  - (ii) That an indicative approval to the total project value of £1.363 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Tong Street A650 Highway</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 7.199 The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 7.200 Tong Street is on the West Yorkshire Key Route Network and fulfils a number of strategic functions, carrying on average 37,500 vehicles per day and linking with the UK's strategic Road Network. The A650 Tong Street currently suffers from inefficiencies and unreliability which is inhibiting strategic growth along the corridor and in south east Bradford.
- 7.201 The scheme forms part of the West Yorkshire plus Transport Fund Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. The West Yorkshire Transport Strategy is aligned to and supports the SEP and this project will contribute to two of the key themes in the strategy.
- 7.202 The scheme will contribute towards unlocking growth in the M62 Enterprise Zone sites, playing an important role in connecting this area with central Bradford. The scheme aligns with Strategic Priority 4 of the SEP, Infrastructure for Growth.
- 7.203 The A650 Tong Street currently experiences congestion, delays and journey time unreliability with afternoon journey times doubling in the outbound direction. There are a number of planned residential and employment sites anticipated in south east Bradford, including sites close to Tong Street. Up to

7,200 new housing units are planned by 2028 and population growth of over 10% (from 2014) is expected in Bradford. Local traffic growth of 22% in the peak hour is forecast up to 2030. It is therefore predicted that if no intervention is made the existing issues in the highway network will deteriorate and impact on the delivery of housing and employment growth.

### **Clean Growth / Climate Change Implications**

7.204 The scheme will improve journey times and journey reliability for all modes, enhance multi modal travel opportunities and reduce congestion levels, contributing to carbon reduction and better air quality (see detail in outputs and benefits section).

### **Outputs, Benefits and Inclusive Growth Implications**

7.205 The scheme outputs and benefits include:

- Improve future journey time reliability and reduce future journey times along Tong Street by 4 minutes for general traffic, and 2 minutes for buses by 2023,
- Improve road safety for all users by reducing the rate of traffic collisions along the Tong Street corridor and surrounding residential areas by 3.5% by 2027,
- Reduce known rat-run issues on adjacent residential streets by 10% by 2022,
- Improve sustainable transport facilities, public realm and green infrastructure features by 2022, to encourage the growth in walking trips by 20% and cycling trips by 300% along the corridor by 2027.
- To improve air quality by reducing the level of greenhouse gases resulting in 34,105 tonnes reduction in CO2 emissions.
- The scheme is forecast to lead to a net additional GVA of £16 million and 158 jobs and also support the inclusive growth principle of a better quality of life by enhancing multi modal connectivity and access, which will create better opportunities for travel to employment, education. The value for money assessment reflects a high value for money with a core BCR of 13.54 for the preferred option when assessed against the Department for Transport's value for money criteria.

### **Risks**

7.206 The scheme risks and mitigations include:

- Increased costs of estimated land acquisition. Mitigation: realistic expenditure forecast needs to be provided based on previous experience and taking into account the complexity of the scheme.
- Unforeseen site issues. Mitigation: this should be mitigated by thorough ground investigations prior to construction.

## Costs

7.207 The scheme costs are:

- The indicative total scheme cost is £24.49 million. A £20.5 million bid has been made by Bradford to the Department for Transport's Major Route Network (MRN) fund. The decision on this is still awaited. The scheme also has indicative approval of £20 million from the West Yorkshire plus Transport Fund (WY+TF). If the MRN bid is successful, then only £4 million from the WY+TF would be required. To ensure that the project is not delayed whilst the MRN bid decision is awaited, it is proposed that development costs are approved from the WY+TF.
- Development funding of £185,000 was secured at decision point 2. £2.53 million from the West Yorkshire plus Transport Fund is sought at this decision point (outline business case) in order to progress the scheme to full business case, taking the total approval to £2.715 million. The development funding will be used for project management, undertaking the detailed design and land acquisition and scheme modelling.
- The Combined Authority enters into an amendment to the existing funding agreement with Bradford Council for additional expenditure of up to £2.53 million from the West Yorkshire plus Transport Fund.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/01/2022
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/06/2022

## Other Key Timescales

7.208 The scheme will be delivered by April 2025.

## Assurance Tolerances

Assurance tolerances
Any cost increase remains within 5% as set out in this report. That the delivery timescales remain within 3 months of those set out in this report.

## Project Responsibilities

Senior Responsible Officer	Richard Gelder, Bradford Council
Project Manager	Andrew Smith, Bradford Council
Combined Authority case officer	Andrew Norman

## Appraisal Summary

- 7.209 The project has a clear fit to the SEP and Transport Strategy and will deliver against the objectives of increasing access to employment to the region's centres and delivering growth. The project will improve journey times, reliability and reduce delays on a key corridor on the West Yorkshire Key Route Network and in addition improve the transport offer for pedestrians, cyclists and bus users.
- 7.210 There is evidenced demand for the scheme, and it is indicated that increasing capacity and resolving current issues will unlock growth in south east Bradford. A stronger link is required as to the direct impact of this scheme in unlocking housing and employment in south east Bradford and clear apportionment of the benefits between and number of major schemes in the areas is required to be set out.
- 7.211 The project will deliver against Strategic Priority 4, Infrastructure for Growth and is forecast to lead to a net additional GVA of £16 million and 158 jobs. The economic assessment shows that the preferred scheme is predicted to provide very high value for money.
- 7.212 A number of conditions were set by appraisal which need to be worked through ahead of full business case. In particular the next stage of development work will progress the complex land requirements and careful work ahead of the next decision point is required in relation to the proposed South East Bradford Link Road (SEBLR) which is understood would be complementary to this scheme in the long term.

## Recommendations

- 7.213 The Combined Authority approves that:
- (i) The Tong Street A650 Highway scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).

- (ii) An indicative approval to the Combined Authority's contribution of up to £20 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £24.49 million.
- (iii) Additional development costs of £2.53 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2.715 million.
- (iv) The Combined Authority enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £2.715 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>A660 Headingley Hills</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 7.214 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan. The scheme aims to tackle the connectivity and climate challenges the City Region faces which are constraining growth associated with new housing and employment sites in the Spatial Priority Areas.
- 7.215 The A660 Headingley Hill scheme has been developed by Leeds Council as part of a larger package. Following a prioritisation exercise at programme level for both LPTIP and the Corridor Improvement Programme (CIP) Phase 2 the scheme will now form part of CIP Phase 2 Programme.
- 7.216 The scheme will reduce congestion, improve bus journey time, reduce air quality impacts, incidents and casualty rates and include a new 435 metre section of (northbound) bus lane between the Elinor Lupton Centre/ Richmond Road and St Michael's Church/ St Michael's Road. There will be segregated cycling lanes (350 metre) in both directions, a controlled pedestrian crossing south of Richmond Avenue and widened pavements.

## Clean Growth / Climate Change Implications

- 7.217 There will be a reduction in vehicle emissions from a transfer from private to public vehicles and increased cycling, together with an increase in number of trees overall.

## Outputs, Benefits and Inclusive Growth Implications

7.218 The scheme outputs and benefits include:

- 435 metres of new bus lane and 700 metres of segregated cycle lanes
- New pedestrian crossing
- 99 new (mixed maturity) trees comprising of 66 additional and 33 replacements

7.219 These measures have a high Benefit to Cost Ratio (BCR) based on modelling results delivering value for money and are designed to:

- reduce journey time and promote bus use and cycling;
- increase access to work through more reliable bus services and cycling options to existing and future residents
- safer road crossing and cycling due to dedicated pedestrian and cycling space and junction changes;
- improved air quality through not only changes in travel method but also landscaping improvements including tree planting
- health benefits from a reduction in air pollution and more walking and cycling.

### **Risks**

7.220 The scheme risks include:

- 3rd party land purchase delayed or more costly than anticipated: mitigated through early land agreements with the owners. Compulsory purchase orders are a possible solution, but this is not the preferred course of action.
- Public objection to the removal of existing trees: to be mitigated by substantial tree planting to compensate for those removed and communicating the environmental benefits of the scheme.
- Public objection from the cycling community in the design of cycle lanes; mitigated by careful, well planned and communicated design.
- Construction delay due to utilities access permissions not being in place and statutory service diversions mitigation measures include early engagement and planning with Northern Power grid.

### **Costs**

7.221 The scheme costs are:

- Total scheme cost is anticipated as £5.1 million.
- The current projected scheme development cost to full business case is £825,807 to be funded from the West Yorkshire plus Transport Fund. This funding will cover the following costs: scheme development/ design, project management and land purchase.

7.222 This scheme has no funding beyond full business case and is a reserve project in CIP Phase 2 which is also seeking approval in this report.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Decision point 3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	04/02/2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/11/2021

### Other Key Timescales

- Public consultation in summer 2020 and full business case with finalised costs (FBC+) submission in October 2020
- Start date: February 2021
- Completion date: November 2021

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report.
That the timeframes remain within 6 months of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Andrew Hall, Leeds Council
Project Manager	Morgan Tatchell-Evans, Leeds Council
Combined Authority case officer	Neil Johnson

### Appraisal Summary

7.223 The scheme is a good strategic fit with the priorities of the Strategic Economic Plan and other schemes underway or planned in Leeds. The need for improving the public transport offer to match the demand for travel is clearly demonstrated. Upon delivery, the scheme should enable a more efficient public transport network and cycling route, both of which should reduce air pollution in the area.

- 7.224 The project is to be managed by an experienced team within Leeds City Council. This team have experience of delivering similar projects and propose utilising existing procurement frameworks available to the council in order to procure the relevant contractors to ensure that value for money is achieved.
- 7.225 There are some outstanding economic case questions related to the benefit to cost ratio (benefit cost ratio 4.61:1) that require further information at full business case to elevate the confidence level the Combined Authority has with the economic case and its anticipated benefit cost ratio (BCR).

### **Recommendations**

- 7.226 The Investment Committee recommends to the Combined Authority that:
- (i) The A660 Headingley Hill scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (ii) That an indicative approval to the total project value of £5.1 million is granted from a funding source to be identified before the next decision point, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Development costs of £825,807 from the West Yorkshire plus Transport Fund are approved in order to progress the scheme to decision point 4 (full business case with finalised costs).
  - (iv) The Combined Authority enters into a funding agreement with Leeds City Council for £825,807 from the West Yorkshire plus Transport Fund.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Enterprise Zone - Langthwaite</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 7.227 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 7.228 The Langthwaite Enterprise Zone forms part of the Leeds City Region Enterprise Zone Programme (City Region EZ), which is a package of Enterprise Zones (EZ) to be delivered in two phases across 10 sites in West Yorkshire. The programme will help to deliver additional employment across the Spatial Priority Areas and will facilitate the “acceleration of development and delivery of high quality employment floor space in the advanced and innovative manufacturing and complementary sectors” in alignment with partner councils’ Local Plans. Once built out, each Enterprise Zone site will generate business rates income for the Leeds Enterprise Partnership.
- 7.229 The principal aim of the EZ Programme is to achieve accelerated delivery of sites and high quality employment floor space and where a private sector developer partner is willing and able to take the scheme forward (subject to thorough legal and financial due diligence and progression through the Combined Authority’s assurance process) this should be maximised. The Combined Authority acts as the accountable body for the EZ Programme.
- 7.230 The Langthwaite Enterprise Zone business park extension scheme is located in a site of 9.45 hectares, located next to the existing Langthwaite Business Park in South Kirkby.

- 7.231 Working with Wakefield Council the scheme will deliver an offsite access road which will open up the site for commercial development.
- 7.232 The scheme will prepare the site for commercial development by undertaking de-risking works such as ensuring the land is safe from hazardous materials, providing road access, flood alleviation works and site infrastructure to enable the creation of development plots.
- 7.233 The scheme will develop an under developed site, currently being purchased by the Combined Authority, as approved by the Combined Authority in January 2020, into a site that is suitable for approximately 11 industrial units consisting of 27,000m<sup>2</sup> of floor space. The EZ Programme was approved by the Combined Authority at decision point 2 in June 2018.
- 7.234 Langthwaite Enterprise Zone scheme objectives are consistent with the objectives of the EZ Programme. The scheme will contribute the Strategic Economic Plan (SEP) and particularly will provide employment and skills development opportunities for residents of this area.
- 7.235 This outline business case is seeking full approval for the offsite access road as enabling infrastructure alongside development funding for the onsite works. This site will provide access to several key local supply chain transport routes; sites for industry, advanced manufacturing, and warehousing and therefore some advanced skilled jobs. The proposals provide for sustainable urban drainage systems (SUDs) and as such contributes to environmental resilience. Transport impacts will be covered at decision point 4 (full business case) through the Environmental Impact Assessment as part of statutory planning.
- 7.236 Full funding approval is being sought here for this element of the scheme.
- 7.237 The scheme will be managed by the Combined Authority and Wakefield Council in partnership.

### **Clean Growth / Climate Change Implications**

- 7.238 The scheme includes sustainable urban drainage systems (SUDs), contributing to environmental resilience.
- 7.239 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 7.240 The scheme outputs and benefits include:
- An unused site will be prepared for potential construction of 11 industrial units totalling almost 27,000 sq m which are anticipated would lead to over 600 new jobs including highly skilled jobs
  - New access road from the existing industrial estate

- Flood alleviation measures will be prepared on the site in the form of containment ponds as part of a sustainable urban drainage system.
- The site's location is walkable from the settlements of South Kirkby and South Elmsall and cyclable from Upton and Hemsworth, enabling local access to employment opportunities.

## Risks

7.241 The scheme risks include:

- Local Growth Fund ends before decision point 5 (full business case with finalised costs) approval (March 2021)  
Mitigation: Alternative funding strategy being developed ahead of decision point 4 (full business case).
- Delay due to unexpected ground conditions.  
Mitigation: early site investigations have been undertaken and a cost plan has been prepared by a qualified cost consultant using this information.
- Increased costs due to unforeseen engineering works in design stage  
Mitigation: All possible due diligence has been done to date and a contingency allowance is in place.

## Costs

7.242 The scheme costs are:

- At this decision point 3 (outline business case), approval for £1.26 million is sought from the Local Growth Fund to develop the scheme to the next decision point 5 (full business case with finalised costs) made up of funding for Wakefield Council to deliver the road and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.
- Indicative approval for the total scheme costs of £5.55 million to be funded by £1.26 million from the Local Growth Fund and £4.29 million from the Getting Building Fund. (There is a possibility that some pre construction works may be identified and the proportion of the total scheme costs be re-allocated from the Get Building Fund to the Local Growth Fund.)

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team  Decision: Combined Authority's Managing Director	31/03/2021

## Other Key Timescales

7.243 The scheme is forecast to complete by March 2025.

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 10% of those outlined in this report. That the timeframes remain within 9 months of those outlined in this report.

## Project Responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Jacque Boulton, Combined Authority
Combined Authority case officer	Neil Johnson

## Appraisal Summary

7.244 This scheme is a good strategic fit with the aims of the Leeds City Region and local policies and priorities.

7.245 There is a strong economic case even when COVID-19 impact is taken into account. At this decision point a benefit cost ratio (BCR) higher than 2 is anticipated which represents high value for money and this will be further developed ahead of the next decision point. Meanwhile the financial case requires further development as there is uncertainty around the funding streams. A funding strategy, including Getting Building Fund, will be developed ahead of the next decision point (full business case with finalised costs). The scheme will be managed by the Combined Authority's Enterprise Zones team which will commission specialist consultants as required.

## Recommendations

7.246 The Investment Committee recommends to the Combined Authority that:

- (i) The Langthwaite Enterprise Zone scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £5.55 million is given made up from the Local Growth Fund (£1.26 million) and Getting Building Fund (£4.29 million) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval to development costs of £1.26 million from the Local Growth Fund to develop the scheme to decision point 5 (full business case with

finalised costs), including funding to Wakefield Council to deliver the road, pre-construction enabling works and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.

- (iv) The Combined Authority enters into a funding agreement with Wakefield Council for an amount within the £1.26 million development costs from Local Growth Fund, the amount to be confirmed by the Programme team.
- (v) Approval of Funding reallocation between the Getting Building Fund and Local Growth Funding element to maximise efficient and timely use of the Local Growth Fund where allowed.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>A61 North</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

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

## Background

7.247 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.

7.248 The A61 (North) Bus Priority Corridor scheme forms part of the Bus Priority Corridor package, which aims to target investment in a number of key corridors to reduce bus journey times and improve the reliability of bus services. The other schemes included in the package are A660, A58, A647 and A61 (South), of which the A61 (South) and A647 have previously been approved by the Investment Committee (decision point 3).

7.249 Public and stakeholder engagement on the objectives of the scheme has fed into the emerging designs and a second phase of consultation took place in February/March 2019. A range of options were developed and the preferred option (medium cost) comprises of a series of improvements to bus prioritisation and complementary walking and cycling measures including:

- Extension of the existing inbound bus lane along Harrogate Road and junction improvements at Harrogate Road / Potternewton Lane.
- Improvements to the traffic signals at the A61 / A659 junction in Harewood.
- Upgrade to existing signal installations across the route to incorporate detection and control technology, managing and improving traffic flows and the efficiency of junction operation.

- 7.250 The primary objective of the scheme is to increase bus use and improve bus journey times which support the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It will also support the delivery of Priority 1 (Growing Businesses, Priority 2 (Skilled People and Better Jobs), and Priority 3 (Clean Energy and Environmental Resilience).
- 7.251 The programme received decision point 2 approval from the Combined Authority on 29 June 2017. As part of the LPTIP approval, the Bus Priority Corridor package was given an indicative allocation of £48.9 million towards scheme costs.
- 7.252 In April 2019, the Combined Authority approved the larger scoped A61 (North) scheme. This included significant interventions on the 'western arm' along Scott Hall Road and King Lane. The combined value of the interventions at outline business case (decision point 3) was £16.1 million, between outline business case and full business case the A61 (North) scheme was descoped to include only the prioritised 'eastern arm' element of the scheme. The combined value of the interventions at outline business case (decision point 3) was £16.1 million, but due to affordability issues in the LPTIP programme, the A61N was descoped to include only the prioritised 'eastern arm' element of the scheme.
- 7.253 The full business case therefore excludes the high cost schemes on King Lane and Scott Hall Road and instead focuses on the key delay hotspot on the higher bus frequency corridor on the eastern arm (Harrogate Road). The five packages outlined below, all of which were included in the original submission, are proposed at key junctions along the eastern arm of the A61N Corridor and come to a total scheme value of £4.41 million.
- Package 1: Harrogate Road / The Avenue (Harewood junction);
  - Package 2: Harrogate Road/Wigton Lane/Alwoodley Lane;
  - Package 3: Moortown Corner (Harrogate Road between junctions with Shadwell Lane and Street Lane;
  - Package 4: Harrogate Road / King Lane Stainbeck Road
  - Package 5: Harrogate Road / Potternewton Lane / Chapeltown Road / Harehills Lane.
- 7.254 In November 2019 works started at risk on package 3, with completion expected in August 2020.

### **Clean Growth / Climate Change Implications**

- 7.255 The scheme will deliver improved public transport (bus) and walking and cycling infrastructure that reduce car use, decreasing congestion levels and a move to a more sustainable, low carbon transport system. This will reduce levels of

harmful vehicle emissions, improving air quality. Further details of climate change implications will be brought forward at the next stage.

### **Outputs, Benefits and Inclusive Growth Implications**

7.256 The scheme outputs and benefits include:

Provision of dedicated bus lanes and associated bus priority measures:

- Upgrade at four junctions to allow for enhanced bus detection and priority
- At Moortown Corner, approximately 50 metres of bus lanes (Shadwell Lane to Allerton Grove) and 25 metres at Moortown Corner bus stop B
- Provision of shared (with bus lanes) and dedicated cycle facilities
- 300 metres shared bus/cycle lanes at the junction of Harrogate Road / Potternewton Lane
- Extension of cycle lane, by approximately 30 metres, on Chapeltown Road adjacent to the junction with Garmont Road
- Northbound cycle lane on Harrogate Road of approximately 35 metres (adjacent to the Lidl)

Junction remodelling and traffic signal replacement, including improved pedestrian facilities at Harewood, Wigton Lane, Moortown Corner and Potternewton Lane.

Overall, the scheme will deliver:

- More reliable, faster, modern bus travel;
- Reduction in car use and increase in bus, cycling and walking;
- Increased capacity in the overall transport network
- Reduced vehicle emissions;
- Expanded access to employment and education;
- Improved developer and business confidence to invest; and
- Access to employment and training.

### **Risks**

7.257 The scheme risks include:

- Public objections to the new road layout and impact on the local road network, impacting negatively on traffic flows. Mitigation: Manage through further consultation and communications exhibiting benefits of the scheme.
- Unforeseen statutory works discovered during the design stage. Mitigation: Detailed surveys and trial holes to establish the extent of potential diversions.

- Possible supply chain/resource implications as a result of Covid-19. Mitigation: Delays will be short as LPTIP scheme have been confirmed as high priority.

### Costs

7.258 The scheme costs are:

- The total delivery cost for the A61(North) is £4.41 million to be wholly funded through the Leeds Public Transport Improvement Programme.
- Approval of an additional £117,607 development funding is sought from LPTIP to progress the A61N to full business case with finalised costs (decision point 5). The additional £117,607 along with the £805,455 development costs to date take the total development cost to £923,062
- Approval of £892,141 grant funding for construction work undertaken at risk on package three, the Moortown Corner junction element. Therefore, additional funding approval of £1,009,748 requested (£117,607 + £892,141) which results in a total approval of £1,815,203.
- The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Investment Committee Decision: Combined Authority	04/09/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	20/11/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	March 2021

### Other Key Timescales

7.259 Moortown Corner  
Works started at risk – November 2019  
Completed at risk – August 2020.

Potternewton Lane  
Works Starting – 21 September 2020  
Complete – 10 January 2021

### Wigton Lane

Works starting – 7 September 2020

Complete – 4 October 2020

### Harewood

Works Starting – 23 August 2020

Complete – 13 November 2020

Scheme completion – March 2021

## **Assurance Tolerances**

<b>Assurance tolerances</b>
Combined Authority costs should remain within 10% of the costs set out in this report
The programme timescales should remain within 3 months of the timescales set out in this report

## **Project Responsibilities**

<b>Senior Responsible Officer</b>	Gary Bartlett, Leeds Council
<b>Project Manager</b>	Robert Mason, Leeds Council
<b>Combined Authority case officer</b>	David Powell

## **Appraisal Summary**

- 7.260 The A61 (North) has a strong strategic fit with national, regional and local policies and strategies. It also delivers against the objectives of the Leeds Public Transport Improvement Programme. The scheme is also well aligned with SEP Priority 4 - Infrastructure for Growth and West Yorkshire Bus Strategy. As well as improvements to bus journey times/reliability/quality it will improve facilities for cyclists and pedestrians and improve network safety for all uses.
- 7.261 The case for change is drawn from evidence of the performance of similar schemes. Procurement for delivery has already been undertaken with packages 1,2,4,5 of the scheme to be delivered through the Leeds City Highways Term Contract. Package 3 at Moortown Corner has already been delivered at risk.
- 7.262 Overall, the scheme, comprising of the five packages described, shows a benefit cost ratio, shows a combined benefit cost ratio (BCR) of 5.5 which represents 'Very High' value for money. Further evidence on value for money on each package is sought ahead of the next decision point.
- 7.263 The project will be funded through LPTIP and the key financial risks are understood. It has a clearly defined delivery plan with an existing governance structure and experienced team in place. The approach to risk is appropriate to the scale and complexity of the project and the programme appears achievable.

## Recommendations

7.264 That Investment Committee recommends to the Combined Authority that:

- (i) The A61(North) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £4.41 million is given from the Leeds Public Transport Improvement Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £117,607 are approved in order to progress the scheme to decision point 5 taking the total scheme approval to £923,062 and approval of £892,141 for construction work undertaken at risk on package three, the Moortown Corner junction element, taking the total scheme approval to £1,815,203.
- (iv) The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203 from the LPTIP fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Projects in Stage 3: Delivery and Evaluation**



7.265 Once in Delivery and Evaluation the scheme is delivered and Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its Funding Agreement. Finally, information about a scheme's performance following its completion is collected, in order to evaluate the success of the scheme.

7.266 There are no schemes requiring consideration at this assurance stage.

## **8 Clean Growth Implications**

8.1 Clean growth implications are outlined in each scheme, see above.

## **9 Inclusive growth implications**

9.1 The inclusive growth implications are outlined in each scheme, see above.

## **10 Financial implications**

10.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

## **11 Legal implications**

11.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

## **12 Staffing implications**

12.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

## **13 External consultees**

13.1 Where applicable scheme promoters have been consulted on the content of this report.

## **14 Recommendations**

### **TCF: Dewsbury–Batley–Tingley Sustainable Travel Corridor**

14.1 The Combined Authority approves that:

- (i) The Dewsbury–Batley–Tingley Sustainable Travel Corridor package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) That an indicative approval to the total project value of £6 million is granted from the Transforming Cities Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **CIP Phase 2 Delivery**

14.2 The Combined Authority approves that:

- vi. The CIP Phase 2 Programme proceeds through decision point 2 (strategic outline case) and work commences on individual schemes to activity 3 (outline business case).
- vii. An indicative approval to the total programme value of £47.35 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- viii. Approval to development costs of £4 million from the West Yorkshire plus Transport Fund of which £3 million to fund business case development costs in order to progress schemes within CIP Phase 2 to decision point 3 (outline business case) and £1 million to be allocated to support programme resilience and contingency.
- ix. The Combined Authority enters into a funding agreement with: Kirklees council for expenditure up to £600,000; Calderdale council for expenditure up to £600,000; Bradford council for expenditure up to £670,000; Wakefield council for expenditure up to £1.13 million; all from the West Yorkshire plus Transport Fund
  - (i) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 (full business case) and decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Brownfield Housing Fund Programme**

14.3 The Combined Authority approves that:

- (i) The Brownfield Housing Fund programme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) and activity 4 (full business case) for individual schemes coming through the programme.
- (ii) An indicative approval to the total scheme value of £66.779 million is given from the Brownfield Housing Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £5 million from the Brownfield Housing Fund are approved in order to develop and manage the programme and design and develop individual schemes to the next decision point.

- (iv) Delegation of allocation of development costs and to enter into funding and legal agreements with Bradford, Kirklees, Wakefield, Calderdale and Leeds Councils and associated development activity as outlined in this report to a total combined value of £5 million from the Brownfield Housing Fund, is given to the Combined Authority's Director of Delivery to enable programme development and individual projects to progress to the next decision point.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at the next decision point through delegation to the Investment Committee and at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Active and Sustainable Travel across Bradford City Centre**

14.4 The Combined Authority approves that:

- (i) The Active and Sustainable Travel in Bradford City Centre package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value up to £30 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £1.67 million is recommended for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million.
- (iv) Enter into an amended funding agreement with Bradford Council for development costs of £1.67 million from Transforming Cities Fund, taking the total project approval to £2.15 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **Connecting employment and skills centres in Dewsbury**

14.5 The Combined Authority approved that:

- (i) The Connecting Employment and Skills Centres in Dewsbury/ Active and Sustainable Travel in Dewsbury package project proceeds through decision point 2 and work commences on activity 3 (outline business

case) for the Dewsbury Bus Station Replacement and Dewsbury town centre pedestrian and cycle improvement projects.

- (ii) An indicative approval to the total package value of £16 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **South Bradford Bus Park & Ride and Expressway**

14.6 The Combined Authority approves that:

- (i) The South Bradford Bus Park and Ride and Expressway project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £20 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) £335,000 of development costs have been approved to date for this scheme and a further £1.02 million development funding is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total funding approved to £1.36 million
- (iv) The Combined Authority enters into an amended funding agreement with Bradford Council for this scheme up to £1.02 million from the Transforming Cities Fund bringing the total scheme approval to £1.34 million
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **Network Navigation - West Yorkshire**

14.7 The Combined Authority approves that:

- (i) The Network Navigation project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £15.20 million is given from the Transforming Cities Fund and £300,000 from Integrated Transport Bloc funding with full approval to spend once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access**

14.8 The Combined Authority approves that:

- (i) The Transforming Access to Bradford Interchange package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total Combined Authority funding of £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £350,000 have been approved for this project to date. A further £2.69 million from the Transforming Cities Fund is recommended for approval to progress to decision point 3 (outline business case).
- (iv) Enter into an amended funding agreement with Bradford Council for additional development costs of up to £2.69 million from the Transforming Cities Fund, taking the total amount approved to £3.04 million.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **City Connect Phase 3 Canals**

14.9 That the Combined Authority approves that:

- (i) That the CityConnect Phase 3 canals project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with final costs).
- (ii) That an indicative approval to the total project value of £1.363 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Transforming Access to Brighouse and Elland Railway Stations**

14.10 The Combined Authority approves that:

- (i) The Transforming Cycling and Walking Access in Brighouse and Elland Railways Stations package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) for the Brighouse Cycling and Walking Improvement Scheme and activity 4 (full business case) for the Elland Station Access scheme.
- (ii) An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **Transforming bus and active travel opportunities between Dewsbury and Bradford (A638)**

14.11 The Combined Authority approves that:

- (i) The Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)
- (ii) An indicative approval to the total value of Combined Authority funding £16 million is given from the Transforming Cities Fund to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approve for further development costs to progress this scheme to decision point 3 (outline business case) of £80,000, taking the total approved to £350,000 and enter into an amended funding agreement with Kirklees Council for an additional £80,000 from the Transforming Cities Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

## **West Bradford - Cycle Superhighway**

14.12 The Combined Authority approves that:

- (i) The West Bradford – Cycle Superhighway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the total package value of £17.5 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Development costs of £175,000 have been approved for this project to date. A further £1.25 million from the Transforming Cities Fund is recommended for approval for developments costs in order to progress the project to decision point 3 (outline business case)
- (iv) Approval to enter into an amended funding agreement for this scheme with Bradford Council for an additional £1.25 million for development costs from the Transforming Cities Fund, taking total approved to £1.43 million

- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.

### **Tong Street A650 Highway**

14.13 The Combined Authority approves that:

- (i) The Tong Street A650 Highway scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of up to £20 million to be funded through the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project cost is estimated to be up to £24.49 million.
- (iii) Additional development costs of £2.53 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2.715 million.
- (iv) The Combined Authority enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £2.715 million from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **A660 Headingley Hills**

14.14 The Combined Authority approves that:

- (i) The A660 Headingley Hill scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £5.1 million is granted from a funding source to be identified before the next decision point, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) Development costs of £825,807 from the West Yorkshire plus Transport Fund are approved in order to progress the scheme to decision point 4 (full business case with finalised costs).
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for £825,807 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Enterprise Zone – Langthwaite**

14.15 The Combined Authority approves that:

- (i) The Langthwaite Enterprise Zone scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £5.55 million is given made up from the Local Growth Fund (£1.26 million) and Getting Building Fund (£4.29 million) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval to development costs of £1.26 million from the Local Growth Fund to develop the scheme to decision point 5 (full business case with finalised costs), including funding to Wakefield Council to deliver the road, pre-construction enabling works and project development funding for the Combined Authority to develop and progress the scheme to the next decision point.
- (iv) The Combined Authority enters into a funding agreement with Wakefield Council for an amount within the £1.26 million development costs from Local Growth Fund, the amount to be confirmed by the Programme team.
- (v) Approval of Funding reallocation between the Getting Building Fund and Local Growth Funding element to maximise efficient and timely use of the Local Growth Fund where allowed.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **A61 North**

14.16 The Combined Authority approves that:

- (i) The A61(North) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £4.41 million is given from the Leeds Public Transport Improvement Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £117,607 are approved in order to progress the scheme to decision point 5 taking the total scheme approval to £923,062 and approval of £892,141 for construction work undertaken at risk on package three, the Moortown Corner junction element, taking the total scheme approval to £1,815,203.
- (iv) The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203 from the LPTIP fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **Additional Approval – Growing Places Fund**

14.17 The Combined Authority approves that:

- (i) Authority is delegated to the Combined Authority's Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing Places Fund loans, with any variations to be subsequently reported to the Business Investment Panel for information.

## **Tranche 2 Emergency Active Travel Funding**

14.18 The Combined Authority delegates authority to Investment Committee to approve:

- (i) The Tranche 2 Emergency Active Travel Assurance Framework pathway and approvals.
- (ii) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million,

but this could vary as the final allocation is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.

- (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners.

## **15 Background documents**

- 15.1 Business case summaries for the schemes recommended for approval by the Investment Committee on 11 August are available here:

[11 August Investment Committee](#)

- 15.2 Business case summaries for the schemes recommended for approval by the Investment Committee on 1 September are available here:

[1 September Investment Committee](#)

## **16 Appendices**

**Appendix 1** – Background to the Combined Authority’s assurance framework

**Appendix 2** – Location maps for the schemes presented in this report

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**Appendix** 1 (Background to the report)

**Subject:** Capital Spending and Project Approvals

## Information

- 1.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by the Combined Authority, following consideration by the West Yorkshire and York's Investment Committee. The Combined Authority will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the assurance framework, will as a minimum, need to formally pass decision point 2 (case paper approval) and 5 (final cost approval) highlighted below, with the requirement to meet the intervening activities deemed on a project by project basis.



- 1.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.

## Future assurance and approval route

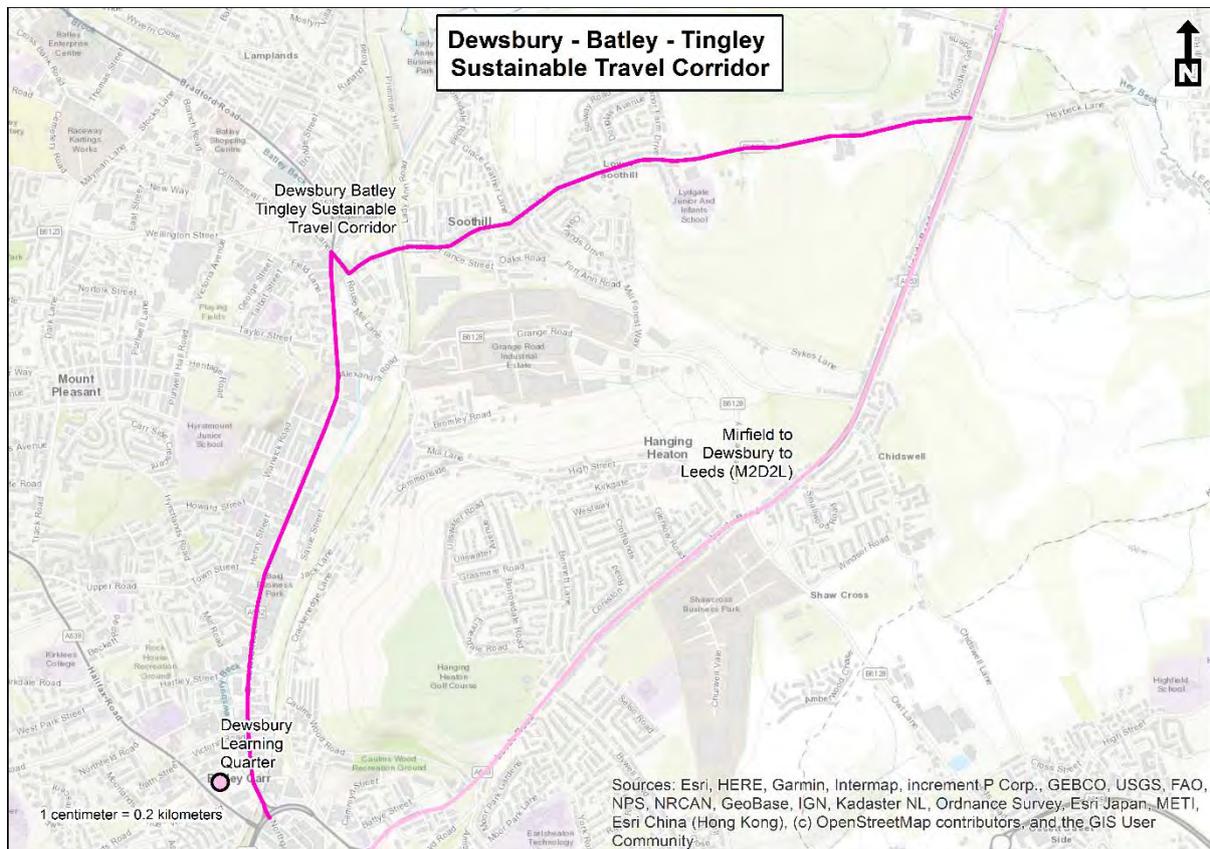
- 1.3 The tables for each scheme in the main report outlines the proposed assurance process and corresponding approval route for the scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

## **Tolerances**

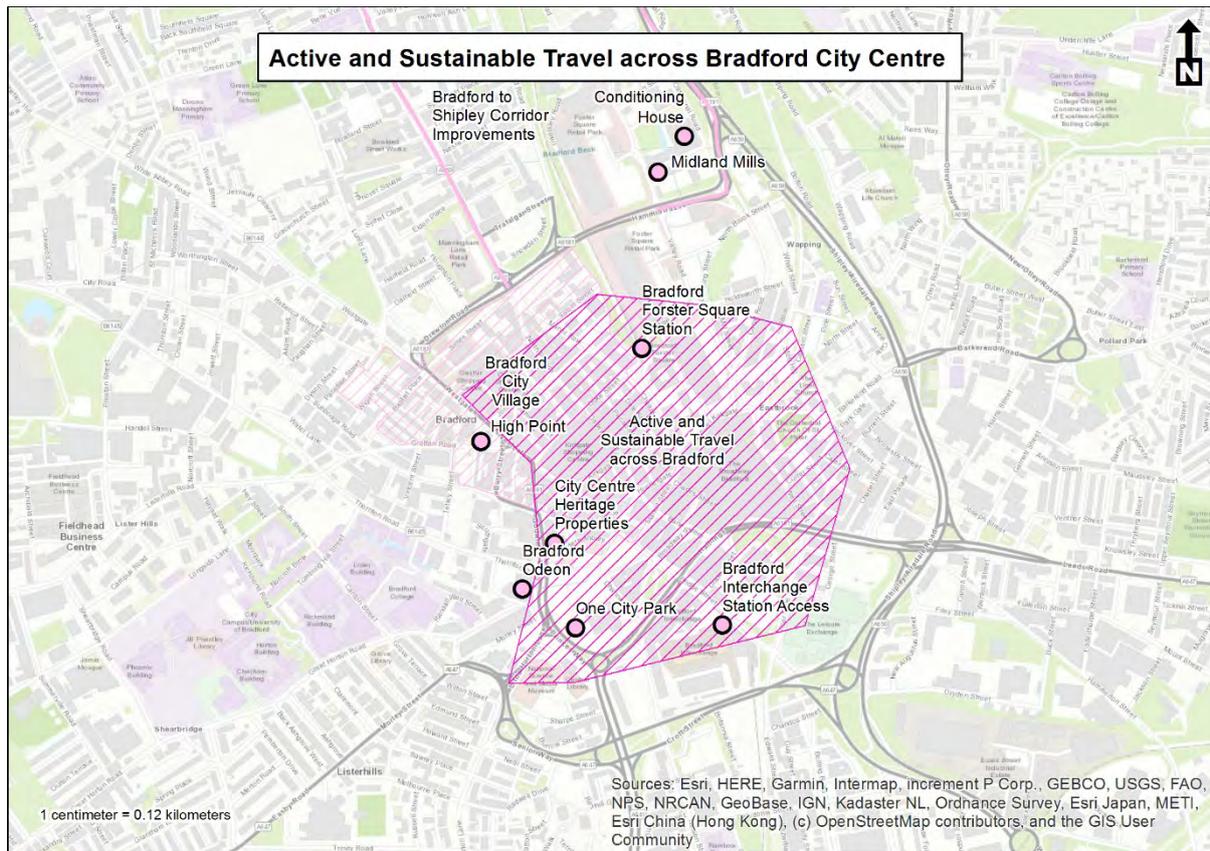
- 1.4 In order for the scheme to follow the assurance pathway and approval route that is proposed in this report, it should remain within the tolerances outlined for each scheme. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration.

## Appendix 2 – Location maps for the schemes presented in this report

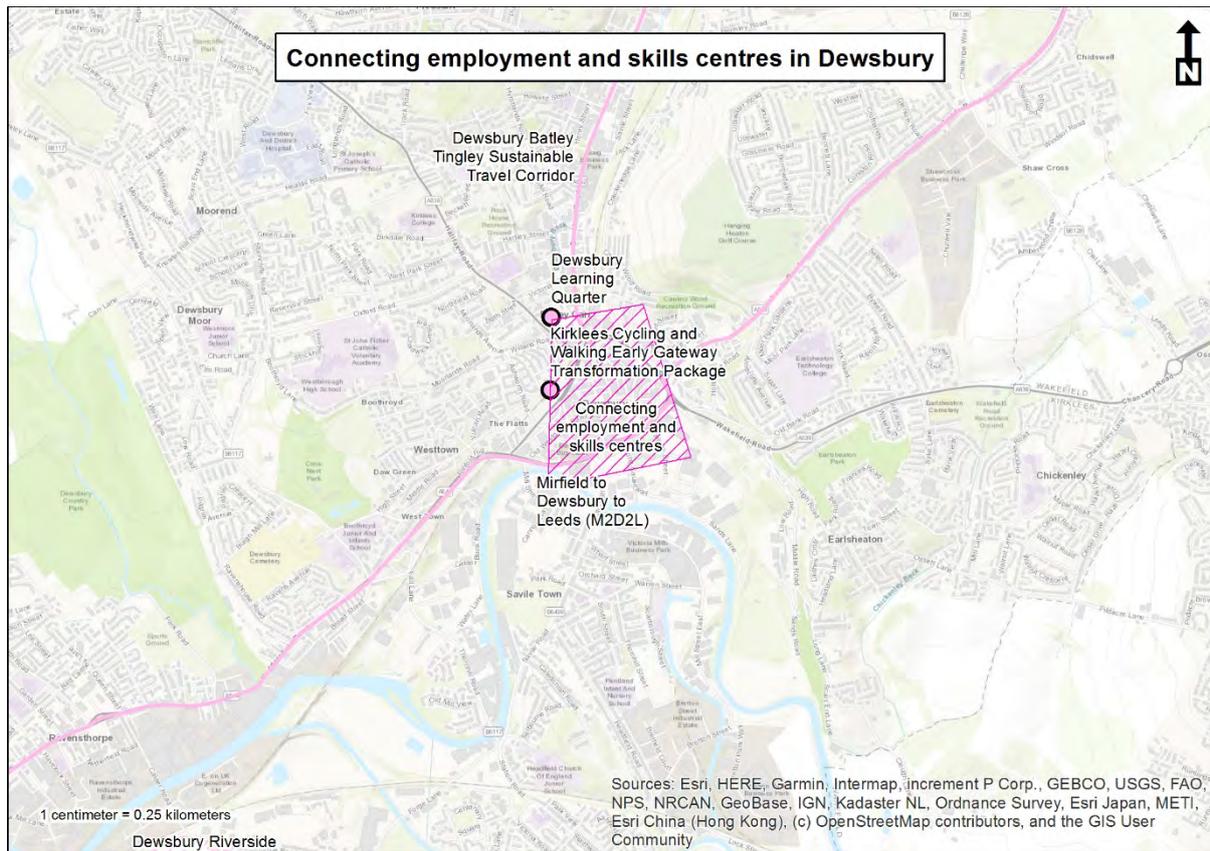
### TCF: Dewsbury–Batley–Tingley Sustainable Travel Corridor



# Active and Sustainable Travel across Bradford City Centre

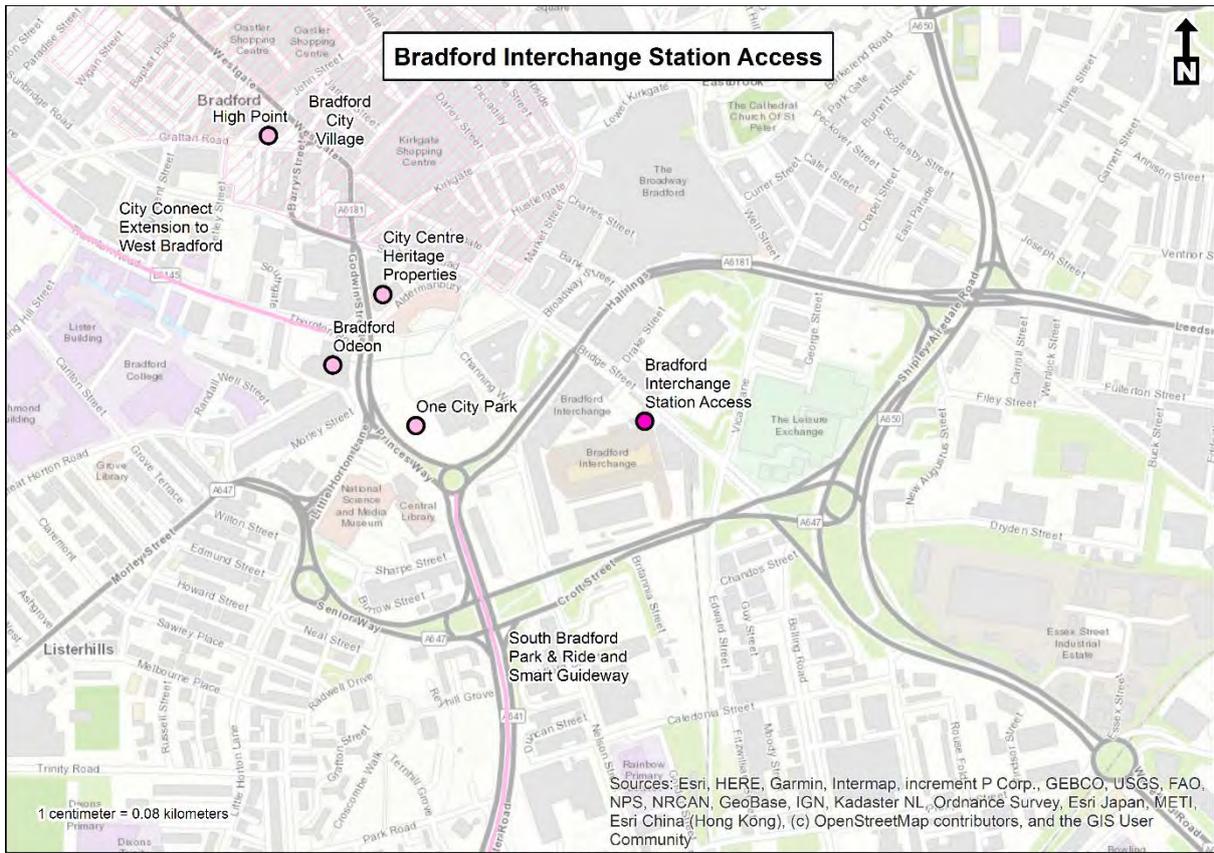


# Connecting employment and skills centres in Dewsbury

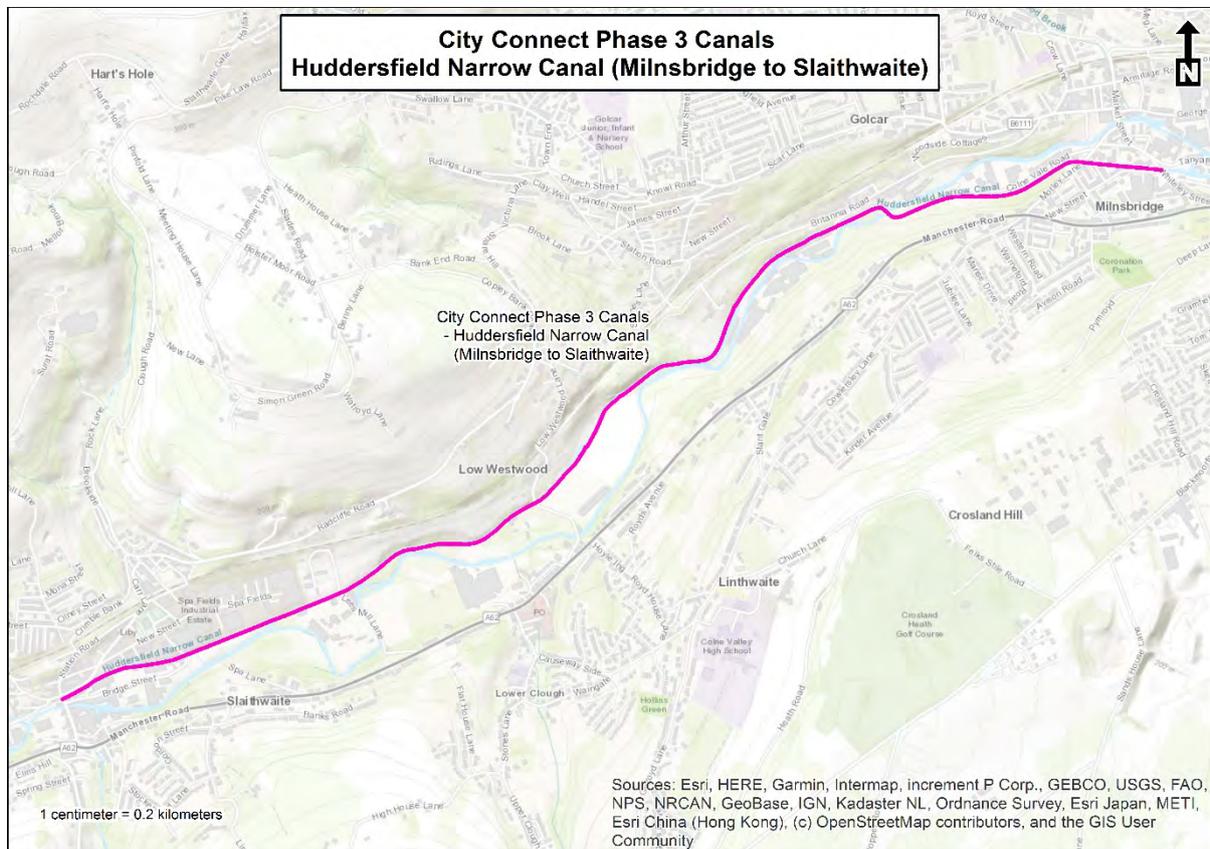
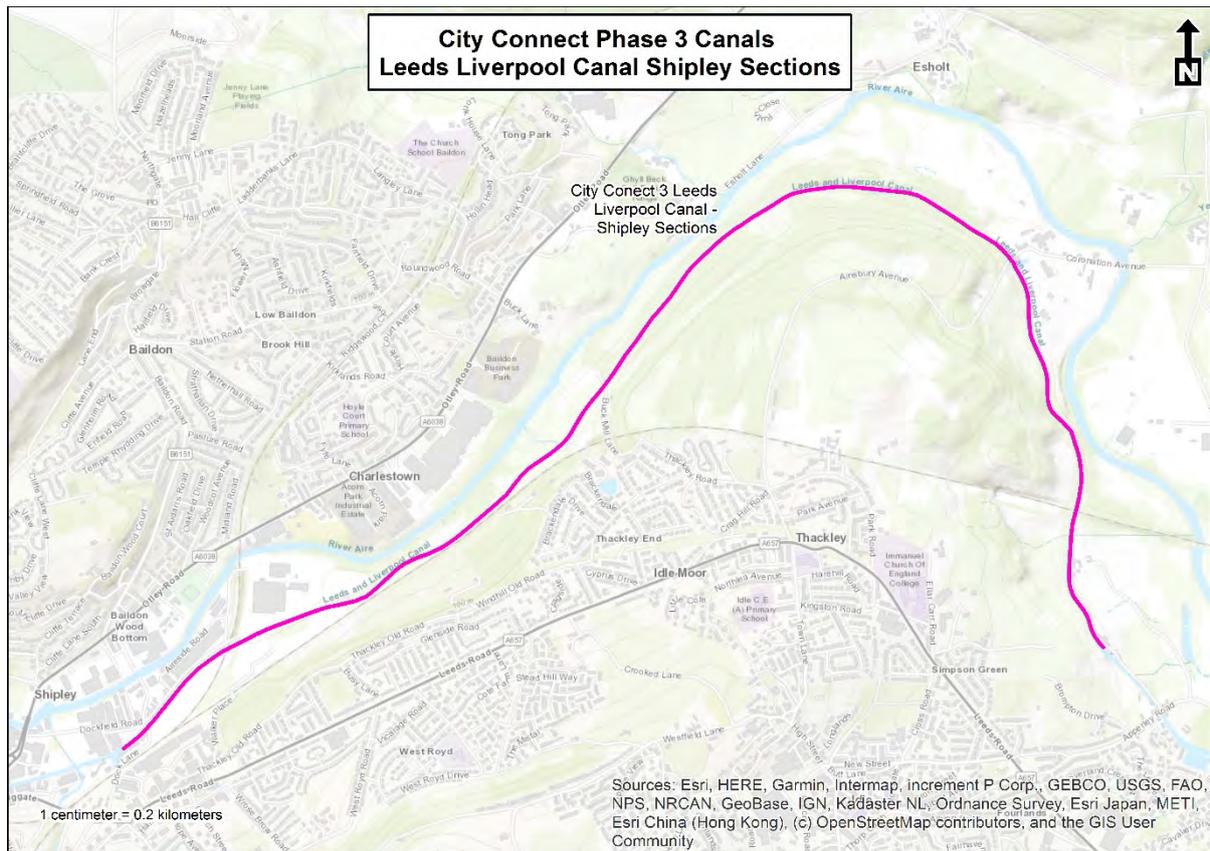




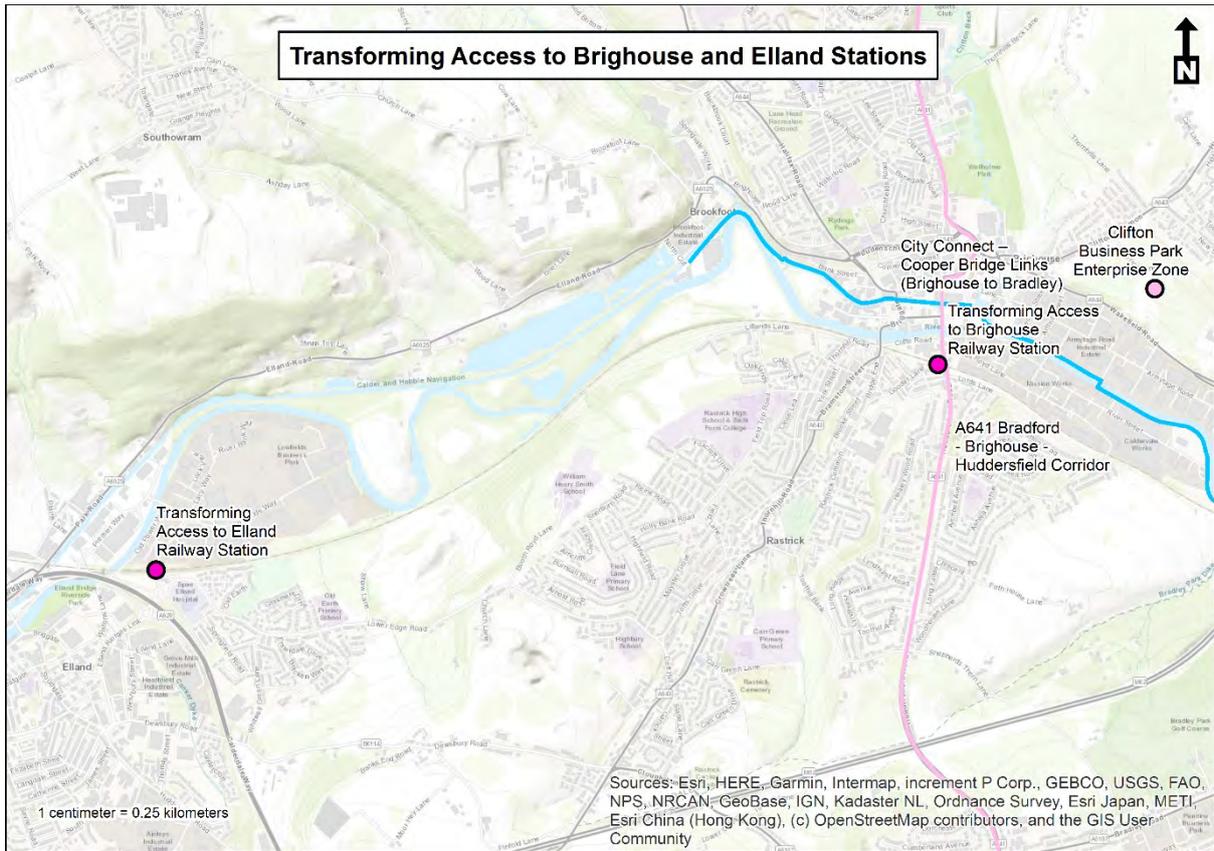
# Transforming access to Bradford Interchange from employment areas - Bradford Interchange Station Access



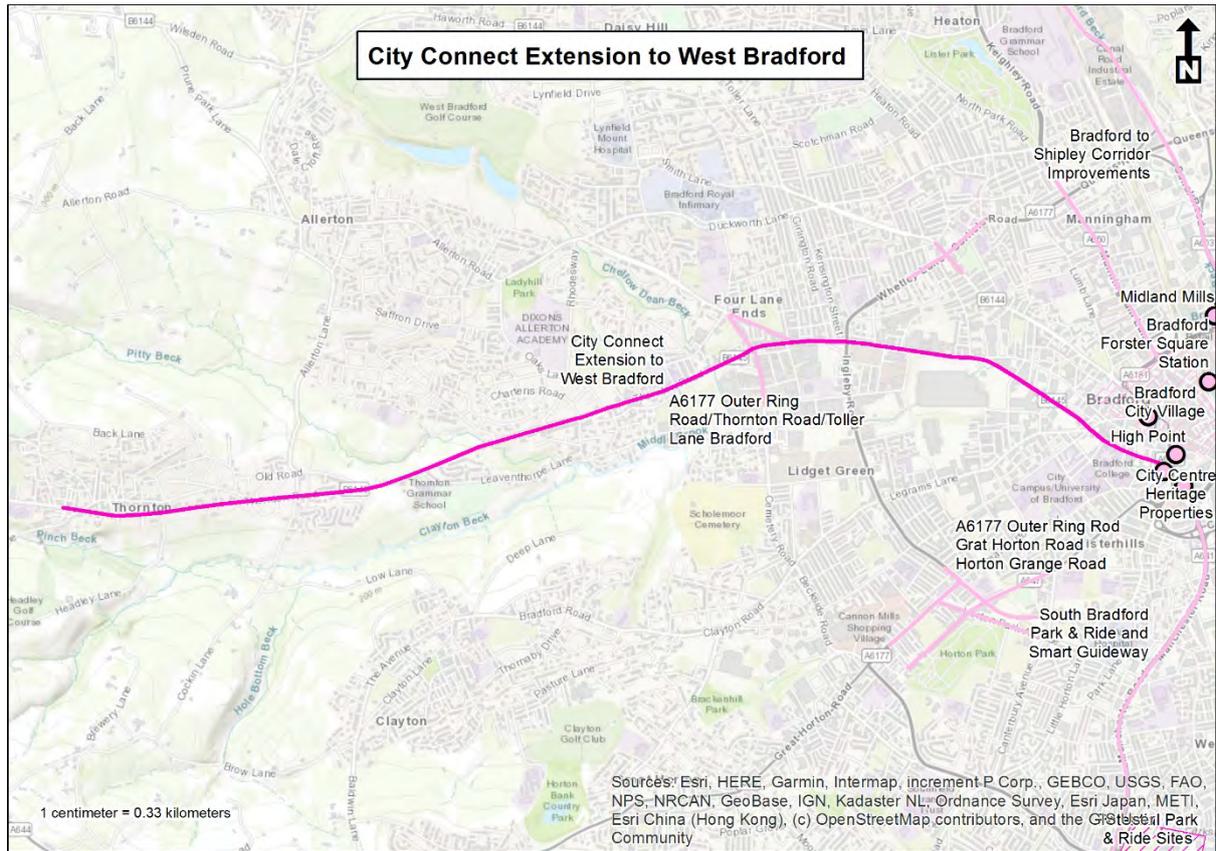
## City Connect Phase 3 Canals



# Transforming Access to Brighouse and Elland Railway Stations



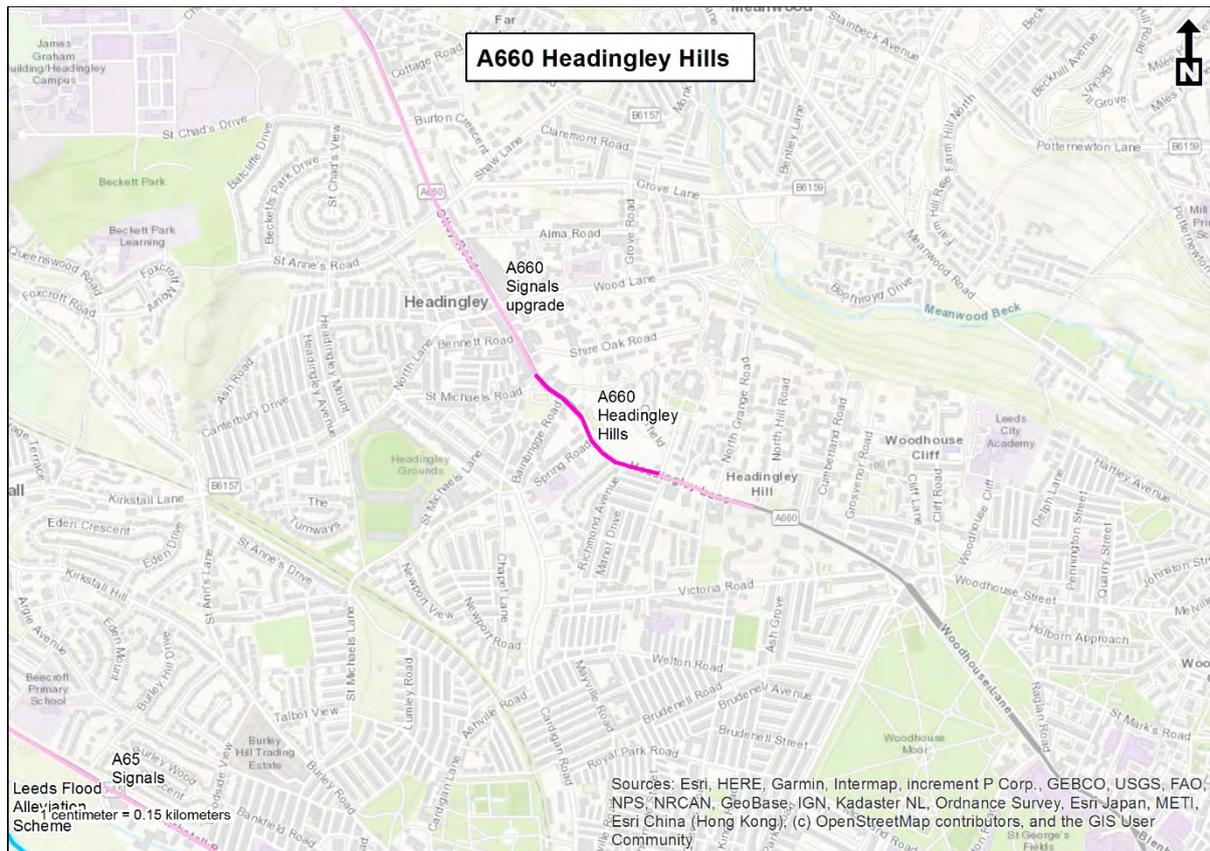
# West Bradford - Cycle Superhighway



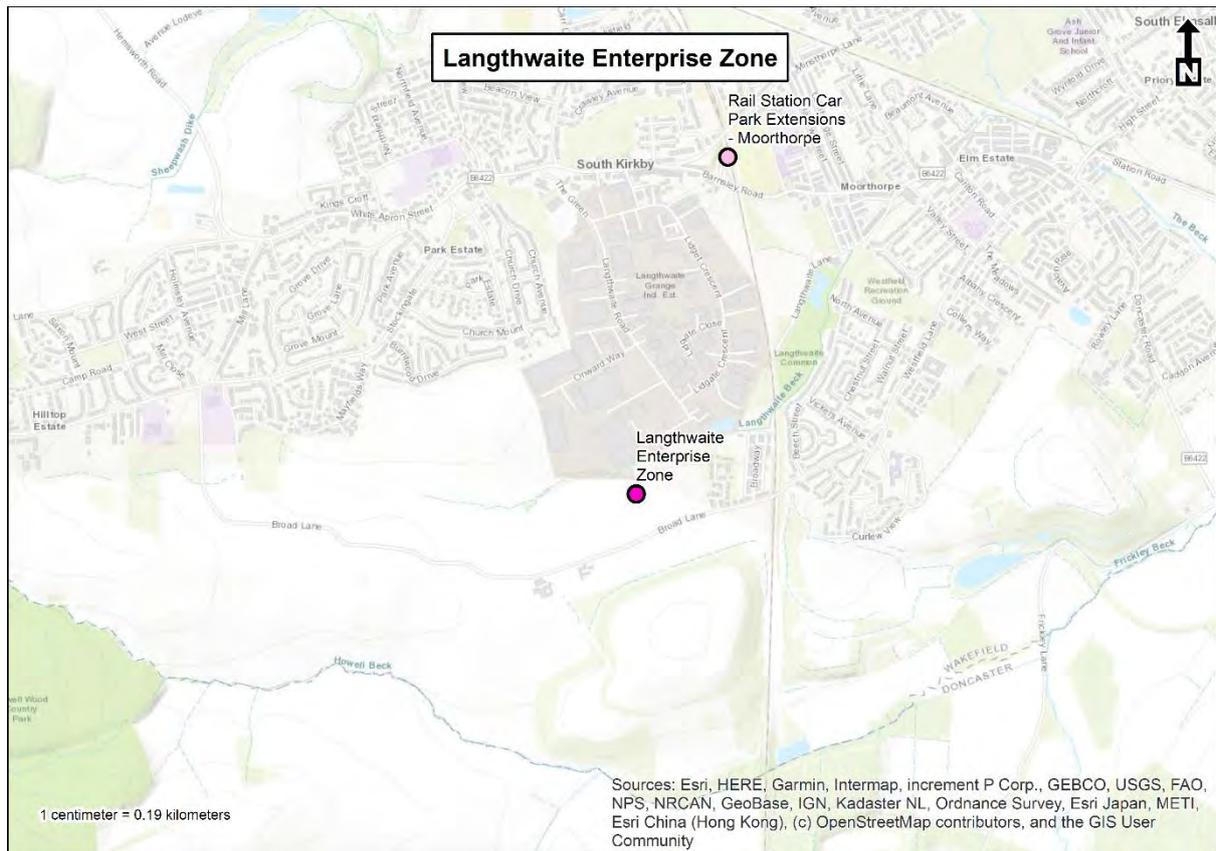
# Tong Street A650 Highway



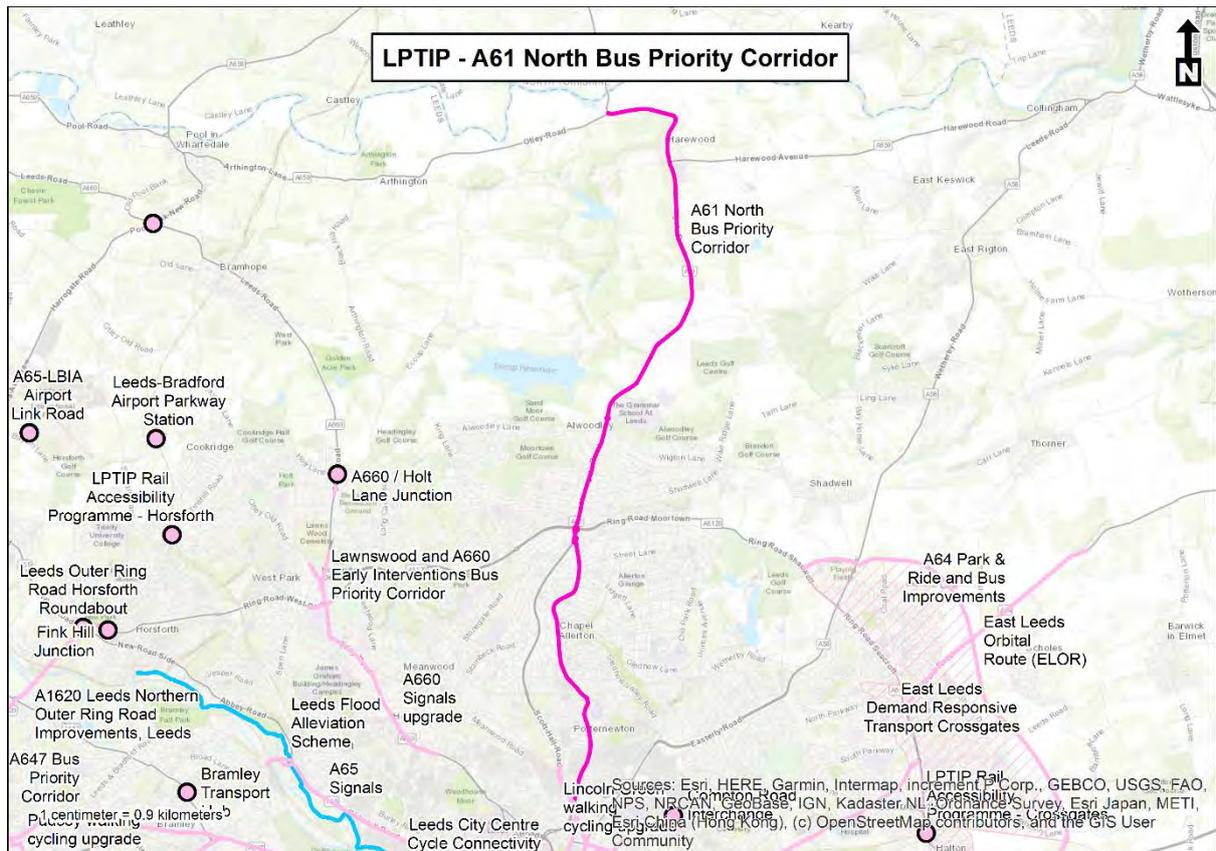
# A660 Headingley Hills



# Enterprise Zone – Langthwaite



# A61 North



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.



**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Getting Building Fund**

**Director:** Melanie Corcoran, Director of Delivery

**Author:** Craig Taylor, Head of Portfolio Management & Appraisal

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

## 1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, that have been approved by Government for funding through the Getting Building Fund.
- 1.2 The projects being considered today are to be considered by the West Yorkshire and York Investment Committee (the Investment Committee) on 1 September and a verbal update of their recommendations will be brought to the meeting.

## 2 Information

### Background

- 2.1 On 10 June 2020 a letter was received from the Secretary of State for Housing, Communities and Local Government seeking ideas for accelerating existing Government funded capital projects and exceptional, additional shovel-ready capital projects to generate new activity within 18 months. The purpose of this was to help create jobs and raise overall demand in the economy. The LEP and the Combined Authority submitted 90 projects with a

total grant requirement of £412 million. Projects were prioritised as Core (highest priority), Core+ and Core++.

- 2.2 Confirmation was received on 1 July 2020 of an award of £52.6 million for West Yorkshire. The Leeds City Region Enterprise Partnership and Combined Authority with partner councils were asked to submit a finalised list of projects for this funding. On 17 July 2020, a package of fifteen projects was submitted that will support our economic recovery plan. The package includes: town and city centre regeneration focussed on improvement of public realm and green spaces and refining retail facilities: opening up new commercial and residential areas; support for business investment through grants: support for vulnerable residents through housing retrofit, access to jobs, community facilities; and new cycling and walking routes to encourage safe and active travel.
- 2.3 The fifteen projects that were submitted as part of this proposal were each assessed by Government based on strategic fit and deliverability. The formal announcement was then made on 4 August 2020 confirming that all the submitted projects were successful.
- 2.4 Whilst formal confirmation is awaited setting out any detailed conditions of the funding programme the following are key requirements that were outlined at the bidding stage:
  - (i) All GBF grant must be spent in full against their funding profile and projects should be substantially complete by 31 March 2022;
  - (ii) Project outputs should be achieved by December 2024.
  - (iii) New projects cannot be introduced to the Programme at a later stage and/or named projects cannot be changed or substituted for other schemes. Any change, or underspend on projects, is likely to result in returning of funds back to Government.
  - (iv) All projects are subject to appraisal through the Leeds City Region Assurance Framework.
- 2.5 Partners have given assurance that the projects can be delivered within the above requirements and on that basis, the Combined Authority's S73 Officer has affirmed the deliverability of the Getting Building Fund project spend in 2020/21 and 2020/22.

### **Getting Building Fund Projects**

- 2.6 The fifteen projects are:

Project Name	Spend (20-21)	Spend (21-22)	Total
Business Growth Programme	£ -	£ 7,000,000	£ 7,000,000
Enterprise Zones Bradford Parry Lane and Wakefield Langthwaite	£ -	£ 9,070,000	£ 9,070,000
Bradford One City Park	£ 1,800,000	£ 5,700,000	£ 7,500,000
Bradford 'City Village' Phase 1	£ 3,000,000	£ -	£ 3,000,000
Leeds Liverpool Canal	£ 250,000	£ 250,000	£ 500,000
Brighouse A6025 Reconstruction	£ 600,000	£ 1,200,000	£ 1,800,000
Beech Hill Phase 2 Group Repair & Regeneration Scheme	£ 300,000	£ 900,000	£ 1,200,000
Huddersfield George Hotel acquisition and remedial works	£ 400,000	£ 965,000	£ 1,365,000
Dewsbury Arcade	£ 175,000	£ 425,000	£ 600,000
Leeds City Centre 'Grey to Green'	£ 3,700,000	£ 4,900,000	£ 8,600,000
Holbeck Phase 2 Victorian Terrace Retrofit	£ 651,000	£ 1,953,000	£ 2,604,000
Temple Green Park and Ride Expansion	£ 2,000,000	£ 5,400,000	£ 7,400,000
Wakefield Warm Homes Fund	£ 274,000	£ 387,000	£ 661,000
Business Gigabit Voucher Scheme	£ 300,000	£ -	£ 300,000
Knottingley Skills, Business and Services Hub	£ 100,000	£ 900,000	£ 1,000,000
<b>TOTAL</b>	<b>£ 13,550,000</b>	<b>£ 39,050,000</b>	<b>£ 52,600,000</b>

2.7 These projects aim to achieve the following outputs:

Output	Amount
Direct Jobs Created	1,850
Construction Jobs Created	440
Jobs Safeguarded	500
Houses Unlocked	1,800
Commercial Space Unlocked (sqm)	14,500
New Learning Space Unlocked (sqm)	142
New Learners Assisted	200
Businesses Assisted	270
Roads/Cycle Lanes/Walkways Unlocked (km)	4.83
Public Realm/ Green Space Created (sqm)	6,800
New superfast broadband connections	145
CO2 emissions saved (kg)	79,000

2.8 For further detail please refer to Appendix 1 - Summary of Projects.

2.9 The Getting Building Fund programme does not include Programme Management and assurance costs. The Combined Authority is therefore requested to approve over-programming of up to £1 million (2%) to cover these costs. The expectation is that the programme will be delivered within the funding awarded, but acknowledgement of these costs is required so that the programme can be effectively managed.

- 2.10 To ensure there is no delay to the implementation of project delivery, each of the projects require development costs so that they can develop their final business cases and final business cases with finalised costs or where relevant a change request where the project is an extension to an existing Combined Authority project / programme. The Combined Authority is therefore requested to approve development costs of £2.63 million (5%) and that the allocation of these funds to the individual projects is delegated to the Combined Authority's Director of Delivery.
- 2.11 Partners have given assurance that the projects can be substantially delivered and the GBF fully spent before 31 March 2022, that project outputs can be achieved by December 2024 and that the projects can be delivered within the funding allocated to their projects.

### **Assurance Framework**

- 2.12 As outlined in para 2.4 Government has confirmed that the projects agreed are subject to the Leeds City Region Assurance Framework.
- 2.13 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
- The progression of a scheme through a decision point to the next activity.
  - Indicative or full approval to the total value of the scheme funding requested.
  - The Combined Authority's entry into a funding agreement with the scheme's promoter.
  - The assurance pathway and approval route for future decision points.
  - The scheme's approval tolerances.

This report provides information required to enable the Combined Authority to approve each of the above elements.

- 2.14 The timescales for the delivery of the Getting Building fund are very tight. Government have assessed and approved the schemes at a high level and partners have stated that the projects are shovel ready. In order to ensure there is no delay to the implementation of project delivery the Combined Authority is requested to approve the following:
- The Getting Building Fund programme proceeds through decision point 2 (strategic business case).
  - Each project commences work on activity 4 (full business case) or where relevant a change request is brought forward where the project already forms part of an existing programme and has a Combined Authority approval in place.
  - An indicative approval to the Combined Authority's contribution of up to £52.60 million to be funded through the Getting Building Fund is given, with full approval to spend being granted once each of the projects has

progressed through the assurance process to decision point 5 (full business case with finalised costs).

- Programme development costs of up to £1 million (2%) and project development costs of £2.63 million (5%) are approved in order to progress the projects to decision point 4 (full business case) and allocation of these development costs to the individual projects is delegated to the Combined Authority's Director of Delivery.
- The Combined Authority enter into funding agreements with Bradford Council, Calderdale Council, Kirklees Council, Leeds Council and Wakefield Council and other partners, including Canal and River Trust, as necessary for expenditure of up to £2.63 million collectively from the Getting Building Fund (the allocation per project / partner council to be delegated to the Combined Authority's Director of Delivery).
- The assurance tolerances:
  - Any programme cost increase remains within 2% as set out in this report and reallocation of funding between the projects is delegated to the Combined Authority's Managing Director.
  - Delivery timescales remain within those set out in this report.
- Future approvals are made by the Investment Committee at decision point 4 and through a delegation to the Combined Authority's Managing Director at decision point 5 following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **3 Clean Growth Implications**

- 3.1 The clean growth implications of each of the projects will be set out in their individual final business cases.
- 3.2 However, the Getting Building Fund aims to save 79,000kg of CO2 emissions and create 8,200sqm of public realm / green space.

### **4 Inclusive Growth Implications**

- 4.1 The inclusive growth implications of each of the projects will be set out in their individual final business cases.
- 4.2 However, the Getting Building Fund aims deliver the outputs set out in the table above, which have inclusive growth implications.

### **5 Financial implications**

- 5.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

## **6 Legal implications**

- 6.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

## **7 Staffing implications**

- 7.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

## **8 External consultees**

- 8.1 Where applicable scheme promoters have been consulted on the content of this report.

## **9 Recommendations**

- 9.1 That the Combined Authority approves:
- (i) The Getting Building Fund programme proceeds through decision point 2 (strategic business case).
  - (ii) Each project commences work on activity 4 (full business case) or where relevant a change request is brought forward where the project is an extension to an existing Combined Authority project / programme.
  - (iii) An indicative approval to the Combined Authority's contribution of up to £52.60 million to be funded through the Getting Building Fund is given, with full approval to spend being granted once each of the projects has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iv) Programme development costs of up to £1 million (2%) and project development costs of £2.63 million (5%) are approved in order to progress the projects to decision point 4 (full business case) and allocation of these development costs to the individual projects is delegated to the Director of Delivery.
  - (v) The Combined Authority enter into funding agreements with Bradford Council, Calderdale Council, Kirklees Council, Leeds Council and Wakefield Council and other partners, including Canal and River Trust, as necessary for expenditure of up to £2.63 million collectively from the Getting Building Fund (the allocation per project / partner council to be delegated to the Director of Delivery).
  - (vi) The assurance tolerances:
    - Any programme cost increase remains within 2% as set out in this report and re allocation of funding between the projects is delegated to the Combined Authority's Managing Director.

- Delivery timescales remain within those set out in this report.
- (vii) Future approvals are made by the Investment Committee at decision point 4 and through a delegation to the Combined Authority's Managing Director at decision point 5 following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **10 Background Documents**

10.1 There are no background documents referenced in this report.

## **11 Appendices**

11.1 Appendix 1 - Summary of Projects.

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## **WEST YORSHIRE COMBINED AUTHORITY GETTING BUILDING FUND**

The Government is making £900 million available through the new Getting Building Fund (GBF) for investment in local, shovel-ready infrastructure projects to stimulate jobs and support economic recovery across the country. The **West Yorkshire Combined Authority** has been allocated **£52.6m** from the GBF for a wide-ranging package of projects that will deliver a much-needed boost to the local economy.

**In West Yorkshire Combined Authority, the funded projects are expected to deliver growth for the local economy and support green recovery including expansion of a capital grants programme to support growing businesses to create jobs and boost productivity, and assist them with post-pandemic adaptation and recovery. They include proposals to drive economic regeneration in the centres of Bradford and Leeds, and deliver new city centre green spaces; to modernise and revitalise the town centres of Dewsbury and Huddersfield with cultural and heritage assets including the new home for the National Rugby League Museum. There are improvements to road, bridge and cycleway infrastructure that will better connect residential and employment zones and reduce carbon emissions; a range of energy efficiency measures to address fuel poverty in low income households; and a centralised skills, business and services facility in Knottingley town, that will support skills and employment.**

### **Indicative outputs<sup>1</sup>**

<b>Direct Jobs Created</b>	1,850
<b>Construction Jobs Created</b>	440
<b>Jobs Safeguarded</b>	500
<b>Houses Unlocked</b>	1,800
<b>Commercial Space Unlocked (sqm)</b>	14,500
<b>New Learning Space Unlocked (sqm)</b>	142
<b>New Learners Assisted</b>	200
<b>Businesses Assisted</b>	270
<b>Roads/Cycle Lanes/Walkways Unlocked</b>	4.83km
<b>Public Realm/ Green Space Created (sqm)</b>	6,800
<b>New superfast broadband connections</b>	145
<b>CO2 emissions saved (kg)</b>	79,000

### **Summary of projects**

<b>Project</b>	<b>Description</b>
<b>Business Growth Programme, West Yorkshire</b>	This programme will provide capital investment grants of between £5k and £500k for businesses that can deliver jobs growth and safeguarding. The grants will be focussed on boosting productivity, innovation and resource efficiency, and can assist with the cost of new equipment / machinery (including software when accompanying physical investment) and the fit-out, renovation or expansion of premises. Grants will also be used to

<sup>1</sup> The outputs listed are locally reported and will undergo further quality assurance before being finalised and confirmed in grant offer letters

	support new start enterprises and support business to recover and adapt following the Covid-19 lockdown
<b>Huddersfield George Hotel Redevelopment</b>	Redevelopment of The George Hotel, a prominent Grade 2 listed building closed since 2013. Essential remedial works for the Hotel will provide an investment opportunity to deliver new and improved Grade A office space and leisure facilities, and act as a catalyst for the wider regeneration of the town centre as well as create the home for the new National Rugby League Museum.
<b>Enterprise Zone Expansions: Parry Lane, Bradford and Langthwaite, Wakefield</b>	<p><b>Parry Lane</b> – A range of de-risking, infrastructure and enabling works to unlock an ex-mining, brownfield site for the future development of modern industrial accommodation to meet market demand.</p> <p><b>Langthwaite</b> - Delivering an extension to the existing industrial estate by providing enabling infrastructure including an access road to open up the site for further development. The project will also prepare the site for industrial development by undertaking de-risking works including early site infrastructure to create development platforms.</p>
<b>Brighouse A6025 Reconstruction</b>	Reconstruction of the A6025 Park Road, which was closed due to a landslip caused by flooding. The route provides a direct link between Calderdale's primary employment and housing areas in Halifax, Elland and Brighouse and will advance delivery of sustainable travel measures being developed to access the proposed Elland Rail Station.
<b>Leeds City Centre 'Grey to Green' economic infrastructure and public realm</b>	<p>A package of economic infrastructure works comprising four linked projects to improve connectivity and boost the growth of Leeds City Centre. To include:</p> <ul style="list-style-type: none"> <li>- A new river crossing linking Leeds station and the HS2 development zone;</li> <li>- Provision of new green space to unlock a new city centre park;</li> <li>- Redevelopment of City Boulevard unlocking further phases of major residential development of the former Tetley Brewery site;</li> <li>- New public transport interchange and cycle hub facilities at the Corn Exchange.</li> </ul>
<b>Bradford One City Park</b>	The One City Park scheme will provide 5,000m2 of much-needed high quality, flexible, Grade A office space to the city centre which is key to securing new businesses and corporate investment into Bradford. It will provide the centre with a commercial offer / office space that meets the needs and aspirations of the business sector and matches other regional urban centres and at the same time. It will provide a customer base for retail, leisure and expanding cultural offer within the city.
<b>Holbeck, Leeds Phase 2 Victorian Terrace Retrofit</b>	Delivery of Phase 2 of a neighbourhood renewal scheme to deliver holistic energy efficiency improvements, including external wall and roof insulation, increasing the energy rating of properties and reducing household fuel bills.
<b>Beech Hill Phase 2, Halifax – Multi-tenure housing group repair scheme</b>	An energy efficiency led group repair programme to provide insulated pitched roofs, new rainwater goods and new doors and windows to 70 mixed tenure homes. These works will reduce CO2 emissions and bring health and financial benefits to the residents and property owners including taking low income households out of fuel poverty.

<b>Wakefield Warm Homes Fund – energy efficient heating solutions</b>	To provide support for 271 vulnerable, low income, fuel poor homeowners to switch from inefficient solid fuel or electric heating to gas central heating for the first time or to improve their heating system to more efficient models. It also provides loft and cavity wall insulation where applicable to provide a 'whole house' solution.
<b>Dewsbury Arcade</b>	The project involves the repair, refurbishment and reconfiguration of the vacant Grade 2 listed Victorian Arcade, the project will create 21 new flexible retail, leisure and business units suitable for occupation by local independent businesses.
<b>Bradford 'City Village' Phase 1 - accelerating city centre regeneration</b>	Replacement of an existing outdated market hall and unlock a mixed used development opportunity, repurposing and revitalising a failing area of the city centre. The project will also deliver environmental highway improvements and an area of high quality public realm for events and other commercial and leisure activities.
<b>Leeds Liverpool Canal Towpath /Cycleway</b>	This scheme will support completion of the remaining 2km of canal towpath on the Leeds Liverpool Canal that will provide a continuous walking and cycling route from Leeds City Centre through Bradford towards the Yorkshire Dales providing an all-weather route that will help boost tourism and leisure throughout the year providing support to the local economy all year round, as well as providing a sustainable, low-cost, travel link to access local employment and skills opportunities.
<b>Temple Green, Leeds Park &amp; Ride Expansion</b>	Expansion of an existing operational park and ride facility within the Aire Valley Enterprise Zone by an additional 400 spaces. It has reached full capacity of 1,000 spaces within 2 years of opening. This project is important to support recovery from the Covid-19 lockdown through ensuring the accessibility of the City Centre. The facility serves the eastern part of the city intercepting car journeys from the M1, providing a high frequency 10 minute bus journey to the city centre.
<b>Wakefield Business Gigabit Voucher Scheme</b>	A voucher scheme to promote the installation of high-speed broadband connectivity into businesses and communities. Activities include connection vouchers for businesses and installation of local wireless and 4G/5G networks at up to 20 locations.
<b>Knottingley Skills, Business and Services Hub</b>	The creation of a centralised Skills, Business and Services Hub in Knottingley through the redevelopment of the Kellingley Club. The facility will provide a nucleus for driving up economic growth in the area through provision of skills, employability and enterprise support, including a base from which effective business networks can be developed.

**West Yorkshire Combined Authority** will be expected to deliver the agreed projects but will have flexibility to deliver the greatest economic benefits to the area. Any significant changes to the projects should be discussed with the Government in advance, and all investment decisions must be undertaken in line with locally agreed audit and scrutiny arrangements.

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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Devolution Implementation**

**Director:** Alan Reiss, Director of Policy, Strategy and Communications

**Author:** Emma Longbottom

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

## 1. Purpose of this report

- 1.1 The West Yorkshire “minded-to” Devolution Deal was announced as part of the Budget on 11 March 2020. Subject to statutory processes, this will lead ultimately to the adoption of a mayoral combined authority model with additional functions, and will require an Order of the Secretary of State.
- 1.2 At their meetings in May, the Combined Authority and each Constituent Council:
- Endorsed the conclusions of the Governance Review.
  - Considered and endorsed the Scheme for the establishment of the Mayoral Combined Authority.
  - Agreed that a public consultation exercise should be undertaken on the proposals contained in the Scheme.
- 1.3 Following these approvals this report seeks to:
- Consider the outcome of the public consultation on the Scheme, which has been undertaken jointly by the Constituent Councils and the Combined Authority;
  - resolve to submit the summary of the consultation responses to the Secretary of State.

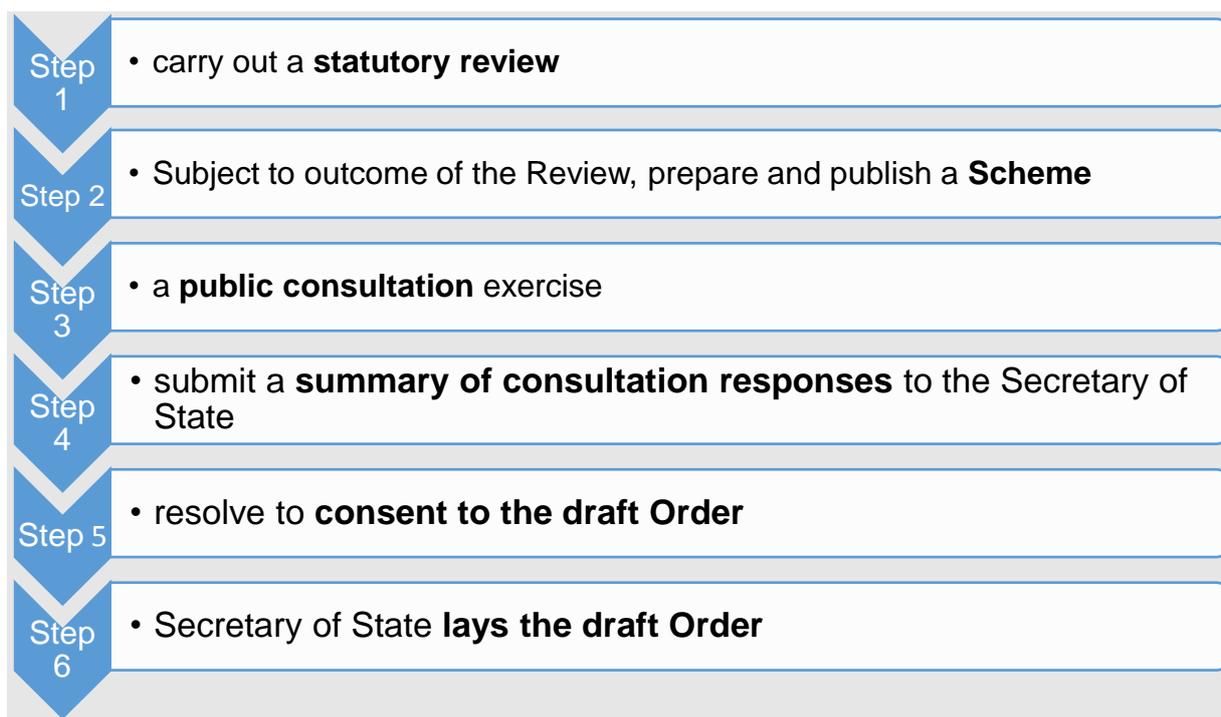
- 1.4 Subject to authorisation of Combined Authority and each Constituent Council, it is proposed that the report detailing the summary of the consultation responses, attached as Appendix 1 is submitted to the Secretary of State.

## **2. Information**

- 2.1 As previously reported, the Deal will devolve a range of powers and responsibilities to West Yorkshire Combined Authority, supporting the region to drive economic growth and prosperity within its communities and across the north. In addition, it will unlock significant long-term funding and give the region greater freedom to decide how best to meet local needs and create new opportunity for the people who live and work here.
- 2.2 The initial gainshare funding for the financial year 2020/2021 will be available prior to the first Mayoral election, but subject to: the establishing legislation being in place; and a revised Assurance Framework being approved.

### **Process for enacting the deal**

- 2.3 The Local Democracy, Economic Development and Construction Act 2009 sets out statutory processes to be followed before any Order is made. Each aspect has a specific statutory procedure to be followed. In addition, the consent of each Constituent Council and the Combined Authority is required to any Regulations giving the Combined Authority powers to borrow for non-transport functions, however these are to be progressed separately and at a later date to the making of the Order as they will encompass a number of other combined authorities
- 2.4 It was previously agreed that the process set out in the flow chart below be followed. This process addresses all statutory procedural requirements, facilitates an understanding of the overall impact of the changes, and maximises engagement with stakeholders including the public.
- 2.5 **Flow chart of proposed process:**



2.6 Stages 1-3 are now complete. The following sections of the report provides a summary of the consultation process and responses. Full documents are available in the appendices to this paper.

### Consultation

2.7 Following the approval of the draft Scheme by Constituent Councils and the Combined Authority, the Scheme was finalised and published. A public consultation open to members of the public, businesses and other stakeholders was then undertaken. The consultation exercise was co-ordinated by the Combined Authority, but led by each council in relation to their Local Authority area.

2.8 The Combined Authority hosted a web page of the proposed devolution deal on its Your Voice consultation and engagement website. It included:

- The devolution Scheme;
- A summary of the proposed deal;
- A West Yorkshire Authorities ‘Governance Review’ document, which was undertaken in accordance with Section 111 of the Local Democracy Economic Development and Construction Act 2009; and
- An initial [Equality Impact Assessment](#), which covered the implementation of the mayoral order overall and the functions that will be conferred to the Mayoral Combined Authority as a result.

The website included a number of other pages, including associated background information and a detailed FAQ section. Questions asked by members of the public during the consultation were also published along with responses.

- 2.9 The consultation opened on Monday 25 May 2020 and closed at 00.01 on Monday 20 July 2020. There were a number of formal channels through which individuals and stakeholder organisations could give their views on the proposals:
- Online through the Your Voice platform, which could be accessed through the Combined Authority's devolution web pages;
  - Hard copy response form, which was available to print out from the website and on request. Materials were also available in another format, such as large print, braille, or another language on request.
  - A written letter, sent via the Freepost address listed on the paper response form;
  - By email, via a dedicated consultation email address; or
  - Via informal channels such as Freephone number.
- 2.10 Due to the social distancing guidelines that were in place when the consultation commenced face-to-face consultation channels were not available. In order to enhance the accessibility of the consultation for groups and individuals who may not be able to access digital channels, a specialist consultant – Ipsos Mori were procured. They have undertaken a direct postal mailshot to 2,000 households across West Yorkshire that have been identified as “digitally disadvantaged”.
- 2.11 A comprehensive communications plan was developed in partnership with each council and implemented by the Combined Authority, to promote the consultation exercise. This has included:
- Clear simple messages about the benefits of devolution that flow through all communications, focusing on “More decisions made locally; more investment for the things that matter to you; more opportunities for our region”
  - Development of a toolkit containing communications messages, content, graphics and other material that partner councils and other stakeholders can use to promote the consultation to their members
  - Print and digital media advertising in all local newspapers across West Yorkshire and on business websites targeting a SME audience (local radio advertising was also considered but has not been progressed for budget reasons). This has created an estimated 1.79 million opportunities for people to see information about the consultation and consider participating.
  - Direct email communications with a wide range of stakeholders – including businesses representative organisations, education institutions, third sector groups, and all councillors and MPs across West Yorkshire – encouraging them to respond to the consultation and share information with their networks.
  - Media activity including a joint article in the Yorkshire Post by the five West Yorkshire Leaders, an appearance on Look North by the Chair of the Combined Authority, and media interviews generated by local authority communications teams.
  - Social media – both paid and organic – driven by the Combined Authority and local authority communications teams.

- 2.12 In addition local authority communications teams have promoted the consultation via their local community networks and partnerships.
- 2.13 The initial strategy was to encourage as many people as possible across West Yorkshire to take part in the consultation. A target of 1,000 responses to the open consultation was set, on the basis of responses to other English regional devolution consultations elsewhere (the Sheffield City Region consultation received 664 responses and the West Midlands around 1,300 responses).

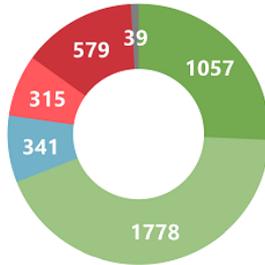
### **Consultation Results**

- 2.14 In total 4413 people responded to the consultation, 4317 through the channels detailed above at 2.9 and 96 responded to the mailout to a representative sample of digitally disconnected communities.
- 2.15 Across all questions asked and all key themes within the consultation, there is overall support for the proposals set out in the Scheme, with the positive responses outweighing the negative.
- 2.16 An overview of the consultation results is set out below, with the full detail contained in the report at Appendix 1. Please note the diagrams below do not include the responses from the digitally disconnected communities. Due to the different methodologies used these results have been reported separately. However, the results of the representative sample of digitally disconnected communities survey broadly follow those of the main survey.
- 2.17 The majority of responses are positive for each of the six questions in the survey, as set out in the diagrams below:

## Revised arrangements for Combined Authority

Q1. Do you agree or disagree with our proposals for the revised arrangements for the Combined Authority, as set out above and in the Scheme, in particular the proposed arrangements for a Mayor, mayoral combined authority, and the councils, working together?

Strongly agree
Agree
Neither/nor
Disagree
Strongly disagree
Don't know



Agree	2835
Disagree	894

Base: All participants (4109) : Fieldwork dates: 25th May-19th July 2020

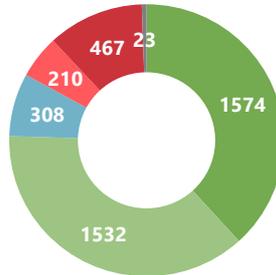
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Ipsos MORI Ipsos

## Confer transport functions to West Yorkshire Mayor and mayoral combined authority

Q2. Do you support or oppose this proposal to confer transport functions and new transport related functions to a West Yorkshire Mayor and mayoral combined authority

Strongly support
Support
Neither/nor
Oppose
Strongly oppose
Don't know



Support	3106
Oppose	677

Base: All participants (4114) : Fieldwork dates: 25th May-19th July 2020

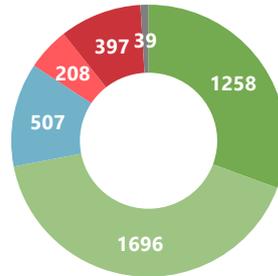
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Ipsos MORI Ipsos

## Confer skills and employment functions to West Yorkshire mayoral combined authority

Q3. Do you support or oppose this proposal to confer skills and employment functions to a West Yorkshire mayoral combined authority?

■ Strongly support
■ Support
■ Neither/nor
■ Oppose
■ Strongly oppose
■ Don't know



Support	2954
Oppose	605

Base: All participants (4105) : Fieldwork dates: 25th May-19th July 2020

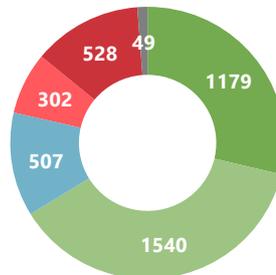
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Ipsos MORI 

## Confer housing and planning functions to West Yorkshire Mayor and mayoral combined authority

Q4. Do you support or oppose this proposal to confer housing and planning functions to a West Yorkshire Mayor and mayoral combined authority?

■ Strongly support
■ Support
■ Neither/nor
■ Oppose
■ Strongly oppose
■ Don't know



Support	2719
Oppose	830

Base: All participants (4105) : Fieldwork dates: 25th May-19th July 2020

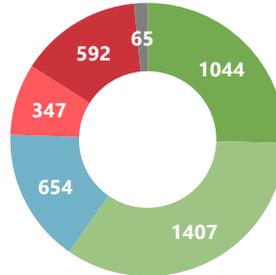
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Ipsos MORI 

## Confer Police and Crime Commissioner functions to West Yorkshire Mayor

Q5. Do you support or oppose this proposal to confer Police and Crime Commissioner functions to a West Yorkshire Mayor?

Strongly support Support Neither/nor Oppose Strongly oppose Don't know



Support	2451
Oppose	939

Base: All participants (4109) : Fieldwork dates: 25th May-19th July 2020

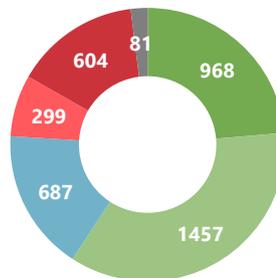
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Ipsos MORI Ipsos

## Confer additional finance functions on West Yorkshire Mayor and mayoral combined authority

Q6. Do you support or oppose this proposal to confer additional finance functions on a West Yorkshire Mayor and mayoral combined authority?

Strongly support Support Neither/nor Oppose Strongly oppose Don't know



Support	2425
Oppose	903

Base: All participants (4096) : Fieldwork dates: 25th May-19th July 2020

6

Ipsos MORI Ipsos

2.18 These positive responses have demonstrated strong support for:

- The opportunities devolution will bring to the region, including a stronger voice for the region.
- The devolution of money and power from central government.
- Greater local autonomy, coordination, decision making and control over finances.
- The proposals regarding employment and skills.
- The cohesion and co-ordination the transfer of the PCC functions offers.
- The housing and planning proposals, and how they will improve the supply and quality of housing.

- The transport proposals and the opportunity to improve public transport and increased connectivity.

2.19 There were some areas of disagreement raised by the minority of respondents, who did not support the proposals. These are set out below along with a clear response to each of them. None of the areas raised represent any fundamental issue of concern in terms of moving forward to the next stage of the process.

The areas raised are:

- a perception by some that the governance proposals would lead to greater bureaucracy and cost. It is believed that to some extent, this may be based on the view that there will be another layer of local government, which is not the case.
- the role of the elected Mayor, with some adding that they did not want a Mayor. This was considered in the Governance Review, which concluded that the benefits of the “minded to” deal are dependent on moving to a Mayoral Combined Authority. The governance proposals contained within the Scheme have been designed to ensure that there are appropriate checks and balances on the powers of the elected Mayor. It will be important to clearly communicate these proposals to the public and other stakeholders.
- objection to the proposal relating to the mayoral precept with some not wishing to see any tax rises as a result of the proposals. No decisions have been taken yet regarding whether or not the precept function will be used. Again, it will be important to clearly communicate any proposals relating to a precept to the public.
- a concern by some that policing needs political independence and as such the PCC functions should not transfer to the Mayor. Maintaining the current PCC model was also considered as part of the Governance Review, which concluded that the transfer of the PCC functions offered improved functional effectiveness by strengthening links.
- Some suggested that devolution should be Yorkshire wide, rather than just West Yorkshire. Options relating to geography were fully considered in the Governance Review, which concluded that in order to achieve the policy aims and objectives and the benefits of the “minded to” devolution deal it was appropriate to create a Mayoral Combined Authority for West Yorkshire. This will enable West Yorkshire to pursue its economic policy agenda at greater pace, while continuing to collaborate with the wider Leeds City Region, Yorkshire and the North in pursuit of shared economic objectives.

2.20 Further detail of the comments and suggestions provided by individuals and stakeholders are detailed in the report at Appendix 1. Consideration has been given to the comments and suggestions made. Although many will be helpful to the implementation and delivery of the ‘minded to’ devolution deal, at this time it is not proposed that anything raised requires representations to be made for significant changes to the proposals. The Combined Authority will reflect on all views expressed in this consultation and will continue to communicate with residents and partners on the development and implementation of devolution. As an early action, it plans to respond to these comments through ‘you said, we did’ communications.

2.21 Ipsos Mori have provided independent analysis of the consultation responses. The full report they produced is included as Appendix 1 to this report.

2.22 To ensure independence of process, The Consultation Institute were also procured to provide independent quality assurance and recommendations on the process adopted. The outcome of their final report was that the consultation is deemed as good practice.

2.23 The following stakeholder responses were received:

- City of York Council
- Environment Agency and Natural England (joint response)
- First
- Leeds City Council (scrutiny board)
- Northern (OLR)
- North Yorkshire County Council
- The Office of the Police and Crime Commissioner
- Transdev
- TUC Yorkshire and the Humber
- TUC Yorkshire and the Humber Creative and Leisure Industries Committee
- University of Bradford
- University of Leeds
- West and North Yorkshire Chamber, Mid Yorks Chamber, CBI and FSB (joint response)
- West Yorkshire Police – Chief Constable
- Yorkshire Universities

2.24 The Police and Crime Commissioner and West Yorkshire Police Chief Constable, although overall supportive of a Mayoral Model, raised queries about the proposed PCC governance model. Home Office officials have since confirmed that the only viable governance model for a 2021 transfer is the Mayoral Combined Authority model. A letter jointly signed by the PCC and the five West Yorkshire Leaders has been sent to the Policing Minister setting out that there are no insurmountable barriers to a 2021 transition based on the Mayoral Combined Authority Model. Transition planning for the transfer of the PCC functions to the Mayor in 2021 therefore continues on this basis.

### **Next Steps**

2.25 With regard to next steps, it is proposed that the summary of the consultation responses, attached at appendix 1, be submitted to the Secretary of State. It is not proposed that any representations are to be made for significant changes to the proposals. However, to ensure that the submission incorporates any issues which may be raised by any Constituent Council or the Combined Authority further to their consideration of this report, it is proposed that each Constituent Council and the Combined Authority jointly delegate authority to the Managing Director of the Combined Authority in consultation with Leaders, Chief

Executives and the Chair of the Combined Authority to finalise the documents prior to submission by 11 September 2020.

- 2.26 Following this, the Secretary of State will need to decide whether to make the Order and as part of this process must consider whether the Order is likely to improve the exercise of the statutory functions in West Yorkshire. The Secretary of State must also have regard to the need to reflect the identities and interests of local communities, and secure effective and convenient local government. Subject to the Secretary of State being so satisfied, details of the Scheme will then be embodied in the draft statutory Order to establish a mayoral combined authority. At this point the formal consent to the making of the Order will be required from each of the Constituent Councils and the Combined Authority. It is intended that these consents will be sought in November to enable sufficient parliamentary time for the Order to be made in January/February 2021. This is essential to enable a mayoral election to take place in May 2021 and further to enable the first gainshare payment to be received during this financial year.
- 2.27 A part of the parliamentary process and potentially in parallel with the ‘consent stage’ set out in paragraph 2.22 above, the draft Order will also be considered by Parliament’s Joint Committee on Statutory Instruments (JCSI). Their role is to focus on the technical quality of the draft Order as opposed to the policy content and amendments at this point would be those required to ensure that the Order is well drafted. In order to recognise that there may be further technical amendments to the draft Order following the consent of each Constituent Council and the Combined Authority, it is proposed that at that point, Members will be asked to give delegated authority to the Managing Director of the Combined Authority, in consultation with the Chief Executive and Leader of each Constituent Council and the Chair of the Combined Authority to consent to the ‘final form’ of the Order.
- 2.28 Appendix 2 to this report sets out a revised timeline for implementing the deal. It should be noted that the timetable has been revised slightly since it was last considered by Constituent Councils and the Combined Authority at their respective meetings during May.

### **Wider devolution considerations**

#### **Police and Crime Commissioner Functions**

- 2.29 To support understanding of the degree of work required to meet a potential transfer date of May 2021, an external due diligence exercise has been commissioned by the Combined Authority through a competitive tender process. The scope of this critical exercise includes an understanding of the scale of the transfer, the mechanisms necessary to transfer PCC functions, as well as the instruments and resourcing required to enable this. The final report will comprise a comprehensive risk assessment of the transfer and a critical path if a May 2021 transfer is to be achieved. Consultants have been appointed to carry out this work, and a final report is anticipated in early September 2020. If any issues arise from this due diligence work that require further action, this

will be progressed with a view to resolution prior to the 'consent stage' for Constituent Councils and the Combined Authority which is due to take place in November.

### **Mayoral Election Preparations**

- 2.30 The Combined Authorities (Mayoral Elections) Order 2017 provides that each Combined Authority must appoint one of its officers or one of the officers of a constituent council to be the Combined Authority Returning Officer (CARO). If the latter this will normally be a Local Returning Officer.
- 2.31 The CARO will have overall responsibility for the election of the Mayor. In addition, the CARO will be responsible for accepting nominations and coordinating the regional result.
- 2.32 As this is a legal requirement, there are no other options other than to formally appoint a CARO to ensure the Combined Authority undertake their statutory duty and to ensure that the election is fair, transparent and that everyone has confidence in the result.
- 2.33 Combined Authority members are asked to note that the appointment of a CARO ahead of the Order being made is done so at risk, accepting the need to begin election preparations at an early stage. A further report will be brought to the Combined Authority to confirm the costs associated with holding the Mayoral Election in due course.
- 2.34 Following local discussions, it is proposed that the Chief Executive of Leeds City Council, Tom Riordan be appointed to this position and that he be supported by the Combined Authority's Managing Director, Ben Still, as one of his Deputy CARO's.
- 2.35 This appointment reflects a recognition of the extremely complex arrangements involved in the running of any election and accepts the need for an experienced CARO to lead the process for this initial Mayoral Election, alongside their similarly experienced elections team. This appointment would instil confidence in the elections process and the integrity of the election itself.
- 2.36 Combined Authority officers are working closely with the Electoral Services Manager at Leeds City Council to support election preparations and will agree pragmatic allocation of responsibilities, including but not limited to preparation of the election booklet, which is a statutory requirement.

### **Yorkshire Leaders Board**

- 2.37 In January 2020 Yorkshire Leaders agreed to make a case to Government for a commitment to resource and support the strengthened arrangements, including matched funding and access to appropriate skills and expertise. The desire was for the Board to be viewed as a key influencer for future Government policy development, consultation and innovation.

2.38 Following submission of a business case, on 11 March, as part of the West Yorkshire 'minded to' devolution deal, government announced the following:

*....In recognition of the ambitions for closer collaboration across Yorkshire reflecting the Yorkshire brand and its cultural heritage, Government will provide £200,000 in 2020/21 to support the establishment of a Yorkshire Leaders' Board, as a practical step for facilitating greater collaboration on a Yorkshire-wide basis. This is in the context of the Government continuing to work with areas to achieve its ambitions to secure devolution deals for the whole of Yorkshire, and exploring future opportunities with the Leaders Board.*

2.39 The Yorkshire Leaders Board has been in existence since March 2017. Given the ambition for strengthened regional working and a desire to capitalise on government support, it was agreed in January 2020 that the two Combined Authorities should be invited to join as formal members, with any future Mayors arising from other sub-regional devolution deals also invited to become members of the Board.

2.40 West Yorkshire Combined Authority has therefore been invited to become a full member of the Board, and provide a financial contribution to support regional working, in line with that of Sheffield City Region Combined Authority and the larger constituent local authorities. The West Yorkshire Mayor will represent the Combined Authority once elected. Prior to the election in May 2021, the Managing Director of the Combined Authority will attend to represent the Combined Authority.

### **3 Clean Growth Implications**

3.1 As part of the 'minded to' Devolution Deal text, the Government welcomed West Yorkshire's commitment to becoming a net zero carbon economy by 2038, with significant progress by 2030. There are however, no immediate implications on Clean Growth arising as a direct result of the report.

### **4 Inclusive Growth Implications**

4.1 Inclusive Growth is a key priority for West Yorkshire Combined Authority and the LEP. There are, however, no immediate implications on Inclusive Growth arising as a direct result of the report.

### **5 Financial Implications**

5.1 The 'minded to' Devolution Deal includes a number of flagship funding arrangements including £38m for 30 years into the West Yorkshire Investment Fund, £317m from the Transforming Cities Fund and control over the £63m annual Adult Education budget. The implications of these and the other funding provisions contained within the 'minded to' Deal will be subject to future reports.

5.2 Costs associated with the Mayoral Election are subject to confirmation.

## **6 Legal Implications**

- 6.1 It is proposed that this decision is exempt from call-in on the grounds of urgency as any delay caused by the call-in process would prejudice the Combined Authority's and Constituent Councils' interests as delaying the submission to the Secretary of State, which would have a significant detrimental impact on the proposed timeline set out in Appendix 2.
- 6.2 Statutory processes need to be followed, before any Order or regulations may be made to implement the 'minded to' Deal.
- 6.3 S101(5) Local Government Act 1972 provides that two or more local authorities (defined to include a Combined Authority) may discharge any of their functions jointly and may arrange for the discharge of those functions by an officer of one of the authorities.
- 6.4 Equalities Impact Assessments have been undertaken for both the consultation process and the overall implementation of the deal. These assessments have taken account of the obligations under section 149 of the Equality Act 2010 (ie the public sector equality duty). It is not expected that the proposals described in this report will have any adverse impacts on people with protected characteristics. The Combined Authority will ensure that the equality impact assessments are reviewed throughout the devolution implementation process.

## **7 Staffing Implications**

- 7.1 There will be staffing implications arising from the need to move at pace to undertake the necessary statutory process and to move to a mayoral model.
- 7.2 In due course, it is anticipated that the establishment of the Mayoral Combined Authority will have staffing implications in terms of additional resources to deliver the ambition of the Deal and these will be considered at the appropriate point to ensure operational effectiveness and efficiency of the Combined Authority.

## **8 External Consultees**

- 8.1 As part of the statutory process, as set out above, public consultation has been undertaken. The summary of the results must be submitted to the Secretary of State before an Order enabling a mayoral model can be made.

## **9 Recommendations**

- 9.1 To consider and comment on the content of this report, along with the Summary of Consultation Responses attached as Appendix 1 to this report.
- 9.2 To agree to submit the Summary of Consultation Responses set out in Appendix 1 to the Secretary of State by 11 September, and to jointly delegate

authority to the Managing Director of the Combined Authority, in consultation with the Leader and Chief Executive of each Constituent Council and the Chair of the Combined Authority, to finalise and submit documents subject to any technical issues which may arise.

- 9.3 To note the updated timetable set out in Appendix 2 to this report and the next steps which are subject to the consent being given by the Constituent Councils and Combined Authority, to the draft Order in November 2020 so that a mayoral combined authority model and associated changes may be adopted and implemented by May 2021, as set out in the Deal.
- 9.4 To resolve that this decision is exempt from call-in on the grounds of urgency, for the reasons set out in paragraph 6.1 of this report.
- 9.5 To agree to appoint Tom Riordan, Leeds City Council Chief Executive as the Combined Authority Returning Officer (CARO) in respect of the West Yorkshire Combined Authority Mayoral election, due to take place on Thursday May 6 2021, subject to this appointment being confirmed by the Combined Authority following the devolution Order being made in early 2021.
- 9.6 To agree to the West Yorkshire Combined Authority becoming a full member of the Yorkshire Leaders Board, including providing a financial contribution to support regional working in line with that of the Sheffield City Region Combined Authority and larger constituent local authorities.

## **10 Background Documents**

The 'minded to' Devolution Deal is referenced as a background document within this report.

## **11 Appendices**

Appendix 1 – [Summary of Consultation Responses](#)

Appendix 2 – Timetable for implementation

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## **Item 8 – Summary of Consultation Responses**

**Please see link:** Appendix 1 – [Summary of Consultation Responses](#)

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## Devolution Implementation Timetable

Step	Action/Decision	When – proposed timescales	Who
1	Carry out <b>statutory Review</b>	April - May 2020	Each Constituent Council and the Combined Authority jointly
	Consider Review outcome and resolve: <ul style="list-style-type: none"> <li>• that an Order would be likely to improve statutory functions</li> <li>• <b>agree Scheme for publication</b></li> <li>• agree to consult public on the Scheme</li> </ul>	W/c 18 May 2020	Each Constituent Council, and the Combined Authority
2	<b>Publish Scheme</b>	25 May 2020	Constituent Councils and the Combined Authority jointly
3	<b>Consultation</b>	25 May 2020 - 19 July 2020	Constituent Councils and the Combined Authority jointly
4	Consider outcome of consultation and resolve to <b>submit a summary of responses to the Secretary of State</b>	1-8 September 2020	Each Constituent Council and the Combined Authority
5	Secretary of State approves proposals set out in Scheme and decides to lay draft Order/Regulations	October 2020	Secretary of State
5	<b>Consent to draft Order</b>	w/c 9 November 2020	Each Constituent Council and the Combined Authority
	Draft order scrutinised by the JCSI legal advisers	November 2020	Joint Committee on Statutory Instruments
	<b>Final consent to the order sought</b>	w/c 23 November	Constituent Councils and the Combined Authority by delegation
6	<b>Order laid</b>	December 2020	Secretary of State
	Order made and final deal published	January/February 2021	Secretary of State
-	Notice of Mayoral Election	March 2021	Mayoral Combined Authority
-	Election of Mayor	May 2021	-

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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Adult Education Budget Devolution**

**Director:** Alan Reiss, Director of Policy, Strategy and Communications

**Author:** Lindsey Daniels, Adult Education Budget Manager

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

## 1. Purpose of this report

- 1.1 To update the Combined Authority on work to develop the Adult Education Budget (AEB) Strategy as part of preparation to deliver the fund from 1 August 2021, and to seek approval for the Strategy in order to enable commissioning from 1 October 2020.

## 2. Information

- 2.1 Devolution of AEB is a shift from current nationally coordinated arrangements and will allow for local decisions to be taken to deliver learning opportunities aligned with the needs of individuals and employers across West Yorkshire.

The value of the AEB funding allocated to West Yorkshire by the Department for Education (DfE) is estimated at £63 million. This is based on the proportion of national funding spent on West Yorkshire residents in 17/18. Approximately 85% of the AEB budget was utilised by colleges and local authorities through grant funding (including £9m routed through out of area providers), with the remaining 15% contracted to independent training providers.

- 2.2 Taking on these devolved powers is clearly a significant opportunity for the region. Currently around 90% of the funding is delivered without Local Authorities and the Combined Authority having a formal influence over AEB planning, and with no consequence to funding allocations if delivery does not meet local needs or align to our collective strategies. Our devolved AEB Strategy proposes closer working between Local Authorities and the Combined Authority to oversee provider delivery plans and performance, increasing the scrutiny on delivery and focussing on impact for our communities.
- 2.3 As a new function for the Combined Authority, match funding of £464,777 has been secured from DfE to prepare for devolution and deliver the implementation phase, ensuring that the required infrastructure is in place to properly administer the significant amounts of new funding and powers.
- 2.4 The Combined Authority received an update at its meeting on 25 June in relation to work underway to develop the AEB Strategy, which sets out the proposed priorities for and approach to commissioning and managing the devolved AEB. The revised Strategy is available to download [here](#).
- 2.5 The plan builds on existing Combined Authority strategies and the needs of the area, providing a clear foundation upon which we can build the skills of people and businesses within West Yorkshire. Its development has been shaped by the Employment and Skills Panel, with strategic input from Local Authorities through a series of workshops, roundtable discussions and individual meetings to ensure they are engaged and sighted on planned approaches, welcoming their critical input to policy development.
- 2.6 A period of public consultation on the draft Strategy was carried out from 25 May – 12 July, during which an online survey was carried out, supported by webinars, virtual focus groups and 1:1 interviews with learners and training providers. An independent consultant was engaged to carry out some of this engagement, and to prepare an analysis of all consultation returns. The proposed response to the conclusions follow below. A copy of this report is available [here](#).
- 2.7 Due to the coronavirus pandemic, consultation was carried out remotely using the following mechanism:
- A survey – available online and in other formats where requested.
  - Targeted conversations with learners and employers. Learners and employers with knowledge or experience of the AEB were invited to have their say through online focus groups.
  - Consultative meetings with key stakeholders, including colleges, local authorities, training providers and Jobcentre Plus representatives
  - Other response channels including via e-mail), by phone; by Freepost; and through the YourVoice online Q&A tool.

- 2.8 Unsurprisingly, the focussed nature of the AEB meant that the consultation received significantly fewer responses than the devolution consultation, although most responses were thorough and detailed:
- 75 responses to the online survey (55% of which were from training providers)
  - 23 conversations with learners
  - 8 conversations with employers
  - 8 consultative meetings with stakeholders (33 participants)

### Key Consultation Findings and Response

- 2.9 The intent and approach set out in the draft AEB Strategy received broad support from all key groups of stakeholders – learners, training providers, employment and skills teams from Local Authorities, businesses and others. People also felt that the devolution of the AEB presented the West Yorkshire Combined Authority to provide a truly responsive approach to meeting the skills required to support the region’s economic growth.
- 2.10 The paragraphs below highlight the report’s key conclusions as identified by the independent market research company. A proposed response is outlined.
- 2.11 The Strategy is founded on the five **strategic priorities** which were tested through the consultation:
- To increase the supply of skills to support key sectors in West Yorkshire
  - To improve West Yorkshire’s resilience by identifying and delivering the skills needed for the future
  - To make learning more inclusive to support disadvantaged residents and widen the pool of talent for business
  - To support the unemployed to gain and sustain employment
  - To unlock progression opportunities and career adaptability through skills, particularly for those on low wages and with insecure work
- 2.12 Overall, respondents indicated strong support for all of the suggested priorities. While ‘Support the unemployed to gain and sustain employment’, received the greatest proportion of those indicating strong agreement (74%), all priorities received agreement from more than 90% of respondents. In targeted conversations and more open feedback, many – including learners and Local Authorities – highlighted that the strong support for ‘make learning more inclusive to support disadvantaged residents and widen the pool of talent for business’ was for the first part of the priority.
- 2.13 Other priorities for the funds included:
- Community learning as a mechanism to engage hard to reach groups
  - Using education to improve quality of life, not just economic prospects
  - Addressing inequalities
  - Meaningful qualifications

- English as a second language (ESOL)
- 2.14 Employer and learner consultations revealed some misunderstandings and ‘myths’ surrounding the funding which need to be addressed. It was widely agreed that more could be done to promote the AEB opportunities that already existed.
- 2.15 Given the strong support, the priorities will be retained with minor amendments:
- Alter the third priority to ‘*Making learning more inclusive to support disadvantaged residents*’ recognising the need for ‘first step’ and community focussed learning without immediate economic outputs.
  - Reorder the priorities within the strategy to focus on learner/resident impact first, and economic benefit second.
  - The MCA will consider how combined communication and local messaging can improve the promotion, uptake and impact of AEB.
- 2.16 Over three quarters of respondents felt that the strategy had captured the **key challenges** facing adult education in West Yorkshire.
- 2.17 As a reflection of the general impact of COVID-19, several responses raised concerns that these may have to be revisited once the impact of the pandemic on the demand for labour and skills was fully known. Another prominent challenge for respondents was the need to support the socially disadvantaged by providing them with access to the key skills to get them into work.
- 2.18 The role of AEB within the wider skill system is predominantly to support the unemployed and those with low skills. While ensuring that AEB remains responsive to economic needs, we need to be cautious not to over-stretch the limited funds in an attempt to answer all skills needs, particularly in light of the growing demands caused by the pandemic. We must continue to challenge government to address their historic lack of investment in skills, as outlined in the Skills Commission, which calls for increased investment in the skills system, and further devolution of design and control so that we can better meet local needs.
- 2.19 We will ensure the AEB remains responsive to the changing economic circumstances in the following ways:
- Ensuring clear alignment with the evolving West Yorkshire Economic Recovery Plan
  - Require all Grant holders to outline how their delivery plan for 2021/22 will be responsive to the COVID-19 pandemic
  - Ensure that COVID-19 responsiveness is clearly outlined within the procurement specifications and assessed within tender submissions
  - Require that a focus on socially disadvantaged wards is demonstrated in tender submissions and provider delivery plans
  - Retain the planned ‘Responsiveness pot’ and commission in August 2021, providing some flexibility to target changing needs

- 2.20 The draft Strategy set out nine core **principles for commissioning**, all of which received strong support through the consultation, with ‘Engage with training providers to understand their offer, and their potential to improve skills delivery across West Yorkshire’ being cited as the most important in discussions.
- 2.21 The need to have transparent, fair and streamlined approaches to procurement was also regularly raised in conversations with providers.
- 2.22 92% of respondents agreed that with the principle that we should ‘seek to align Adult Education Budget expenditure with the residents and places that are most in need and/or that will see greatest impact from investment in skills.
- 2.23 Given the strong support, the commissioning principles will be retained, with the following actions noted:
- An AEB team is being developed to ensure that the MCA has capacity and expertise to engage fully with providers and understand their offer / delivery.
  - Procurement opportunities will follow clear and transparent processes. A provider event is planned prior to going live to support engagement and understanding and allow potential bidders to feedback. The intention is to streamline process and retain flexibility by procuring through a Direct Purchasing System, with the aim that providers can enter the market at any point as an approved supplier and then compete for ‘one stage’ opportunities as and when they are released.
  - In taking on the devolved AEB, we aim to move allocations per local authority to a needs basis, as opposed to the current ‘historical usage’ basis. For year 1, we will look to protect the proportion of funding received in each local authority area based on 18/19 usage (the most recent data available). By doing this we aim to provide stability for residents to access learning opportunities. We will positively target the procurement (‘route 3’) to achieve this. We are developing a methodology to reallocate funding on a needs basis for further consideration by the CA, to be applied in future years.
- 2.24 There was strong support for each of the expected **provider values and behaviours**. 99% of survey respondents agreed or strongly agreed with the need for providers to ‘Communicate openly and transparently with stakeholders, learners and partners’.
- 2.25 Given the strength of the response, these will remain unchanged.
- 2.26 There was strong support (85% levels of agreement) for the **commissioning approach** to delivering skills across West Yorkshire set out in the document, which outlined the plan to ‘roll-over’ grants in full to West Yorkshire Providers, to continue to fund direct delivery for grant providers in Leeds City Region, then procure specialist provision through Contracts for Services. People particularly valued the importance of

Community Learning but there were also concerns regularly raised about sub-contracting (both in principle and practice).

- 2.27 Concerns were raised that basing grant allocations on 2017/18 values (the data cut by which Department for Education have apportioned the CA's West Yorkshire allocation) ignored the level of growth/scaling back providers had undergone in the period since. This could result in a reduction in learner opportunity and likely redundancies within institutions, causing considerable instability in the sector.
- 2.28 A specific consultation response highlighted a potential reduction in Community Learning funding spent in the area due to a Specialist Designated Institution (WEA - National Charity) operating across the area which does not meet the proposed Route 1 or Route 2 provider definition.
- 2.29 The outlined approach is designed to maintain stability in the system, protecting learner choice and their access to levels of provision across West Yorkshire. The overall approach will be retained with the following amendments:
- The Strategy outlines how our approach should reduce subcontracting practice in West Yorkshire and focus on adding value through this mechanism. We will continue to scrutinise and review subcontracting practice throughout delivery, noting The Education and Skills Funding Agency's (ESFA) recently published review and planned approach.
  - Despite being unable to negotiate any increase/advance on allocation values at a West Yorkshire level, the MCA recognises the need to minimise the impact on learning opportunities available at key educational and community focussed institutions, and to minimise instability in the sector. We will therefore use the most up to date data from ESFA to determine the proportion of their total AEB allocation providers used to support West Yorkshire residents (18/19 data) and apply this to their most recent allocation value from ESFA (20/21) to determine their West Yorkshire grant for 2021/22. This will increase the funding allocation for all West Yorkshire grant providers, better representing their allocation/usage in 20/21. It is estimated to increase expenditure on Leeds City Region Grant providers by £2.5m. The funding saved from decommissioning 'out of area providers' will be utilised to provide this uplift for in-area grant providers, and the remainder will be used to procure targeted activity across West Yorkshire.
  - Recognising respondents' clear support for Community Learning, and maintaining our position that this will be reviewed in the first years of operation – we propose that the grant contract for this SDI is renewed for 2 years, on the condition they develop their delivery plan in conjunction with the five Local Authorities. This will retain the levels of Community Learning spent in West Yorkshire while the review is conducted. The MCA is seeking legal advice regarding this proposal.

- 2.30 To meet DfE readiness requirements, we are tasked with maintaining a level of stability within the sector. We believe the above adjustments to the commissioning approach will support provider stability and learner choice in the interim years as we move towards a better understanding of delivery, developing a needs-based allocation and impact-based measurement of performance.
- 2.31 There was strong support (92%+ levels of agreement) for the **actions, outcomes and measures** identified for each priority set out in the AEB Strategy. There was a strong view among learners that the provision of 'free' courses was key in making sure that people from socially disadvantaged groups could access learning opportunities that they would not normally be able to afford or justify.
- 2.32 Given the strength of the response, the planned outcomes and impact measures will be retained for the four unchanged priorities. The actions, outcomes and measures will be adjusted for the amended priority ('Make learning more inclusive to support disadvantaged residents') to ensure they are still appropriate.
- 2.33 Consideration has been given to challenges surrounding access and inclusivity for socially disadvantaged groups, particularly how the planned 'test pilots' might address barriers; and appropriate learner fees and contributions (as part of the development of the WY Funding Rules).
- 2.34 There was strong support for both the process and timeline outlined for **review and evaluation** with over 80% of respondents agreeing with both. It was recognised that external factors such as the impact of the COVID-19 pandemic might necessitate the need for earlier review.
- 2.35 The review timescales will be maintained:
- The proposed timescale for review in Summer 2021, once the Mayor is appointed, provides an opportunity for Strategy to be reviewed in light of the COVID-19-pandemic and economic impact alongside manifesto priorities.
  - The proposed priorities and functionality (i.e. annual performance reports to ESP, annually determined delivery plans, annual responsiveness pot) provide an opportunity to review and reshape funding usage throughout the strategy lifespan.

### Next Steps

- 2.36 The final draft AEB Strategy has been reviewed with Employment and Skills Panel, with relevant officers across West Yorkshire and with the Combined Authority Chair, all of whom have previously been involved in the evolution of the Strategy and its objectives.
- 2.37 The Combined Authority is asked to approve the AEB Strategy to allow for commissioning to begin on 1 October 2020, which is essential for meeting delivery deadlines ahead of August 2021.

### **3. Clean Growth Implications**

3.1 There are no clean growth implications arising directly from this report.

### **4. Inclusive Growth Implications**

4.1 The skills agenda has clear links to driving the Combined Authority's inclusive growth ambitions through enabling enhanced access to skills, education and career prospects, thus affording increased social mobility.

### **5. Financial Implications**

5.1 Additional funding of £63million per annum is to be awarded to the Combined Authority to allow delivery of the Adult Education Budget.

5.2 Commissioning must begin on 1 October in order to allow sufficient time to prepare for the academic year commencing 1 August 2021.

### **6. Legal Implications**

6.1 The delivery of AEB is contingent on contracts agreed with learning providers, and specialist legal resource is in place to deliver this.

### **7. Staffing Implications**

7.1 Additional capability and capacity is required to prepare for taking on AEB, and the costs of this have been included in the bid approved by DfE. Once AEB has been devolved, the management costs associated can be accommodated within the devolved allocation.

### **8. External Consultees**

8.1 Consultation has been carried out on the proposed funding structure with various stakeholders, including learners and potential training providers.

### **9. Recommendations**

9.1 That the Combined Authority is asked to approve the AEB Strategy. This allows us to agree grant allocations as outlined in the commissioning approach and begin procurement on 1 October 2020. This is essential for meeting delivery deadlines ahead of August 2021.

### **10. Background Documents**

There are no background documents referenced in this report.

### **11. Appendices**

Appendix 1 – AEB Strategy A copy of this report is available [here](#).



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## **Item 9 – AEB Strategy**

Appendix 1 - A copy of this report is available [here](#).

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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Strategic Economic Framework**

**Director:** Alan Reiss, Director Policy, Strategy and Communications

**Author:** Peter Skalski

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

## 1. Purpose of this report

1.1 To seek adoption of the Strategic Economic Framework.

## 2. Information

### Background

2.1 Since 2016 the Strategic Economic Plan (SEP) has set out the organisation's priorities for growth and development. To reflect the growing range of policy areas that the Combined Authority operates in, changing national political and economic circumstances and the need to incorporate the future mayor's manifesto commitments in our work, an agile Strategic Economic Framework (SEF) has been developed. However, it should be noted that the SEP will continue to be used for Growth Deal programmes until this ends in March 2021.

2.2 The SEF will form the new overarching economic strategy for the region, building on the successes of the SEP. It sets out the vision for the region and our priorities for achieving this. It ensures that all LEP and Combined Authority strategies are aligned with a clear focus on meeting these priorities. It has

been designed to be flexible, able to reflect our evolving policy remit and improve our resilience during periods of change and uncertainty. It will bring together existing and subsequent strategies under a single banner, ensuring greater alignment between our strategies, priorities and vision for the region.

- 2.3 To allow for greater flexibility the SEF is not a single, published document, but brings together our various plans and strategies to form an overall strategy. It includes existing policies and will include future ones, and will be hosted on a public-facing website. Policies can be amended, added or removed from the SEF to respond to changing circumstances without having to amend or withdraw the entire suite of material. At present the SEF only contains policies and strategies previously adopted, but also collates detail on our vision and priorities, presenting the Combined Authority's and LEP's existing position in a new way.
- 2.4 In town planning the "local plan" is not actually a single document, but a series of plans, including a Core Strategy, neighbourhood plans and supplementary planning documents (amongst others) that collectively make up the Local Plan. The SEF will operate in a similar way. It will not be a single document but will bring together our various plans and strategies under a single banner.
- 2.5 At the Combined Authority which took place on 27 July 2020, the proposed process for the Single Investment Fund (SIF) was discussed, and the broad plans for the Strategic Economic Framework were outlined.. The SIF aims to give greater freedom and flexibility over how to prioritise investments. The SEF, once adopted, will be used to support the prioritisation of any investments made through the Single Investment Fund, underpinned by the MCA's Assurance Framework.

### **Structure of the SEF**

- 2.6 The SEF has five sections: Our Vision, Our Priorities, Our Policies and Strategies, Our Partnerships, and Monitoring and Impact. The full SEF webpages, which are under construction can be accessed [here](#).
- 2.7 During its development, the SEF has often been summarised through a diagram such as the one below:



2.8 **Our Vision.** The first section sets out our high-level, long-term vision for the region and the structural challenges that the organisation aims to overcome. It sets out the strengths of the region, the challenges it faces, the purpose of the SEF, how it builds on the successes of the SEP and introduces our priorities for the region. The proposed text for this section of the SEF website is appended to this report, and comments and approval are sought from the Combined Authority (Appendix 1).

2.9 **Our Priorities.** This section focusses on our priorities for the region. These are aligned with the five corporate priorities set out in the draft Corporate Plan (February 2020). Each priority has its own webpage detailing the specific challenge the priority aims to overcome, why it has been prioritised, examples of projects that aim to meet that priority and links to relevant policies. This includes statutory policies such as the Local Transport Plan and policies with an explicit focus on one of our priorities such as the Energy Strategy and Delivery Plan. The five priorities are:

- Boosting Productivity
- Enabling Inclusive Growth
- Tackling the Climate Emergency
- Delivering 21<sup>st</sup> Century Transport
- Securing Money and Powers

The webpages for all five priorities are available to view on the SEF [website](#). The text for the webpage for the “Delivering 21<sup>st</sup> Century Transport” priority is appended to this report as an example (Appendix 2).

2.10 **Our Policies and Strategies.** This section details our specific policies and strategies. These have been collected into policy groups. Each policy group has a page that details the overall vision for the policy area, strengths and challenges relating to that area, how work in that policy area helps meet our priorities and examples of projects that are informed by these policies. The full range of policies and strategies are available to view on the SEF website. The

text for the webpage for the “Housing, Heritage and Regeneration” policy area is appended to this report as an example (Appendix 3).

- 2.11 Some policies and strategies will help meet all our priorities, others will have a narrower focus. The Local Industrial Strategy is a broad strategy that will cover ground across several priorities. The Cultural Strategy will do little to deliver 21<sup>st</sup> century transport. All policies are afforded equal weight in the SEF though. Collectively, alongside the other parts of the SEF, they form the overarching strategy for the region.
- 2.12 At present the SEF contains policies previously adopted. Policies and strategies that are currently under development around rail, active travel and business growth will be added once they are adopted by the Combined Authority.
- 2.13 **Our Partnerships.** The section reaffirms our commitment to partnership working, detailing our relationship with local authorities and the private sector. It also sets out our consultation and engagement process and our membership of bodies such as NP11 and Transport for the North. The draft text for this section of the SEF website is appended to this report (Appendix 4).
- 2.14 **Monitoring and impact.** The SEF is underpinned by a monitoring and impact section. The success of the SEF will be monitored against our progress across the five priorities using a set of headline indicators. These will be supplemented by a more extensive range of indicators covering each policy and strategy area. The indicators are intended to show how the local economy is developing and improving but also demonstrate how the work of the Combined Authority and its partners is contributing to progress. A list of the headline indicators, which are still under development, is appended to this report (Appendix 5).
- 2.15 Draft headline indicators against the five priorities are being published as part of the SEF in September 2020. Indicators against policy and strategy areas will be published at a later date. Work is ongoing to develop these. It is proposed that an annual “State of the Region” report will be issued.

### **Next steps**

- 2.16 A series of communications activities are planned to support the launch of the SEF. Communications activity will also celebrate the successes of the SEP.
- 2.17 Once adopted the SEF will be formally reviewed every six months by the strategy team. Combined Authority officers will be responsible for updating sections to reflect changes in context or policy positions agreed by the LEP and Combined Authority. Officers are already timetabling future changes, for example the replacement of the *Green and Blue Infrastructure* and *Energy* policy pages once the “Tackling the Climate Emergency Plan” is published. Some examples of policy/strategy updates are detailed in the table below and a schedule of further updates will be brought to a future meeting.

<b>Policy/Strategy</b>	<b>Expected publication</b>
Economic Recovery Plan	September 2020
Adult Education Budget Strategy	September 2020
Employment and Skills Plan	Spring 2021
Tackling the Climate Emergency	Spring 2021
Local Transport Plan	2021 tbc

To ensure version control is maintained, each page on the SEF website will clearly state when the page was last edited and when the next scheduled review will be.

- 2.18 Future reports on policies will indicate where a change to the SEF is necessary, in order to ensure that it is kept up to date with policy positions as agreed by the Combined Authority. Any new policies or strategies or major amendments to the SEF will be brought to the Combined Authority for approval, following consideration by the appropriate advisory panel.
- 2.19 The SEF will inform the production of the Single Investment Fund strategy and updated Assurance Framework.

### **3. Clean Growth Implications**

- 3.1 Tackling the Climate Emergency is one of the five priorities within the Strategic Economic Framework. As well as having a page dedicated to this priority with links to key strategies, every policy page sets out how it will contribute to the achievement of this objective.

### **4. Inclusive Growth Implications**

- 4.1 Enabling Inclusive Growth is one of the five priorities within the Strategic Economic Framework. As well as having a page dedicated to this priority with links to key strategies, every policy page sets out how it will contribute to the achievement of this objective.

### **5. Financial Implications**

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

### **6. Legal Implications**

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

### **7. Staffing Implications**

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

## **8. External Consultees**

8.1 No external consultations have been undertaken on the overall framework. Consultations have been undertaken on the policy content as appropriate.

## **9. Recommendations**

9.1 That the Combined Authority:

- Endorse and adopt the concept and content of the SEF and welcome the launch of the SEF as the new overarching economic framework for the region's policies and strategies.
- Agree to the draft text setting out the vision for West Yorkshire (Appendix one), subject to comments and amendments.
- Agree that the SEP expires at the end of March 2021, and continues to be used for Growth Deal programmes until then.
- Agrees to the intention for future policies, strategies and changes to the SEF to be brought to the advisory panels, LEP Board and Combined Authority for consideration as appropriate.
- Agree that regular reviews and updates on the SEF will be brought back to the Combined Authority every six months and that future reports on policies will indicate whether a consequential change is required to the SEF.
- Notes that further detail on proposed indicators for individual policy areas will be brought to future meetings for consideration.

## **10. Background Documents**

There are no background documents referenced in this report.

## **11. Appendices**

Appendix 1: Draft text for the "Vision" section of the SEF website.

Appendix 2: Example draft text for the "Delivering 21<sup>st</sup> Century Transport" priority section of the SEF website.

Appendix 3: Example: draft text for the "Housing, Heritage and Regeneration" policy area section of the SEF website.

Appendix 4: Example draft text for the "Our Partnerships" section of the SEF website.

Appendix 5: Draft headline monitoring indicators.

## Strategic Economic Framework: Our Vision

**“Recognised globally as a great place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure.”**

### Our region

West Yorkshire is one of the best places to live in the country and an essential part of the Northern Powerhouse. Our region is home to over 2.3 million people, a workforce of 1.1 million people and over 90,000 businesses living and working across the local authority areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield. With an economy larger than that of several European countries, a mixture of vibrant towns and cities set amongst some of the most beautiful landscapes in the country and a thriving cultural life, West Yorkshire is a place that many are proud to call home.

The West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership bring together local councils and businesses to work together on issues that cross local authority boundaries and affect us all. This includes leading the fight in tackling climate change, developing a modern transport system and attracting jobs and investment to the region. It allows us to speak with one voice when we work with government to secure greater influence and funding over the issues that matter to us the most.

It also means we can engage meaningfully with people and consider the effects of our actions across the wider area that people live and work in, both urban and rural. The Combined Authority allows us to work together at a level that is “close enough for community dialogue, yet large enough to achieve transformative collaboration.”<sup>1</sup>

Through nearly two decades of collaborative working we have achieved some notable successes. In 2014 we agreed a £1billion-plus Local Growth Deal with the government – the largest such deal in the country. This funding has been used to support businesses and create jobs through supporting investment in over 100 projects, including the restoration of the Bradford Odeon, the Springfield Centre in Dewsbury and Wakefield Civic Quarter. The West Yorkshire-plus Transport Fund is investing in road and rail projects across the region, including a new rail station for Elland, Wakefield Eastern Relief Road and the redevelopment of Bradford Interchange. And in 2019 Channel 4 announced that Leeds would be the new home of their national headquarters following a collective bid between local councils and businesses.

But achieving our successes to date has often come in the face of some real challenges. The global financial crisis of 2008, austerity, Britain’s withdrawal from the European Union, the increasing severity of flooding and the COVID-19 pandemic have required business and the public sector in West Yorkshire to prove our resilience as we continue to plan for the future.

### Building on our successes

We are now embarking on the next stage of transformation in the region. In March 2020 we agreed our first devolution deal with government, granting us greater influence over investment in skills, transport, housing and business support. It will also give us local control over at least £1.8billion to spend on the things that matter to the people of West Yorkshire. In May 2021 residents will elect the first West Yorkshire Mayor. The Mayor will chair the Combined Authority and become a new figurehead for the region, championing it with Government and the rest of the world. Most importantly the mayor will ensure that the Combined Authority is directly accountable to the people whose decisions it affects the most and will ensure that the priorities of residents are reflected in the decisions we make.

<sup>1</sup> Paul Collier, “Capitalism after coronavirus” *New Statesman*, 6<sup>th</sup> May 2020

Since 2016 our Strategic Economic Plan (SEP) has set out our priorities for growth and development and underpinned much of our success to date. But as we take on additional responsibilities, respond to the challenges facing our region and incorporate the mayor's manifesto commitments into our work, we need a new strategy that can reflect changing priorities, respond to change and communicate this clearly.

This Strategic Economic Framework (SEF) builds on the SEP, to provide the context for investment and decision making during this next stage of transformation. It sets out our vision for the region and our priorities for achieving this. It ensures that all Combined Authority strategies are aligned with a clear focus on meeting these priorities. It has been designed to be flexible, able to reflect our evolving policy remit and prove our resilience during periods of change and uncertainty. It aims to inspire confidence in the region, demonstrating that we have an ambitious strategy for transformation as we take on a greater role in the decisions that affect us. Ultimately it will allow us to realise our vision for West Yorkshire to be:

*“Recognised globally as a great place to live with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure.”*

Our vision is based on a clear understanding of the key strengths and assets in the region, as well as the challenges it faces and a commitment to working in partnership to make full use of these assets, address long-term challenges, unlock opportunity and fulfil the City Region's exceptional potential.

## **Strengths**

When considering just our strengths, it appears that we are well on our way to realising our vision. Our key strength is our scale and diversity. It is what drove growth and prosperity in the past and will continue to do so in the future. The scale of our business base has created a dynamic and resilient economy. Businesses in West Yorkshire have been at the forefront of exploiting opportunities in textiles, chemicals, machinery and more recently professional services, financial technology, data and health tech.

Our region bounced back relatively strongly from the Great Recession in 2008 and will need to demonstrate the same resilience as we emerge from the Covid-19 pandemic. Over the past 5 years employment growth has outpaced national levels. This growth has been as dynamic as our economy, with the highest growth happening in a range of high skilled specialist areas such as the manufacturing of wearing apparel and medical components. Our thriving digital sector has experienced extraordinary growth, six times the rate of growth seen in London since 2015. Programming and broadcasting has seen the fastest employment growth and as the new home of Channel 4, this growth is set to continue in the future.

Our early strengths in textiles and manufacturing provided the opportunity for people from all over the world to call our region their home. Economic opportunity and quality of life continue to attract people to our region to this day, not least to our world leading universities. This diversity is something that the people of our region are rightly proud of and our diverse workforce with differing perspectives offers greater scope for innovation.

Alongside the diversity of our businesses and people, the region is made up of diverse places, with a mixture of vibrant cities, towns and rural areas. This enables a high quality of life and has resulted in our region being regularly voted both the 'Happiest' and the 'Best Place to Live' in the UK.

## Challenges

But whilst we can point to these many examples of excellence within the region, the West Yorkshire economy is falling short of its potential. It doesn't work for everybody in the region and it doesn't contribute as much to the rest of the country as it could. In relative terms West Yorkshire and the rest of the North of England have been in economic decline, demonstrated by lower levels of employment, output per worker, qualifications and household income.

Productivity is below national levels in all parts of our area, and the gap to national performance is not closing. Despite improvements there remains a gap between local and national skill levels, particularly for higher level skills. Businesses in the region are characterised by relatively low levels of businesses investment in R&D and innovation activity. Congestion and capacity constraints on our transport network risk obstructing future economic growth. All of this has severely limited improvement in living standards, reflected in the fact that West Yorkshire has some of the highest areas of deprivation in the country.

These weaknesses are all too common across large parts of the North of England and means that in recent decades the UK has been reliant on growth in the Greater South East. The spatial imbalance of the national economy poses severe threats to the country. Socially it fuels discontent, with parts of the country feeling "left behind," and many people feeling that their families and communities are not enjoying the same advantages and quality of life as their peers elsewhere in the country. Fiscally, it means that many parts of the country are net-beneficiaries from the public finances, with too much money spent addressing the symptoms of economic weakness and income growth reliant on welfare as opposed to wages. Economically, it means that many parts of the country are not contributing as fully to the national economy as they could be and are not achieving their full potential. Perversely it means that public investment is greater in stronger regions, which also attract higher levels of private investment. In short, the unbalanced nature of the UK economy is preventing us from fully realising our vision for West Yorkshire.

The gap between the Greater South East and the rest of the country has been well known for some time. Despite this though, attempts by successive governments to tackle widening spatial inequality have largely failed. Unless significant action is taken these disparities will only grow in the future.

We therefore share the Government's commitment to levelling up the country. There are many areas where we are working with partners within the Northern Powerhouse to achieve this. And whilst we have a strong track record of working in partnership with Government and will continue to do so, we know that the best way to level up West Yorkshire, is for West Yorkshire to lead these efforts itself.

There are five significant challenges preventing us from realising our vision for everybody in the region.

First, a history of lower levels of skills, infrastructure investment and innovation means that productivity has lagged behind much of the UK as well as our European peers. In 2017, the output per hour worked in the region was 13% below UK levels overall and 6% less productive than the UK, excluding London. If our output per hour matched the national average, the West Yorkshire and national economies would be £7.9bn larger. Real terms living standards can only be increased sustainably by increasing productivity. Therefore, boosting productivity is vital to the long term aspirations of West Yorkshire.

Second, not all parts of our region have benefitted from economic growth in the past and there is a risk that they will fall further behind as the country emerges from the Covid-19 pandemic. 22% of residents live in the most deprived neighbourhoods, 24% of local jobs pay less than the Living Wage Foundation's Living Wage Rate and life expectancy in our region is significantly lower than the England average. Enabling inclusive growth is essential not just for West Yorkshire to level up nationally, but to reduce inequalities within.

Third, and with increasing urgency, we need to ensure that growth in the region does not hamper our efforts to tackle the climate emergency. In June 2019 a climate emergency was declared for the region and we are now placing increased emphasis on our commitment to clean growth and our ambition to become a net zero carbon economy by 2038. As demonstrated by the increasing severity of flooding in West Yorkshire, climate change poses a very real threat to the economy and the livelihoods of many in our region.

Fourth, our transport network is under increasing pressure. Our diverse geography presents challenges in balancing transport priorities and funding. Investment has not kept pace with economic and population growth, resulting in congestion on roads and overcrowding on public transport. Private vehicles still make up a significant proportion of journeys in the region, contributing to serious public health and environmental challenges. Efficient transport infrastructure connects our communities, making it easier to get to work, do business and connect with each other.

Finally, further devolution of both investment and decision making is crucial for us to fully realise our vision for West Yorkshire. Despite the advantages we offer, investment falls well short of what we need to achieve our vision for the area and we need to address the historical lack of investment in our region. Greater independence over decision making allows us to better tailor policy to local conditions, coordinate better with our local partners and innovate more in policy making and service delivery to find what works best for us.

### **Priorities**

Meeting these challenges have become the five priorities that underpin everything that our Strategic Economic Framework aims to achieve:

**Boosting productivity** - Helping businesses to grow and bringing new investment into the region to drive economic growth and create good jobs.

**Enabling inclusive growth** - Enabling as many people as possible to contribute to, and benefit from, economic growth in our communities, cities and towns.

**Tackling the climate emergency** - Growing our economy while cutting emissions and caring for our environment.

**Delivering 21<sup>st</sup> century transport** - Creating efficient transport infrastructure to connect our communities, making it easier to get to work, do business and connect with each other.

**Securing money and powers** - Empowering the region by negotiating a devolution deal and successfully bidding for substantial additional funds.

### **West Yorkshire in the decade ahead**

As we embark on the next stage of transformation in the region, we will ensure that all of our policies and investment decisions meet at least one of our five priorities. The successful implementation of the Strategic Economic Framework over the course of the next decade will ensure that our vision for West Yorkshire becomes a reality for more and more people.

It will mean that businesses in the region have proven their resilience to the challenges they currently face and are driving economic growth and closing the productivity gap. More and more people will feel the benefit of this economic growth across all parts of our region, and inequalities in income, opportunity and quality of life will be reduced. This growth however will not have come at the expense of our environment as we will have made significant progress in reducing carbon emissions. This will all be supported by a modernised transport network, with more journeys made by public transport, walking and cycling. And West

Yorkshire itself will have secured more powers and funding freedoms from government and will be leading this transformation itself.

By the end of the decade West Yorkshire will be increasingly recognised globally as a great place to live with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure.

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## Priority: Delivering 21<sup>st</sup> century transport

### Vision

Creating efficient transport infrastructure to connect our communities, making it easier to get to work, do business and connect with each other.

### Why we have prioritised this

Our transport network is under increasing pressure. Our diverse geography presents challenges in balancing transport priorities and funding. Investment has not kept pace with economic and population growth, resulting in congestion on roads and overcrowding on public transport. Private vehicles still make up a significant proportion of journeys in the region, contributing to serious public health and environmental challenges. Efficient transport infrastructure connects our communities, making it easier to get to work, do business and connect with each other.

### How we will achieve this

To deliver 21<sup>st</sup> century transport, in 2020/21 we will:

- Increase bus patronage and satisfaction through the West Yorkshire Bus Alliance.
- Transform passenger information and modernise travel centres.
- Increase bus use amongst under 25s at no increased cost.
- Manage over 1million MCard sales and launce a mobile app.
- Continue to work on future bus options and alternative governance models.
- Develop a strategic business case for urban transit proposals.
- Establish a rail strategy, preparing for HS2 and Northern Powerhouse Rail.
- Deliver schemes in WY+ Transport Fund, LTP and Leeds Public Transport Investment Programme and delivery of Transforming Cities Fund.

### Policies and strategies

The policies and strategies we have in place that will play a leading role in delivering 21<sup>st</sup> century transport are:

- West Yorkshire Transport Strategy 2040
- Leeds City Region High Speed 2 Growth and Connectivity Strategies
- West Yorkshire Bus Strategy 2040
- Rail Strategy
- Walking and Cycling Strategy
- Freight Strategy

## How we're delivering on this priority

Some of the projects and programmes we're undertaking with partners to deliver 21<sup>st</sup> century transport include:

### [West Yorkshire-plus Transport Fund](#)

The Fund is targeted at enabling key development areas and will help to create about 20,000 new jobs over the next 10 years. A number of strategic transport projects will be delivered to facilitate growth identified in the SEP.

### [Transforming Cities Fund](#)

The West Yorkshire Combined Authority has submitted an ambitious final bid to the Government's Transforming Cities Fund.

The Bid focuses on measure that benefit as many communities across the region as possible, removing the barrier of accessing an affordable and sustainable transport network for our most disadvantaged communities.

### [West Yorkshire Bus Alliance](#)

The West Yorkshire Bus Alliance aims is to put customers at the heart of improving services, keeping buses moving and developing a sustainable bus network.

## Monitoring and impact

We will monitor progress towards meeting this priority against the following headline indicators. Full details of these indicators and progress against them can be found in [Monitoring and Impact](#).

**Access inequality ratio (employment)** - Ratio of jobs that can be accessed within 30 minutes by bus compared with those accessible by car from the 10% most deprived neighbourhoods in West Yorkshire

**West Yorkshire mode share** - Average number of trips / distance travelled by mode by WY residents, based on NTS trip rates

**Reported road casualties** - Total killed or seriously injured casualties in the West Yorkshire area

**Public satisfaction with bus and rail services in the region** - Satisfaction scores for local bus and rail services as per the West Yorkshire Public Perceptions of Transport Survey

**MCard ticket transactions (bus)** - Annual number of bus trips made using MCard products

**Satisfaction with highway infrastructure** - Average weighted satisfaction score (by importance) of infrastructure maintenance items, such as condition of roads and quality of street lighting

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## Housing, Heritage and Regeneration

<p><b>Vision</b></p> <p>Well-connected neighbourhoods which support inclusive growth with good quality homes, in places where people want to live.</p>	
<p><b>What success will look like</b></p> <p>Enabling housing growth and supporting our places to maximise their potential through effective place making that will leverage private sector investment. This approach recognises that people are not bound by geographies when choosing where they want to live incorporating other factors such as transport, access to jobs and education and community.</p> <p>Priority projects delivered in our Spatial Priority Areas, urban centres and growth zones through the Leeds City Region Strategic Sites Pipeline which meet the needs of our communities.</p> <p>More small and medium sized construction businesses being used to bring forward brownfield sites in urban centres and existing residential areas.</p> <p>Strong strategic relationships with Homes England, Housing Associations and other developers with greater investment in housing which delivers a good quality choice across tenures and greater use of modern methods of construction.</p>	
<p><b>Strengths</b></p> <p>Unique town and city centres with strong industrial heritage</p> <p>Great culture and countryside with a high quality of life offer</p> <p>Planning permissions in place to deliver 70,000 homes across the region</p> <p>Relatively affordable housing market across most of the region with a diverse offering</p> <p>Continuous increase in levels of housing delivery over the last 5 years</p> <p>Significant transport investment planned for the region that will unlock housing growth</p>	<p><b>Challenges</b></p> <p>Building rates are below what's needed to meet demand – and development is not evenly spread across the region</p> <p>Planning permissions for 40,000 homes in place on brownfield sites, which can be expensive to deliver and stalled</p> <p>Complex major development sites requiring infrastructure delaying delivery of new homes</p> <p>Affordable housing needs are increasing with rising levels of homelessness and in work poverty</p> <p>High proportions of existing homes are poor quality and poorly insulated and were built pre-war, making them expensive to repair and keep warm</p> <p>A falling number of small and medium sized developers contributing to housing delivery</p>

## Policies and strategies

- Housing Vision
- Housing & Regeneration Strategy (2014)
- Housing Position Statement (April 2017)
- Spatial Narrative (in development)
- Local Industrial Strategy (in development)
- Connectivity Strategy (in development)
- LCR Housing Market Assessment (2015)
- LCR Private Sector Stock Modelling and Health Impacts Assessment (2016)
- LCR Housing Markets Geographies Study (2016)
- LCR Housing Affordability and Need Study (in development)
- LCR Housing Requirements (2015/16)

## Who's helping make this happen

We have strong relationships with partners – including housing associations, developers and Homes England and are working together to tackle challenges through closer collaborations

The [Place Panel](#) provide advice and strategic direction on our policies and projects in relation to housing and regeneration. The panel is made up of both local councillors and representatives from local businesses.

## What we are doing to make this happen

We are working in partnership across the region to support delivery through:

- Development of the Leeds City Region strategic sites pipeline, which brings together the priority sites from across the region which require public sector intervention to leverage private investment and identifies barriers to delivery
- LCR Housing Association Partnership - working across a range of workstreams to support the partnership members to deliver sustainable and affordable homes and services across the region.
- Provision of expert urban design support to partners to achieve high quality placemaking
- Delivery of the One Public Estate programme, to better maximise use of public sector assets across the region
- Working with Historic England and Homes England to repurpose historic buildings, as well as providing grant support e.g. for Rutland Mill, Wakefield
- Working to unlock housing and regeneration through transport investment. Transport Fund has helped unlock priority sites such as Kirkstall Forge (new rail station and access road), Wakefield City Fields (Wakefield Eastern Relief Road), and York Central (Newton Bar)

## Examples of investment projects

Through Growth Deal funding we are also investing in priority housing and regeneration projects such as:

### [Halifax Beech Hill](#)

This project is to assist with the demolition of three high-rise tower blocks and Stannary Depot with a view to developing the delivery of new housing development in its place. The funding will principally focus on Phase 1 of the regeneration project; this will include the construction of 114 homes, of which over 50% will be affordable.

### [Dewsbury Riverside](#)

The Dewsbury Riverside proposal looks to address the local, regional and national shortage of housing, whilst also contributing to the regeneration of the wider area, as a key element of the North Kirklees Growth Zone. The LEP is funding infrastructure and access works to unlock the housing site.

[See spreadsheet](#) for full details housing and regeneration projects receiving funding from the Growth Deal.

### **How this will meet our priorities**

**Boosting productivity:** Delivering 65,000 new homes over the next five years to support economic growth

**Tackling the climate emergency:** Creating people centred growth through a clean, high quality development approach

**Enabling inclusive growth:** Building inclusive neighbourhoods for towns and cities of the future

Putting people first: quality of place is as important as important as delivery of new homes. New housing has to be a good offer in places where people choose to live

**Delivering 21<sup>st</sup> century transport:** Maximise investment in transport infrastructure - including national schemes such as HS2 - to accelerate good quality, people centered development

**Securing money and powers:** Investment in new and existing stock is desperately needed to realise these ambitions and respond to the challenge of climate emergency. Our housing and regeneration asks are aligned to our longer-term ambitions to deliver growth and create connected inclusive communities.

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## Our Partnerships

Partnership is at the heart of everything we do. We can't meet our priorities and realise our vision for West Yorkshire on our own. The Combined Authority engages with local residents and businesses, works with other organisations in West Yorkshire and collaborates with the rest of Yorkshire and the North of England to develop, shape and deliver our policies, services and projects.

### Residents and businesses

We engage with local residents and businesses to test our ideas, ensure that our policies meet the needs of communities and employers and to make certain that our work reflects the diversity of opinion and lived experience in the region.

To support this process, we have developed YourVoice, a consultation and engagement website which enables us to share information and source feedback in an open and accessible way.<sup>1</sup> In the first twelve months since launching, YourVoice had 83,600 page views across 22 projects with over 600 users registered to share their opinions.

A public consultation open to members of the public and businesses was undertaken throughout Spring/Summer 2020 on our devolution deal. We wanted to encourage as many people as possible across West Yorkshire to take part in the consultation and set a target of 1,000 responses to the open consultation, on the basis of responses to regional consultations undertaken elsewhere. In total 4,413 people responded to the consultation, over four times our target - making the West Yorkshire consultation the largest ever public consultation on English regional devolution.

But we're always keen to engage directly with people. For example, during the production of our Local Industrial Strategy we've held over 70 engagement events, engaging face to face with over 1000 people including senior business leaders, colleges, think-tanks, academics, cultural groups and community leaders. This included visiting local schools to engage with young people on their thoughts on the future and the changes that would like to see in the region.

We also have several advisory panels and groups that bring together experts and leaders from businesses, the public sector, community organisations and academia to advice and drive forward our work. These are:

- [Business Innovation and Growth panel](#). This panel oversees projects that strengthen our global competitiveness, encourage innovation and enterprise and unlock small business growth.
- [Employment and Skills panel](#). This panel oversees projects to address skills gaps in the region's key sectors and create local leaders that drive improvements in skills and employment.
- [Green Economy panel](#). They oversee projects that are helping to develop a cutting-edge energy infrastructure for the region that will drive innovation and contribute to business growth. Their main objective is to achieve a substantial and continued decrease in carbon emissions, while also increasing economic output and employment.

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<sup>1</sup> We also always ensure that people can participate in consultations via post or phone to ensure that all can take part.

- [Inclusive Growth and Public Policy panel](#). This panel was established to support the LEP Board and Combined Authority's ambition to secure inclusive growth.
- [Place panel](#). This panel's aim is to develop strategic housing and regeneration policy, fulfil duty to cooperate requirements around local planning and achieve a more integrated place based approach to how public assets are used to support economic growth.
- Business Communications Group. This group is made up of spokespeople from key business representative organisations. They play an active role in supporting business growth in the region by helping to coordinate effective communications with the businesses community

## Partners in West Yorkshire

The West Yorkshire Combined Authority is not the only organisation that wants to see West Yorkshire recognised globally as a world-leading region. But we are the organisation best placed to bring different groups together around shared objectives. We work with other organisations in West Yorkshire to consider their priorities, benefit from their expertise and to better deliver our services and projects.

At all times this includes our local authority partners of Bradford, Calderdale, Kirklees, Leeds and Wakefield, all of whom are represented by local leaders on the Combined Authority board. All of our advisory panels and groups include representatives from the five local authorities as well. We also make sure that our policies and strategies reflect their local priorities, take full account of their own policies and strategies and build on the work that they are already undertaking. And just as some decisions are best taken at a regional level, we know that some decisions are best made at a local level by those even closer to those that they affect.

Key policies and strategies produced by our local authority partners include:

- [Bradford Economic Strategy 2018-2030](#)
- [Calderdale Inclusive Economy Strategy 2018-2024](#)
- [Kirklees Economic Strategy 2019-2025](#)
- [Leeds Inclusive Growth Strategy 2018-2023](#)
- [Wakefield District Economic Strategy 2018-2023](#)

Further examples of how we work in partnership with other organisations in West Yorkshire include:

The West Yorkshire Bus Alliance is a voluntary partnership that brings together the Combined Authority, bus operators and representatives of passenger interests. It provides a structure for them to work together to improve bus services and deliver an affordable and reliable bus network. This includes making fares easier to understand, introducing new less polluting vehicles with better facilities such as free Wi-Fi, and providing better journey planning information.

The Place-Based Economy Network (PERN) a multi-University network of experts in local and regional economic recovery, to support the Combined Authority and the LEP (and other public bodies, such as local authorities) in the design, plan and implementation of COVID-19 recovery efforts. The offers access to academic expertise as well as practical and applied research.

## **Working as one Yorkshire**

Working together as West Yorkshire means that we can work at a level that reflects people's everyday lives across the area that they live and work in. But we're proud of to be part of Yorkshire and there are areas where it makes sense to work together as the whole of Yorkshire, such as promoting tourism and our shared cultural heritage. The Yorkshire Leader's Board brings together representatives from 20 council's across Yorkshire to facilitate collaboration on a Yorkshire-wide basis.

## **Building the Northern Powerhouse**

We also collaborate with the rest of the North of England to overcome the greatest challenges posed by the unbalanced nature of the UK economy and create the Northern Powerhouse. We're active members of a number of pan-Northern bodies and together we have co-produced a number of joint strategies that seek to level up the North.

We're part of [Transport for the North](#) (TfN), England's first sub-national transport body. TfN brings us together with the north's other local transport authorities, business leaders and government to enable the North to speak with one voice on the transport investment needed to drive growth and rebalance the economy.

We're also part of [the NP11](#), a business led voice for the North that brings together the 11 Local Enterprise Partnerships from across the Northern Powerhouse. NP11 works in partnership across the public and private sectors to drive economic prosperity.

In many cases working with our partners across the north helps us achieve our priorities for West Yorkshire too. This includes boosting productivity through the commissioning of the Northern Powerhouse Independent Economic Review, tackling the climate emergency through the planting of the Northern Forest and delivering 21st century transport through the construction of Northern Powerhouse Rail.

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# West Yorkshire Strategic Economic Framework: draft headline indicators

221

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DRAFT - August 2020

Agenda Item 10  
Appendix 5

# 21<sup>st</sup> Century Transport

222

Indicator title	Description
Access inequality ratio (employment)	Ratio of jobs that can be accessed within 30 minutes by bus compared with those accessible by car from the 10% most deprived neighbourhoods in West Yorkshire
West Yorkshire mode share	Average number of trips / distance travelled by mode by WY residents, based on NTS trip rates
Reported road casualties	Total killed or seriously injured casualties in the West Yorkshire area.
Public satisfaction with bus and rail services in the region	Satisfaction scores for local bus and rail services as per the West Yorkshire Public Perceptions of Transport Survey
MCard ticket transactions (bus)	Annual number of bus trips made using MCard products
Satisfaction with highway infrastructure	Average weighted satisfaction score (by importance) of infrastructure maintenance items, such as condition of roads, quality of street lighting etc

# Boosting productivity (1)

223

Indicator	Description
Productivity	Nominal gross value per hour worked
Full-fibre coverage	Full-fibre coverage (% premises connected - FTTP or FTTH)
Take-up of superfast (or above) broadband services	% of properties that use superfast or ultrafast (at least 300 Mbit/s) services in areas where at least superfast broadband is available
Mobile coverage (4G and 5G)	% of area with access to good 4G and 5G mobile coverage (indoors)
Employment rate	% of 16-64 resident population in employment
Businesses engaging in innovation activity	% of businesses in the area that have engaged in innovation, including new / improved products or services, new technologies, knowledge transfer etc
Goods / services exports as % of GVA	Value of i) goods and ii) services exports expressed as a proportion of total GVA

## Boosting productivity (2)

224

Indicator	Description
% qualified at level 4 and above	% of population aged 16-64 with highest qualification at Level 4 and above
Cultural sector contribution to employment	% of jobs that fall within cultural activities sector
Economic output (GVA)	Gross value added (balanced) at current basic prices
Economic output (GVA) per head	Gross value added (balanced) per head of population at current basic prices
Private sector businesses	Number of private sector workplaces per 1,000 resident population
Business birth rate	Proportion of active businesses that began trading in reporting year

# Inclusive growth (1)

Indicator	Description
% of households in fuel poverty	Proportion of households in fuel poverty - required fuel costs are above average and would take household below poverty line were that amount to be spent.
% qualified below level 2	% of population aged 16-64 with highest qualification below level 2 or no formal qualifications
Unemployment rate	Proportion of labour force who are unemployed and actively seeking and available for work
Housing affordability	Ratio of lower quartile house price to lower quartile earnings
Rented housing costs	Median monthly rents for private sector two bedroom properties
% of employees in quality work	% of employees who have good hours, a desired contract type, and are not in low pay
Apprenticeship starts	Number of people starting an apprenticeship each academic year

225

## Inclusive growth (2)

226

Indicator	Description
Life expectancy	Inequality in healthy life expectancy at birth
Premises at risk of flooding	Number of homes and commercial units by likelihood of flooding
Jobs paying below Real Living Wage	% of local jobs that pay below the Living Wage Foundation's Real Living Wage threshold
Gross disposable household income	Gross disposable household income per head
Net additional dwellings	Net gain in dwellings based on local authority estimates of gains and losses of dwellings during each year
Employment rate gap for disadvantaged groups	Proportion of people in employment in disadvantaged groups (disabled, BAME, aged over-50) versus overall employment rate
People without basic digital skills	Proportion of people who lack digital skills needed to operate in society and / or the workplace
NEETs	Percentage of 16-17 year olds NEET or activity not known

# Tackling the Climate Emergency

227

Indicator	Description
CO2 emissions (ktCO2)	Carbon dioxide emissions estimates at local authority level
CO2 emissions (ktCO2) by sector: *Domestic *Industry and commercial *Transport	Contribution of different sectors of local economy to total carbon emissions
Emissions intensity ratio	Ratio of carbon emissions to gross value added (indicator of carbon-intensity of economy)
Access to Green and Blue infrastructure	% of population within easy reach of network of green and blue infrastructure
Building energy efficiency	Average Energy Performance Certificate rating of domestic properties

# Securing money and powers

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<b>Indicator</b>	<b>Description</b>
Net contribution of local area to exchequer	Balance between taxes and public spending attributable to West Yorkshire. Ambition is to make area a net contributor to national economy



**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Statement of Common Ground**

**Director:** Alan Reiss, Director Policy, Strategy and Communications

**Author:** Alison Gillespie, Policy Manager, Planning Coordination

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

## 1. Purpose of this report

- 1.1 To seek endorsement of the revised Statement of Common Ground (SoCG) by the Combined Authority.

## 2. Information

- 2.1 The Ministry of Housing, Communities and Local Government (MHCLG) set out in the updated National Planning Policy Framework (NPPF) (February 2019) that all local planning authorities are required to produce, maintain and update a SoCG.
- 2.2 MHCLG requires that a SoCG has to be produced to support more effective joint working where planning issues need to be addressed by more than one local planning authority. The objectives of the policy are to:
- a) Increase certainty and transparency, earlier on in the plan-making process, on where effective co-operation is and is not happening;
  - b) encourage all local planning authorities, regardless of their stage in plan-making, to co-operate effectively and seek agreement on strategic cross-boundary matters, including planning for the wider area's housing need; and

c) Help local planning authorities demonstrate evidence of co-operation by setting clearer and more consistent expectations as to how co-operation in plan-making should be approached and documented.

### **Version 1 of the Statement of Common Ground (2018)**

- 2.3 On 31 August 2018 Heads of Planning approved the initial Leeds City Region SoCG, following participation in a pilot to prepare a Statement. It was agreed that the SoCG would be taken through individual local authority approval processes. The SoCG was subsequently endorsed by LCR Directors of Development on 7 September 2018, Place Panel on 24 October 2018 and Combined Authority on 13 December 2018. The initial SoCG has attained individual local approval by all LCR constituent authorities with the exception of City of York and Craven who were unable to take the document forward for approval at that time due to the stage in the Local Plan preparation process. These timing issues have now been resolved in the preparation of this updated version of the Statement.

### **Revision of the Statement of Common Ground (2020)**

- 2.4 In accordance with the requirements of the NPPF and national planning practice guidance the SoCG commits to being kept under review and maintained to reflect the most up-to-date and readily available information.
- 2.5 The Combined Authority, in collaboration with City Region Heads of Planning Group has prepared an updated draft of the SoCG, a final version of which was agreed at their meeting on the 7 Feb 2020. A summary of key changes to the updated SoCG include:
- Matter 20 under the 'Transport' section has been amended to make reference to '*planning for an integrated mass transit system for West Yorkshire*'
  - Addition of a 'Climate Change' section detailing the agreement of work to be undertaken by the Partner Councils towards tackling the climate emergency
  - Addition of a 'Health and Well-being' section referencing the ability of plan making to contribute towards the delivery of healthy places
  - Addition of an 'Education' section agreeing to the sufficient provision for education needs arising from new development
- 2.6 The document was considered by Directors of Development on the 6 March 2020 and endorsed by Place Panel on 28 July 2020. The SoCG has been signed by all LCR Partner Councils (in most cases by the member that holds the portfolio for planning). As all signatures have now been provided by participating authorities it is recommended the Statement be signed by the West Yorkshire Combined Authority. Once signed by the West Yorkshire Combined Authority this will allow the Statement to be taken through individual local authority approval processes, as required and depending on local schemes of delegation.

2.7 On 6 August 2020, the Government published a White Paper entitled *Planning for the future*, which makes a range of proposals to reform the planning system in England. Given that these are only proposals, they do not affect the recommendation to approve the Statement of Common Ground. Further reports on implications of the Government's planning proposals will be brought to a future meeting of the Combined Authority.

### **3. Clean Growth Implications**

3.1 There are no clean growth implications directly arising from this report.

### **4. Inclusive Growth Implications**

4.1 There are no inclusive growth implications directly arising from this report.

### **5. Financial Implications**

5.1 There are no financial implications directly arising from this report. The Statement of Common Ground has been developed internally by the West Yorkshire Combined Authority Policy and Strategy team in partnership with all Leeds City Region Local Planning Authorities.

### **6. Legal Implications**

6.1 There are no legal implications directly arising from this report.

### **7. Staffing Implications**

7.1 There are no staffing implications directly arising from this report.

### **8. External Consultees**

7.1 No external consultations have been undertaken.

### **9. Recommendations**

9.1 That the Combined Authority endorses the revised Statement of Common Ground (2020) as appended to this report.

### **10. Background Documents**

There are no background documents referenced in this report.

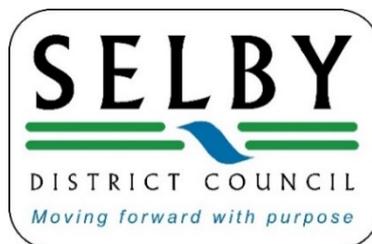
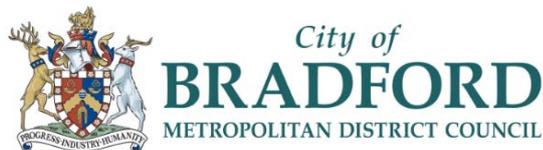
### **11. Appendices**

Appendix 1 – Statement of Common Ground (2020)

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# Leeds City Region Statement of Common Ground

March 2020



## 1.0 Introduction

- 1.1 The Leeds City Region partner councils have prepared this Statement of Common Ground in response to the requirement as set out in the revised [National Planning Policy Framework](#) (NPPF) published in February 2019.
- 1.2 The approach set out in this Statement of Common Ground is in accordance with the requirements within the Government's [Planning Practice Guidance](#).

## 2.0 Geographical Area

- 2.1 It has been jointly determined that this Statement of Common Ground will cover the geographical area as illustrated in Figure 1. The justification for the choice of this geography is a combination of:
  - The existence of governance frameworks including the Leeds City Region Local Enterprise Partnership (LEP), West Yorkshire Combined Authority and associated Panels.
  - Evidence to support this geography as a functioning economic area and existence of a comprehensive evidence base and a shared policy position on economic growth as set out in the [Strategic Economic Plan](#) (SEP).
  - The existence of well-established, common approaches and tools used by authority partners to address duty-to-cooperate requirements, (as set out in the Leeds City Region Statement of Cooperation for Local Planning (Revised 2018)).
- 2.2 The Partner Councils are 'parties' responsible for developing and maintaining the Statement of Common Ground and are listed below.

### Parties

Barnsley Metropolitan Borough Council  
City of Bradford Metropolitan District Council  
The Borough Council of Calderdale  
Craven District Council  
Harrogate Borough Council  
The Council of the Borough of Kirklees  
Leeds City Council  
Selby District Council  
The Council of the City of Wakefield  
City of York Council  
West Yorkshire Combined Authority  
North Yorkshire County Council

- 2.3 Also listed below are the Prescribed Bodies as identified in NPPF, these bodies (where relevant) will be notified of the publication of this Statement of Common Ground and invited to support its objectives.



### 3.0 Governance Process

- 3.1 This Statement of Common Ground will be approved and kept under review by the parties as listed in Section 2.2 of the Statement.
- 3.2 The West Yorkshire Combined Authority Place Panel provides oversight on joint-working on planning matters, all Leeds City Region partner councils are represented on this panel. The functions of the Place Panel include evidencing compliance with the statutory duty to cooperate in relation to planning of sustainable development.
- 3.3 The Leeds City Region Statement of Cooperation for Local Planning (March 2016) sets out the cooperation process in the Leeds City Region.

### 4.0 Monitoring and Review

- 4.1 This Statement of Common Ground will be kept under review and maintained to reflect the most up-to-date and readily available information. A review by the LPA's and the Prescribed Bodies to establish whether the document needs to be updated will be carried out annually.
- 4.2 When updating this Statement the adoption of neighbouring, or overlapping, statements of common ground covering other geographical areas will be reflected.

### 5.0 Leeds City Region Joint Working on Planning Matters

- 5.1 As a polycentric economic area there are centres of different economic strength including Barnsley, Bradford, Halifax, Harrogate, Huddersfield, Selby, Skipton, Wakefield and York which surround the economic core of Leeds.
- 5.2 Interdependencies and commuting movements are complex and have resulted in a strong history of collaboration on spatial planning issues across the Leeds City Region. The polycentricity of the sub region has driven patterns of growth and our collective approach to planning. Our approach is to prepare complementary local plans that collectively reflect a shared ambition for inclusive and sustainable growth.
- 5.3 An [interactive infrastructure map](#) has been prepared in partnership with all partner councils for the purposes of sharing spatial information on infrastructure and planned growth. The map provides a collective position on current (or emerging) local plan growth and spatial priority areas. It can also be used to identify / illustrate cross boundary matters and to consider infrastructure needs and inter-relationships between infrastructure types.
- 5.4 Collaboration on planning matters results in better planning outcomes and is undertaken between partner councils for a number of reasons, including:
  - The main functional trends and drivers for change that affect places operate at a spatial scale above local authority level. Housing markets, commercial

property markets, labour markets, business agglomeration effects and supply chains, travel to work areas, utilities networks and water catchments for example do not stop at local authority boundaries. In the context of the Duty to Cooperate, understanding these greater-than-local trends and engaging with partners to identify and resolve issues is essential.

- There is a collective interest across partner councils in the success of the most strategically important places of growth, regeneration and change, including growth corridors that will drive the city region's economy. Local policy development cannot be undertaken in isolation, partner councils within the Leeds City Region are actively engaged in identifying and promoting / delivering strategic priorities.
- Planning policy at a local authority level relies, to some extent, on an evidence base and technical work developed across local authority boundaries because the matters being considered have cross boundary implications. Examples of this include economic forecasts, population and household projections, analysis of opportunities and constraints relating to infrastructure, supply and demand for minerals and data analysis on waste arisings. All of these areas of policy will benefit from technical work based on a geography that is wider than the local authority level.

## 6.0 Planning for Housing in the Leeds City Region

- 6.1 The unique geography of the Leeds City Region determines that the partner councils have a close, but not dependent, relationship on each other for accommodating housing need.
- 6.2 The existing and emerging suite of Local Plans set out the approach to meeting local housing need. In development of these plans partner councils consider what the most sustainable local patterns of development are, undertaking local green belt reviews where necessary.
- 6.3 There are specific settlements and areas of open countryside where cross-boundary cooperation on the most effective and sustainable patterns of development are required. These areas are an ongoing focus for detailed Duty to Cooperate work on a bilateral basis between partner councils.
- 6.4 With regard to housing need all Leeds City Region Local Planning Authorities are planning for their own need within their own Local Authority boundaries. For the avoidance of doubt, based on current plan targets (some draft) there is no housing shortfall or distribution of unmet need required.
- 6.5 Cumulative housing targets for the Leeds City Region:
- 12,350 dpa (Local Plan targets at January 2020 – some draft)

Refer to Appendix 1 for full local authority breakdown of housing need figures and targets.

## 7.0 Matters on Which Parties Agree

- 7.1 The following have been identified as matters on which the parties agree relating to the strategic matters of Inclusive Growth, Housing, Green belt, Employment, Transport, Minerals and Waste, Climate Change, Environment, Health and Well-being, and Education.

### Inclusive Growth

Parties agree to:

- 1) maintain progress on local plans in line with indicative timetables to ensure we are collectively and proactively planning for inclusive / sustainable growth.
- 2) consider local plan timescales in the context of emerging strategic priorities recognising the benefits of alignment for cross-boundary working.
- 3) maintain and strengthen the existing robust and proportionate evidence base to give a clear understanding of economic forecasts, housing needs, infrastructure capacity constraints and opportunities and environmental constraints and characteristics.
- 4) adopt common approaches to viability across the city region.
- 5) take account of the Leeds City Region and York, North Yorkshire and East Riding Strategic Economic Plans and the emerging Leeds City Region and York, North Yorkshire and East Riding Local Industrial Strategies and supporting Strategic Economic Frameworks in preparing local plans.
- 6) take account of economic forecasts from the Regional Econometric Model (REM) in undertaking modelling for local plans.
- 7) ensure that local plans drive transformation of economic, environmental and social conditions in the seven urban growth centres of Bradford, Halifax, Huddersfield, Leeds (including the South Bank), Wakefield, Barnsley and York, (as Spatial Priority Areas (SPAs) identified in the Leeds City Region SEP) including spreading the benefits of continued growth of the Leeds economy as the City Region's economic centre.

### Housing

Parties agree to:

- 8) plan for between 10,000 and 13,000 additional homes per year in the Leeds City Region up until 2031 as stated in the Leeds City Region SEP.
- 9) include the calculation of housing need figures based upon the Government's finalised methodology for calculating local housing need<sup>1</sup>, taking account of economic uplift / market conditions as necessary in preparation of local plans.
- 10) to plan for their own need within their own Local Authority boundaries taking account of housing market geographies as detailed in the shared evidence report '[Leeds City Region Housing Market Areas' \(CURDS July 2016\)](#), as updated by local strategic housing market assessments.
- 11) use the plan making system to maximise delivery of affordable housing.

<sup>1</sup> with the exception of local planning authorities who have submitted local plans for examination prior to 24<sup>th</sup> January 2019 (i.e. the revised NPPF transitional period).

- 12) explore the opportunity to improve the quality of new housing through development plan policy reflecting an ambition to drive consistent, high quality design standards across the Leeds City Region.
- 13) ensure that local plans drive housing delivery in the six housing growth areas of Bradford-Shipley Canal Road corridor, Castleford Growth Zone, East Leeds Extension, North Kirklees Growth Zone and Wakefield City Fields, plus York Central (as SPAs identified in the Leeds City Region SEP).
- 14) Ensure housing and employment growth are planned holistically in order to ensure sustainable patterns of development across the city region.

### Green belt

Parties agree to:

- 15) undertake local reviews of green belt as required in preparing local plans where consideration of reasonable options for meeting development needs by other means has taken place.

### Employment

Parties agree to:

- 16) plan for employment growth of 35,700 net additional jobs above baseline job growth projections to 2036 in the Leeds City Region as a shared ambition identified in the Leeds City Region SEP.
- 17) ensure that local plans drive employment growth in the 16 employment growth areas as identified in the Leeds City Region SEP. These include mixed use sites and the [Enterprise Zones](#) (EZs) of York, Leeds (Phase 1 Leeds City Region EZ) and the 10 sites across the five West Yorkshire districts which are located along key arterial routes of M1, M62 and M606 corridors (Phase 2 Leeds City Region EZ).

### Transport

Parties agree to:

- 18) support the delivery of objectives and targets in the [Transport for the North Strategic Transport Plan](#) (2019), [West Yorkshire Transport Strategy 2040](#), [North Yorkshire Local Transport Plan \(2016-2045\)](#), [Leeds City Region HS2 Growth Strategy \(2018\)](#), [West Yorkshire Low Emissions Strategy \(2016 – 2021\)](#), [Sheffield City Region Transport Strategy 2040](#), emerging rail strategy and emerging Leeds City Region Connectivity Strategy.
- 19) support the safeguarding and delivery of critical strategic routes and collaborate across boundaries (including beyond the Leeds City Region) to make best use of inter-regional road, rail and water transport networks including for the purposes of freight movements and to enable use of the most sustainable modes.
- 20) plan for significant transport infrastructure in the Leeds City Region including planning for an integrated mass transit system for West Yorkshire.

- 21) align funding opportunities to deliver strategic growth objectives to ensure that development plans are deliverable; with a particular focus on SPAs as identified in the Leeds City Region SEP and where significant growth is identified in emerging local plans.
- 22) maintain support for strategic transport infrastructure that directly underpins housing and employment growth, particularly where this enables allocations to be fully developed contributing to the supply of new homes and/or jobs.

### Minerals and Waste

Parties agree to:

- 23) sharing data / information both within and beyond the Leeds City Region on minerals and waste matters and to maintaining a shared, proportional evidence base including keeping up-to-date the West Yorkshire Waste Model (for relevant partner councils), undertaking regular waste capacity gap analysis and jointly preparing and aligning Local Aggregate Assessments (LAAs) on an annual basis.
- 24) review a joint position on safeguarding of wharves and rail sidings.
- 25) encourage the movement of Marine Aggregates into the Leeds City Region to help maintain an adequate supply and reduce pressure on sensitive land resources.

### Climate Change

Parties agree to:

- 26) work towards contributing to the national target of being carbon neutral by 2050 alongside local targets and targets in national and local climate emergency declarations, and collaborating where appropriate to accelerate progress towards a carbon neutral city region.
- 27) specifically, reflect in local plans or supplementary planning policy the commitment of the [Leeds City Region Climate Coalition](#) and the [Leeds City Region Energy Strategy and Delivery Plan](#) to become a net zero carbon City Region by 2038 at the latest with significant progress by 2030<sup>2</sup>.

### Environment:

Parties agree to:

- 28) reflect in local plans the commitments in the [Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan](#), supporting shared ambitions to improve green and blue infrastructure (particularly in areas of poor health and deprivation).
- 29) work collaboratively to prepare catchment wide evidence on all forms of flooding; to increase the collective understanding of Natural Flood Risk Management and sustainable drainage systems; and ensure best practice on flood risk management in Local Plans and Development Management

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<sup>2</sup> Leeds City Council have a stated target to be a net zero carbon city by 2030.

decisions, with a view to making the Leeds City Region an exemplar of good practice.

- 30) ensure net biodiversity gains are achieved for developments across the city region.

**Health and Well-being:**

Parties agree to:

- 31) understand the pipeline of housing development and its potential to deliver healthy places through plan making, including working closely with Clinical Commissioning Groups.

**Education:**

Parties agree to:

- 32) ensure sufficient provision is made for the education needs arising from new development, including the creation, expansion and alteration to schools.

## 8.0 Signatures

**SIGNED by**

Cllr. Alex Ross-Shaw

.....  
**for and on behalf of the City of  
Bradford Metropolitan District  
Council**



.....  
**Signature**

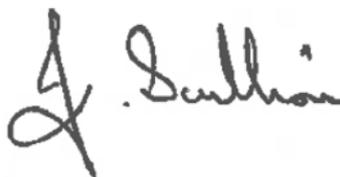
Portfolio Holder for Regeneration,  
Planning & Transport

.....  
**Title**

**SIGNED by**

Cllr. Jane Scullion

.....  
**for and on behalf of the Borough  
Council of Calderdale**



.....  
**Signature**

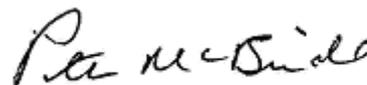
Cabinet Member, Regeneration and  
Resources

.....  
**Title**

**SIGNED by**

Cllr. Peter McBride

.....  
**for and on behalf of the Council of  
the Borough of Kirklees**



.....  
**Signature**

Deputy Leader of the Council and  
Cabinet Member for Regeneration

.....  
**Title**

**SIGNED by**

Cllr. Lisa Mulherin

.....  
**for and on behalf of Leeds City  
Council**



.....  
**Signature**

Executive Board Member for Climate  
Change, Transport and Sustainable  
Development

.....  
**Title**

**SIGNED by**

Cllr. Denise Jeffery

.....  
**for and on behalf of the Council of  
the City of Wakefield**



.....  
**Signature**

Leader of Wakefield Council  
.....  
**Title**

**SIGNED by**

Neil Ferris

.....  
**for and on behalf of City of York  
Council**



.....  
**Signature**

Corporate Director of Economy and  
Place  
.....  
**Title**

**SIGNED by**

Cllr. Tim Cheetham

.....  
**for and on behalf Barnsley  
Metropolitan Borough Council**



.....  
**Signature**

Cabinet Spokesperson, Place  
(Regeneration and Culture)  
.....  
**Title**

**SIGNED by**

Cllr. Rebecca Burnett

.....  
**for and on behalf Harrogate  
Borough Council**



.....  
**Signature**

Cabinet Member for Planning  
.....  
**Title**

**SIGNED by**

Cllr. Richard Musgrave

.....  
**for and on behalf Selby District  
Council**



.....  
**Signature**

Deputy Leader and Lead Executive  
Member for Place Shaping

.....  
**Title**

**SIGNED by**

Cllr. Richard Foster

.....  
**for and on behalf Craven District  
Council**



.....  
**Signature**

Leader of Craven District Council

.....  
**Title**

**SIGNED by**

Cllr. Andrew Lee

.....  
**for and on behalf of North Yorkshire  
County Council**



.....  
**Signature**

Cabinet Member

.....  
**Title**

**Additional Signatories**

**SIGNED by**

.....  
**for and on behalf of West Yorkshire  
Combined Authority**

.....  
**Signature**

.....  
**Title**

## Appendix 1 – Leeds City Region Partner Councils Housing Requirements (as of March 2020)

Local Authority	Adopted Local Plan		Emerging Local Plan		Notes on Adopted/Emerging Local Plan Requirement
	Standard Method for Calculating Local Housing Need <sup>3</sup> (dpa)	Local Plan Housing Requirement <sup>4</sup> (dwellings per annum (dpa))	Standard Method for Calculating Local Housing Need <sup>3</sup> (dpa)	Local Plan Housing Requirement <sup>4</sup> (dpa)	
Barnsley	1,134*	1,134	-	-	<b>Adopted Local Plan</b> (Jan 2019). Plan period 2014-2033. Plan period Requirement 21,546. *Based upon Objectively Assessed Need.
Bradford	2,476	2,476	1,703	1,703	<b>Adopted Core Strategy</b> (July 2017) 42,100 over period 2013-2030.  <b>Emerging Core Strategy:</b> Partial Review Preferred Options Consultation (July 2019). Plan period 2020-2037. Plan period Requirement 28,951.
Calderdale	-	450	818 <sup>#</sup>	997*	<b>Adopted Replacement Unitary Development Plan</b> (August 2006) Amended by SoS August 2009. 6,750 dwellings between 2001 - 2016.  <b>Emerging Local Plan:</b> Revised Housing Requirement following Stage 1 Hearings (October 2019). Period 2018/19-2032/33. Plan period Requirement 14,950. #For period 2018-2028, 2018 Affordability Ratio.

<sup>3</sup> Planning Practice Guidance (Housing and economic needs assessment, Para 010) states 'The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area.'

<sup>4</sup> NPPF (Para 65) states: 'Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period.'

					*per annum average. Awaiting outcome of Examination with regard to the stepping of housing throughout the plan period.
<b>Craven</b>	123	230	-	-	<b>Adopted Local Plan</b> (November 2019). The standard method for Calculating Local Housing Need is taken from latest MHCLG figures for the Housing Delivery Test for 2017/18.
<b>Harrogate</b>	390	637	-	-	<b>Adopted Local Plan</b> (March 2020). Plan period 2014-2035. Plan period requirement 13,377.
<b>Kirklees</b>	1,730*	1,730	-	-	<b>Adopted Local Plan</b> (Feb 2019). Plan period 2013-2031. Plan period Requirement 31,140. *At the time the Local Plan was examined the latest published government Local Housing Need Assessment by district stated 1,707 dpa for Kirklees. The 1,730 dpa figure in this table is based upon Objectively Assessed Need as set out in the recently adopted Local Plan.
<b>Leeds</b>	2,649	3,247	-	-	<b>Adopted Core Strategy</b> Selective Review (Sept 2019). Plan period 2017-2033. Plan period Requirement 51,952.
<b>Selby</b>	450	450	365	TBC	<b>Adopted Local Plan</b> (Oct 2013).  <b>Emerging Local Plan:</b> The Issues and Options document will be consulted upon between 24 January and 6 March 2020 which comprises the first stage of the Local Plan. The Local Plan housing requirement figure has yet to be established but will be informed by a new Housing and Economic Development Needs Assessment, responses to the Issues and Options consultation and early discussions with Duty to Cooperate partners.

<b>Wakefield</b>	977	1,600*	977	1,400	<p><b>Adopted Core Strategy</b> (April 2009) 2008-2026. *This figure is now out of date when para. 73 of the NPPF is applied.</p> <p><b>Emerging Local Plan:</b> Initial Draft (Dec 2018). Plan period 2017/18-2035/36 (19 years). Local Plan Requirement will be a range, currently 977 - 1,400 dpa. Local Plan period Requirement range (18,563 - 26,600). The bottom of these ranges will change annually when new data is published to allow recalculation using the standard method.</p>
<b>York</b>	-	-	-	822	<p><b>Draft Local Plan Incorporating the 4<sup>th</sup> set of changes</b> (Approved April 2005).</p> <p><b>Emerging Local Plan</b> submitted for Examination on 25 May 2018. Proposed Modification (June 2019) to Publication version of the Plan to identify a housing requirement of 822 dpa based upon an updated OAN of 790 dpa plus inherited shortfall/backlog from 2012 to 2017. Plan period 2017-2032/33.</p>
<b>Total</b>				<b>12,350*</b>	<p>*If a Local Authority is not currently developing a Local Plan the adopted local plan housing requirement has been used to calculate the total City Region figure.</p>

<b>Leeds City Region SEP Scenario</b>	10,239 – 12,948 (mid-point 12,038)	Based on economic growth scenario Jobs-led (REM) EA2 (see paragraph 3.8). This scenario provides a useful starting point in establishing the general scale of growth across the City Region; however, the economic scenario for the City Region does not constitute Objectively Assessed Need.
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## Appendix 2 – Document References

### National Documents:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2> - National Planning Policy Framework

<https://www.gov.uk/government/collections/planning-practice-guidance> - National Planning Practice Guidance

### Sub-national Documents:

<https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf> - Transport for the North, Strategic Transport Plan (February 2019)

### Leeds City Region Documents:

<https://www.westyorks-ca.gov.uk/growing-the-economy/economic-strategy/> - Leeds City Region Strategic Economic Plan (May 2016)

<https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/> - Leeds City Region Infrastructure Map

<https://www.the-lep.com/media/2263/lcr-hma-final-report-oct16.pdf> - Leeds City Region Housing Market Areas, CURDS (July 2016)

<https://www.westyorks-ca.gov.uk/projects/priority-4d-enterprise-zones/> - Leeds City Region Enterprise Zones

<https://www.westyorks-ca.gov.uk/improving-transport/leeds-city-region-hs2-growth-strategy/> - Leeds City Region HS2 Growth Strategy (2018)

<https://www.westyorks-ca.gov.uk/all-news-and-blogs/politicians-businesses-and-young-people-join-forces-as-leeds-city-region-climate-coalition/> - Leeds City Region Climate Coalition Article (10 July 2019)

<https://www.westyorks-ca.gov.uk/media/2424/leeds-city-region-energy-strategy.pdf> - Leeds City Region Energy Strategy and Delivery Plan (December 2018)

<https://www.westyorks-ca.gov.uk/media/2432/leeds-city-region-green-and-blue-infrastructure-4-page-final.pdf> - Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan – Executive Summary

**West Yorkshire Documents:**

<https://www.westyorks-ca.gov.uk/media/2379/transport-strategy-2040.pdf> - West Yorkshire Transport Strategy 2040

<https://www.bradford.gov.uk/media/3590/west-yorkshire-low-emissions-strategy.pdf> - West Yorkshire Low Emissions Strategy (2016-2021)

**Partner Council Documents:**

<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/barnsleys-local-plan/> - Barnsley Adopted Local Plan (January 2019)

<https://www.bradford.gov.uk/Documents/planningStrategy/adopted%20core%20strategy/10/Adopted%20core%20strategy//1%20Core%20Strategy%20full%20document.pdf> – Bradford Adopted Core Strategy (July 2017)

<https://www.calderdale.gov.uk/v2/sites/default/files/replacement-unitary-development-plan.pdf> - Calderdale Adopted Replacement Unitary Development Plan (August 2006) (Amended by SoS August 2009)

<https://www.cravendc.gov.uk/media/8733/z-local-plans-ldf-314-local-plan-adoption-2019-lp-adoption-docs-final-adoption-local-plan-pdfs-craven-local-plan-appendices-and-policies-map.pdf> - Craven Adopted Local Plan (November 2019)

[https://www.harrogate.gov.uk/info/20101/planning\\_policy\\_and\\_the\\_local\\_plan](https://www.harrogate.gov.uk/info/20101/planning_policy_and_the_local_plan) - Harrogate District Adopted Local Plan (March 2020)

<https://www.kirklees.gov.uk/beta/planning-policy/pdf/local-plan-strategy-and-policies.pdf> - Kirklees Adopted Local Plan, Strategy & Policies (February 2019)

<https://www.leeds.gov.uk/Local%20Plans/Adopted%20Core%20Strategy/Consolidated%20Core%20Strategy%20with%20CSSR%20Policies%20Sept%202019.pdf> – Leeds Adopted Core Strategy Selective Review (September 2019)

[https://www.selby.gov.uk/sites/default/files/Documents/CS\\_Adoption\\_Ver\\_OCT\\_2013\\_REDUCED.pdf](https://www.selby.gov.uk/sites/default/files/Documents/CS_Adoption_Ver_OCT_2013_REDUCED.pdf) - Selby Adopted Core Strategy Local Plan (October 2013)

<http://www.wakefield.gov.uk/Documents/planning/planning-policy/local-plan/core-strategy/core-strategy.pdf> - Wakefield Adopted Core Strategy (April 2009)

[https://www.york.gov.uk/downloads/file/3663/the\\_local\\_plan\\_2005\\_-\\_development\\_control\\_local\\_plan\\_full\\_document\\_and\\_appendicespdf](https://www.york.gov.uk/downloads/file/3663/the_local_plan_2005_-_development_control_local_plan_full_document_and_appendicespdf) - City of York Draft Local Plan Incorporating the 4<sup>th</sup> set of changes (Approved April 2005).

**Other Documents:**

<https://www.northyorks.gov.uk/local-transport-plan> - North Yorkshire Local Transport Plan

[https://d2xjf5riab8wu0.cloudfront.net/wp-content/uploads/2019/03/SCR\\_Transport\\_Report-v4.5-04.06.19.pdf](https://d2xjf5riab8wu0.cloudfront.net/wp-content/uploads/2019/03/SCR_Transport_Report-v4.5-04.06.19.pdf) - Sheffield City Region Transport Strategy 2040



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All information correct at time of print (June 20)



**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Corporate planning and performance.**

**Director:** Angela Taylor, Director, Corporate Services

**Author(s):** Louise Porter, Corporate Planning & Performance Manager

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

## 1. Purpose of this report

- 1.1 To note current position on corporate performance including progress against corporate plan priorities, risk management and budget position and seek comment on these matters.

## 2. Information

### Corporate Plan 2020/21

- 2.1 The 2020/21 Corporate Plan as considered at the Combined Authority meeting of 27 July, sets out the vision and objectives for the organisation and the practical steps for how these will be progressed during the year. The plan is structured around the four overarching strategic objectives of boosting productivity, enabling inclusive growth, delivering 21st Century transport and supporting clean growth.
- 2.2 In order to measure the organisation's specific contribution to meeting these four corporate objectives, a set of key performance indicators is being routinely monitored throughout the 2020/21 financial year. A summary of progress against these indicators is provided in **Appendix 1** as part of the wider corporate performance snapshot.

- 2.3 The analysis of performance against objectives to date reflects a positive position overall. Most of the indicators are currently assessed as green.

### **Corporate risk update**

- 2.4 In line with the provisions of the corporate risk management strategy, regular review of the key strategic risks affecting the organisation continues to be undertaken and the corporate risk register updated accordingly. A summary of the headline strategic risks is included at **Appendix 1** to this report.

### **Revenue budget position 2020/21**

- 2.5 A summary of the 2020/21 spend as at July 2020 compared to the approved revenue budget is attached at **Appendix 2**. A RAG rating has been included to identify budgets that need further review.
- 2.6 There are a number of emerging 'red' areas of concern to report. These are related to the Covid-19 pandemic. Key impacts are being felt across commercial income, bus station costs, commission from travel card / MCard sales, bus revenues (for gross cost contracts) and transport service costs.
- 2.7 Regular forecasts will continue to be undertaken during the year to assess the full impact of Covid-19. Recent government funding announcements on bus are being assessed, particularly those relating to schools transport and meeting additional costs. These updates will be brought to future Combined Authority meetings as well as informing the budget planning process for this year and next.

### **2021/22 Budget and business planning**

- 2.8 Work has commenced on the development of budgets and business plans for the 2021/22 financial year. These will be set in the context of the wider financial pressures caused by the Covid-19 pandemic and the new funding framework and responsibilities that will be introduced through the Mayoral Combined Authority model.
- 2.9 It is currently expected that the four overarching strategic priorities of boosting productivity, 21st Century transport, enabling inclusive growth and tackling the climate emergency will continue to form the basis of the 2021/2022 business plans, in addition to considering objectives which are centred around delivering value for money and improving efficiency during the first year of the Mayoral Combined Authority.
- 2.10 It will however also be necessary to build some flexibility into business plans for 2021/22, given that this will be the first year of the Mayoral Combined Authority and in order to take account of any issues arising from the Covid-19 recovery and the formal exit from the European Union.

2.11 It is proposed to consider an initial early draft of the budget with the Budget Working Group in September with a full report then brought to the November meeting of the Combined Authority.

### **3. Clean Growth Implications**

3.1 The approved business plan and budget for 2020/21 includes actions and costs related to delivering against the corporate priority of tackling the climate emergency.

### **4. Inclusive Growth Implications**

4.1 The corporate plan sets out further details regarding the organisation's approach to enabling inclusive growth.

### **5. Financial Implications**

5.1 The financial implications are covered in the body of the report and at the supporting appendices.

### **6. Legal Implications**

6.1 There are no specific legal implications directly arising from this report.

### **7. Staffing Implications**

7.1 There are no staffing implications directly arising from this report.

### **8. External Consultees**

8.1 No external consultations have been undertaken.

### **9. Recommendations**

9.1 That the Combined Authority notes and provides comment on the information on corporate performance.

### **10. Background Documents**

10.1 None.

### **11. Appendices**

Appendix 1 – Corporate Performance Snapshot Report

Appendix 2 – Revenue Budget Monitoring 2020/21

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### Corporate risk summary

		Probability	Impact	Mitigation summary	
Very high	CRR-SD1	<p><b>There is a risk that</b> we fail to fully deliver projects and programmes (i.e. Growth Deal) within timescales or budget, or with the anticipated level of benefits, <b>due to</b> over-optimistic profiles, capacity within both the Combined Authority and District partners and recruitment and retention challenges.</p>	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>• Significant monitoring and controls in place through PMO</li> <li>• Continuing support through 'District Pool' project resource</li> <li>• Call for projects to ensure healthy pipeline of projects/ programmes</li> <li>• Ongoing Review of WY+TF portfolio with Chief Highways Officers</li> </ul>
	CRR-SD2	<p><b>There is a risk that</b> there are challenges and disruption to the way in which the Combined Authority provides services and the resources available to deliver those, <b>due to</b> uncertainty surrounding the UK's future relationship with the EU.</p>	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>• Brexit working group in place with Director representation and links to West Yorkshire Resilience Forum</li> <li>• Ongoing liaison with Bus Operators for reassurance on preparation for fuel or labour shortages</li> <li>• Communications and media campaign has increased to focus on effective signposting and support</li> <li>• Monitoring of legislative developments</li> <li>• Additional grant funding available to support local businesses</li> <li>• Secured additional resources, and refocussed existing ones, to support more businesses to prepare for Brexit and to gain a better understanding of impacts/opportunities on the economy.</li> <li>• Identifying any projects which may be vulnerable to shortages in skilled labour or supply chain disruption</li> </ul>
	CRR-SD5	<p><b>There is a risk that</b> there will be a major impact on achievement of organisational objectives and/or a need to reconsider objectives and divert resources, <b>due to</b> a major unanticipated change in national policy (Brexit; major change in govt policy).</p>	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>• Continued dialogue with Government</li> <li>• Policy and Strategy directorate continuing to monitor emerging national trends</li> <li>• Continued work with local LEPs and Combined Authorities</li> </ul>
	CRR-SD6	<p><b>There is a risk that</b> key corporate objectives cannot be met <b>due to</b> the long term impacts of the COVID-19 pandemic on the regional economy and on travel habits.</p>	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>• Research and Intelligence team modelling potential impacts and long term scenarios</li> <li>• Working closely with partners and representative groups to identify possible long term impacts and develop joint responses</li> <li>• Updating business plans to identify key areas for re-prioritisation</li> </ul>

			Probability	Impact	Mitigation summary
CRR – FR3	<b>There is a risk that</b> the immediate, medium and long term financial health of the Combined Authority will be adversely affected <b>due to</b> the financial impacts of the COVID-19 pandemic	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>Financial scenario undertaken and being continually updated</li> <li>Continued liaison with Government to understand funding opportunities</li> <li>Budget Working Group meeting to oversee response</li> </ul>	
	<b>There is a risk that</b> there will be a significant increase in unemployment across the region, <b>due to</b> the ongoing economic disruption caused by the COVID-19 crisis and the approaching end of the national Job Retention Scheme (furlough)	Likely 4	Serious 4	<ul style="list-style-type: none"> <li>Joint intelligence gathering on the employment impacts– including the demographic, sectoral and geographical impact</li> <li>Current programmes – particularly the Employment Hub and [re]boot – have been flexed to support redundant and furloughed workers</li> <li>Lobbying government for Combined Authorities to be resourced to support people into work and for a national job creation/wage subsidy scheme.</li> <li>Recovery Plan in development including a focus on creating employment and self-employment opportunities.</li> </ul>	
	<b>There is a risk that</b> the Combined Authority is placed under pressure to fund the reinstatement of commercial bus services threatened with withdrawal, <b>due to</b> premature withdrawal of emergency government funding support	Possible 3	Critical 5	<ul style="list-style-type: none"> <li>Continued liaison with Government on funding</li> <li>Close liaison with bus companies to identify cost neutral/effective solutions</li> <li>Review and adapt current mechanism to appraise social and commercial value of threatened services</li> </ul>	

		Probability	Impact	Mitigation summary	
25 High	CRR-DR1	<b>There is a risk that</b> a major contractor/supplier/recipient of Combined Authority funding encounters significant financial difficulties, or enters administration or liquidation, and are therefore unable to deliver agreed projects, <b>due to</b> current uncertainties within the construction industry.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>Contractual KPIs &amp; penalty clauses</li> <li>Agreed escalation routes in contracts</li> <li>Ability to de-scope via change requests with partner buy-in</li> <li>Embed security measures into as many contracts as possible e.g. bond, legal charge, priority in lending hierarchy</li> <li>Regular financial checks in place through Procurement &amp; contract/loan monitoring</li> <li>External consultants procured to advise on future investment strategy/due diligence processes for more commercial deals</li> </ul>
	CRR-FR2	<b>There is a risk that</b> there is insufficient floorspace to generate projected business rates income, <b>due to</b> challenges in bringing forward Enterprise Zone sites within Growth Deal funding and occupier incentive timescales.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>Progress policy gap workstreams in parallel with Delivery</li> <li>Progress detailed due diligence &amp; potential funding/overage agreement negotiations</li> <li>Identify other potential land/property income streams for GD monies</li> </ul>
	CRR-SS1	<b>There is a risk that</b> a major accident or injury occurs at a Combined Authority facility, <b>due to</b> the high volume of people and inherent operational risks present in a bus station, transport interchange or Combined Authority facility.	Unlikely 2	Critical 5	<ul style="list-style-type: none"> <li>Health and safety policies, procedures and processes in place</li> <li>Staff training</li> <li>Ongoing review of Health and Safety risks</li> <li>Working with district emergency planning units to share knowledge and develop joint plans</li> <li>Continued working with police on preventative measures</li> <li>Business Continuity and Disaster Management workshops taking place at corporate level</li> </ul>
	CRR-DR2	<b>There is a risk that</b> significant travel disruption arises from the implementation of major transport investment programmes, <b>due to</b> their intrusive nature, and a lack of effective communication or co-ordination.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>Close working with programme sponsors on phasing out of construction</li> <li>Mitigating travel arrangements</li> <li>Creation of a 'travel demand management plan' to inform and influence travel behaviours</li> <li>Economic analysis taking place to further assess current situations and potential future risks</li> </ul>
	CRR-SD3	<b>There is a risk that</b> there is a substantial reduction or alternation of services to customers, <b>due to</b> the business failure, sale, or substantial change in bus/rail providers.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>Close relationships with operators to obtain early warnings</li> <li>Dialogue with DFT, TFN</li> <li>Work commissioned and in progress to consider future bus options</li> </ul>
	CRR-SD7	<b>There is a risk that</b> frontline services and business as usual activities cannot be adequately provided <b>due to</b> staffing availability issues as a result of the Covid pandemic	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>Staffing levels being monitored and individual circumstances being regularly reviewed</li> <li>Additional staff trained and redeployed into frontline positions</li> <li>Productivity being actively monitored</li> </ul>

		Probability	Impact	Mitigation summary
CRR-SS2	<b>There is a risk that</b> a cyber security malware infection could infiltrate the organisation, <b>due to</b> the growth of cyber crime and organisation targeting which is increasing due to covid19	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>• Systems protected through firewalls</li> <li>• Additional cyber security software in place</li> <li>• Increased training for ICT staff</li> <li>• Regular testing</li> </ul>
CRR-SD10	<b>There is a risk that</b> the Mayoral Order may not be prioritised for parliamentary time and the May 2021 election deadline missed, <b>due to</b> the significant number of other pressing matters within the parliamentary timetable (e.g. Covid19 response, Brexit) that are beyond our control.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>• Ongoing dialogue with government</li> <li>• Consistent messaging to ensure importance of timelines are recognised</li> </ul>
CRR-LC2	<b>There is a risk that</b> a significant legal challenge, is made to the Devolution consultation, <b>due to</b> the more limited range of consultation techniques and tools that can be deployed during the Covid crisis	Unlikely 2	Critical 5	<ul style="list-style-type: none"> <li>• Consultation Institute providing guidance to ensure consultation is as inclusive as possible</li> <li>• Direct mailshots sent to audiences where digital engagement is more challenging</li> <li>• Comprehensive communications activities to promote the consultation in place</li> </ul>
CRR-SD11	<b>There is a risk that</b> the corporate processes, systems and structures needed to support the MCA will not be in place by May 2021, <b>due to</b> the scale of work required within challenging timescales and the need to maintain business as usual activities.	Possible 3	Serious 4	<ul style="list-style-type: none"> <li>• Comprehensive resource mapping exercise taken place across the Corporate Services directorate, and action taken to address key pressure points</li> <li>• Areas identified where consultancy support can be used to relieve pressure on staff</li> </ul>

West Yorkshire Combined Authority Corporate Performance Report 2020 - 2021			RED	significantly off track and at risk of not being achieved
			AMBER	at risk of not being fully achieved, intervention measures in place
			GREEN	considered to be completed/on track to be complete/achievable
Boosting Productivity: Helping businesses to recover from the COVID-19 pandemic and helping people find and retain good jobs			YTD Q1 result (Apr-Jun 2020)	Progress update and RAG status
1. Develop and implement our COVID-19 Economic Recovery Plan	Successfully work with the West Yorkshire Economic Recovery Board to develop long term plans using robust economic and labour market intelligence, and to inform Government on investment required to drive the region's recovery	Economic Recovery plans supported by market intelligence and endorsed by Combined Authority at meeting in July. Secure Govt funding for delivery of 3 stages of the Economic Recovery Plan	On track	The West Yorkshire Economic Recovery plan has been developed in partnership with the West Yorkshire Economic Recovery Board, bringing together local authority leadership, public partners, trade unions and the private and third sector for presentation to the Combined Authority in July. Plans and Performance indicators are being developed as part of the Rescue stage, to support Action Areas: Good jobs & resilient businesses, Skills and Infrastructure detailed in the Economic Recovery Plan.
2. Support business to respond to the challenges & opportunities of Brexit & COVID-19. Providing intensive support to over 1,000 businesses	Number of businesses receiving intensive support for growth and/or business resilience - supported through Growth Service/BGP/SBG/IR/Brexit voucher	Increased from 1000 to 2000	655	292 businesses have received intensive support from Local Authority based Growth Managers, 25 businesses have received capital investment grants and 338 businesses have received business resilience advisory support through the Strategic Business Growth and Investment Readiness programmes. We are delivering a number of additional interventions within existing staff resources and through the pivoting of some existing projects to focus on COVID-19 response. However, we are now at full capacity and will require additional resources to continue to support businesses with recovery and resilience measures. Action plans and required funding are being developed as part of the Economic Recovery Plan
3. Take forward the Future Ready Skills Commission, delivering better skills and training opportunities to local people	Skills Commission: Complete delivery and agree recommendations. Publish/launch final report (September 2020)	Publish/launch final Skills Commission report by end of September 2020 then goes on to be influencing campaign	On track	The Future-Ready Skills Commission is an independent, national Commission supported by the West Yorkshire Combined Authority and made up of experts and leading thinkers from business, education, local government and think tanks. Its primary scope is to understand how the skills system, from post-16 education through to adult skills and career development, could be shaped to better meet the needs of local economies with greater devolution across England, while meeting future challenges and opportunities in the workplace. The launch of the report has been postponed from May to September 2020.
4. Develop specialised business support programmes tailored to COVID-19 recovery	Alignment of programmes to the long term Economic Recovery Plan with support from West Yorkshire Economic Recovery Board and success demonstrated through market intelligence and consultation with local businesses and enterprise	Adaptable teams able to respond to the needs of businesses and local economy recovery, advising Government on regional business support requirements and managing, facilitating the issuing of grants and signposting businesses to available support	On track	Increased capacity of the Business Support Service at pace to accommodate 80% increase in business enquiries. Introduced a Business Coaching scheme for small firms to gain free access to two hours of coaching support from private sector intermediaries. Developed a new Digital Resilience Voucher scheme to provide funding of up to £5k for small firms that need to invest in ICT to enable secure and effective remote working - over 500 applications received in its first week. Adapted the Investment Readiness programme to incorporate webinars on key recovery topics, such as access to finance, cashflow management and customer/supplier relations. Extended Strategic Business Growth programme by two months to provide additional intensive COVID-19 recovery support to 300 high growth SMEs. Further products are in development, including Peer to Peer Network, small firms' membership scheme and cyber security support
5. Invest in digital connectivity	Digital Infrastructure: developing a full fibre infrastructure programme across the region, focusing on hard to reach areas	External funding secured: Working with Department for Digital, Culture, Media & Sport (DCMS) / Building Digital UK (BDUK) on the new Outside In Programme to ensure the priorities of our region are represented and delivery of 100% coverage of gigabit capable broadband by 2025 (in line with national targets)	On track	Collaboration is ongoing with Department for Digital, Culture, Media & Sport (DCMS) / Building Digital UK (BDUK) with initial meetings taking place in August and September 2020, which gave local partners the opportunity to highlight local priorities that should be taken into account in the new national programme.
6. Deliver another 170,000 square footage of commercial space through the Enterprise Zone programme.	Square footage of commercial floor space created through the Enterprise Zone programme	170,400 sq² ft	72,400 sq² ft	Construction progresses ahead of programme at South Kirby with a further 46,000 sq ft of accommodation to be completed by December 2020. Activity also continues at Gain Lane, with delivery of 72,000 sq ft of accommodation on programme to be completed by March 2021.
Enabling Inclusive Growth: Enabling as many people as possible to contribute to, and benefit from economic growth especially those disproportionately affected by the pandemic			YTD Q1 result (Apr-Jun 2020)	Progress update and RAG status
1. Provide a bus network that meets the needs of local communities in the context of COVID-19 recovery	Development and implementation of the Transport Recovery Plan, overseen by Transport Committee and the Economic Recovery Board. Transport Recovery plan measures are a combination of pre-existing Transport Strategy modal targets alongside supplementary recovery plan indicators such as Bus passenger date, Customer complaints monitoring and COVID-19 surveys.	High levels of compliance with social distancing measures on bus network, network capacity target is 45-50% (100% bus mileage = maximum network capacity is 50% with current social distance measures). Minimal Metroline/Bus service passenger complaints	47% capacity	Work has been undertaken and is ongoing, to provide a bus network that balances the safety requirements set out by Government in response to Covid-19, the needs of passengers and local communities and the resources and funding available to do so. There has been extensive consultation and preparatory work to ensure the bus network can efficiently manage the return to school September, alongside the wider Economic Recovery and Transport Recovery plan objectives. Work is also ongoing with DfT to ensure funding for additional network capacity is available as and when necessary.
2. Support people to access employment & retrain, particularly those affected by the COVID-19 crisis	No. of people reached with information on careers linked to labour market information to promote better informed choices.	250,000	12,292	Covid-19 has impacted planned achievement. Career resources have been launched in response to Covid-19, which are aimed to support young people studying at home and [re]boot courses aimed at adults looking to retrain. The planned social media campaign was temporarily put on hold which impacted reach however once the campaign goes live we expect the reach to increase. Due to Covid-19, face to face delivery of Continuing Professional Development (CPD) ceased which also affected our reach but plans are in place to create virtual CPD sessions, the take up of virtual session will be monitored. Further funding and actions plans are being developed as part of the West Yorkshire Economic Recovery Plan.
3. Work closely with schools and colleges to support our most disadvantaged young people	Disadvantaged schools and colleges from deprived areas engaged to improve performance towards good careers benchmarks.	92	5	Quarter 1 figures are expectedly low due to constraints on activity and disruption to normal school operations during April to June lockdown measures however, figures are set to increase through quarter 2 following the start of the academic year in September 2020. We have seen a positive start with school action plans now being completed virtually due to Covid-19 lockdown measures. Schools have reported that the action plans support their progress and strategically link to other plans in schools. The action plans will support next academic year and virtual plans for business engagement.
4. Continued delivery of [re]boot & Employment Hub	Individuals supported to upskill through [re]boot, Employment Hub and teacher Continuing Professional Development (CPD) sessions.	1,000	8	The data shown is for the April-June period. While confirmed Employment Hub and [re]boot data for July is not yet available, July figures will be 300+ which will include our engagement with over 200 employment hub clients and over 100 individuals that have started or are registered to start [re]boot courses. Therefore the overall target of 1000 is expected to be achieved. Due to Covid-19, face to face Continuing Professional Development (CPD) sessions have been unable to go ahead and the team are putting plans in place to deliver virtual sessions. Where possible [re]boot courses will also be delivered virtually.
5. Connect homes & businesses to superfast broadband	Number of premises connected to Superfast Broadband as a direct result of the Broadband programme	44,623	39,463	The West Yorkshire and York Broadband Contract 2 is on track for delivery despite Covid-19 impact causing some minor slowdown on the fibre delivery by our supplier, Openreach. However the CA broadband team and supplier have worked together to address issues and Q1 2020-21 build was on target and we are looking to successfully achieve our next contractual milestone which is end Q2 2020-21. 770 premises connected within Q1 as part of the current Broadband Programme, in total across this contract 39,463 premises have been connected. It is expected that the cumulative target will be achieved within the financial year.
6. Embed inclusive growth in all our policies	Ensure our pipeline of (new and existing) interventions, covering all policy areas, draws on and deliver against the Inclusive Growth Framework (once adopted).	Adoption of the Inclusive Growth Framework by Combined Authority and LEP in July 2020	In progress	The adoption process for the Inclusive Growth Framework has been paused pending the development and ongoing sign off process for the WY Economic Recovery Plan. The Plan has a strong focus on addressing socio-economic inequalities and delivering an inclusive economic recovery. Its proposed interventions are aligned with the draft Framework's strategic ambitions and goals. New target date to be confirmed.
Delivering 21 <sup>st</sup> Century Transport: Ensuring our transport network recovers to provide the services that people need, while laying the foundations for future improvements			YTD Q1 result (Apr-Jun 2020)	Progress update and RAG status
1. Restore the bus network to meet changing demand in light of the COVID-19 pandemic and adapt to a new financial environment	Initially a benchmark of 100% of bus service mileage as at February 2020 and build adaptable however the network will need to evolve to changing demand	100% of bus service mileage as at February 2020	On track	Bus services have currently back to 100% supported by emergency funding from Government and the Combined Authority. As of August, Government will give eight weeks' notice of the end of this. This will be the point at which the risk of service withdrawals emerge.
2. Refresh travel information to reflect changing travel behaviour	Adapt the travel information system and data provided to passengers to include occupancy information	Bus occupancy data on real time system available by September 2020	On track	Technical work in progress and under development, on track for delivery in September 2020
3. Introduce a Fare Deal for under 19s with a simple fare structure	Approval of Fare Deal for Young People under 19 approach and scheme by Combined Authority in March 2020, implementation September 2020	Combined Authority approval in March 2020, implementation September 2020	On track	Transport Committee approved in principle, public engagement took place in June, implementation delayed until lifting of social distancing when promoting bus use will be appropriate. Relaxation of arrangements for proof of entitlement have taken place as part of return to school
4. Launch an MCard mobile ticketing app offering new products to a changed market	Launch a new MCard app	Launch a new MCard app by May 2020	In progress	App launch now planned for late September due to Covid-19 lockdown travel restrictions. New day carnet products will be incorporated on the app and launched at same time. Uncertainty as to whether DfT/ TOC approval to include rail products can be achieved due to delays in incorporating into gateline and conductor handheld software
5. Continue to develop plans for a Mass Transit system for West Yorkshire.	Mass Transit: Secure sufficient funding and develop effective plans	Milestones Secure funding from Combined Authority (June 2020), Strategic Outline Business Case (June 2021)	On track	Proposals to make £2 million available to support the further development of a mass transit system have been approved by members of the West Yorkshire Combined Authority Investment Committee in July. The funding will help support the development of route options and the modes of transport that would be the most appropriate for each.
6. Work with our partners to secure HS2 and Northern Powerhouse Rail for our region.	Strategic Rail: Influence Government to deliver HS2 Phase 2b in full and Northern Powerhouse Rail with a City Centre station in Bradford	Milestone (Government announcement dependent) - Agree petitioning approach and work with Transport for the North (TfN) on an Strategic Outline Business Case for March 2021 (subject to the review of HS2)	In progress	Government announced the prioritisation of the HS2 western leg work over the eastern leg, pending the outcome of the Integrated Rail Plan (IRP). We are prioritising influencing the IRP through for example, evidence to the National Infrastructure Commission and have worked with Leeds City Council to champion the project with other eastern leg authorities. Work on NPR continues with TfN on phasing and siting of options with a new target date of an SOBC for March 2021
7. Start delivery of the Transforming Cities Fund (TCF), to reduce reliance on the car and promote public transport, cycling and walking.	TCF 2020/21 spend achieved in accordance with agreed target	No projects commencing work in FY 2021 tbc / Spend targets to be confirmed and reported quarterly	On track	Transforming Cities Fund Programme projects are on track to achieve Decision Point 2 approval in Quarter 2, with 2 further projects progressing through Decision Point 3. The programme is on target to have projects in construction within this financial year 20/21.
Tackling the Climate Emergency: Ensuring a green recovery and accelerating our plans for a net zero carbon economy by 2038 at the latest			YTD Q1 result (Apr-Jun 2020)	Progress update and RAG status
1. Publish a roadmap setting out how we achieve our ambition of becoming a net zero carbon economy by 2038 at the latest	Establish a connectivity plan and pipeline promoting active and decarbonised travel	Milestones: Input into Spending Round (July 2020), Road Map and Action Plan is finalised Spring 2021.	On track	Completed Phase 1 of the West Yorkshire Emission Reduction Pathway Study. Phase 2, which is the co-design of the roadmap and action plan, including stakeholder and public engagement was delayed due to COVID-19. Stakeholder session are planned for September 2020. The Road Map and Action Plan is expected to be finalised by Spring 2021.
2. Deliver priority projects in the Energy Strategy	Energy Strategy: Performance against the Energy Strategy and Delivery Plan (performance dashboard capturing progress of projects is in development and will be amalgamated into an overall RAG)	The dashboard of progress on projects to be Green and on track	On track	21 Energy Strategy and Delivery Plan actions are in progress, including a new commission on how to scale up energy efficiency in West Yorkshire homes
3. Help 150 businesses to lower their carbon impact through the Travel Plan Network and the RE: Biz resource efficiency programme.	No. of businesses intensively supported through TPN and REF/RE: Biz	150	22	The TPN team has been focusing on intensively supporting existing members with the challenges presented by COVID. In relation to RE: Biz, lockdown severely impacted on service delivery, with only a small number of assessments able to be undertaken virtually. As most assessments and initial meetings require on-site visits many of the clients had to be put on hold until lockdown eased. Site visits have now resumed so we would expect a normal level of project activity going forwards.
4. Enable 8 schemes to enter the Energy Accelerator	Number of Low Carbon Projects supported through the Energy Accelerator to Gateway 2 (achieving signed Sponsorship Agreement) by 2021	8	1	7 agreements are currently being supported and are progressing well, with 1 project completed.
5. Establish a connectivity plan & pipeline, promoting active & decarbonised travel for all communities	Establish a connectivity plan and pipeline promoting active and decarbonised travel	Milestones: Input into Spending Round (July 2020)	In progress	Case for change reports have been shared with Districts for review. Plans for engagement are progressing for November 2020. Other external deadlines have taken priority such as active travel funding competitions
6. Reduce carbon from the Combined Authority's assets	Carbon Reduction Initiatives in Bus Stations, Travel Centres and Offices	Bus Station/Travel Centres: to reduce energy and water consumption by 3% against 2019/20 baseline and increase recycling by 10%. Offices: Reduce energy and water consumption by a further 10%, increase recycling by a further 30% and switch to green/sustainable energy suppliers by April 2021	On track	Carbon reduction and increased recycling measures are being incorporated into scheme to improve Leeds Bus Station for delivery during 2021 and worked into scheme development for other bus stations and travel centres. Office targets will be revised as workforce have been remote working during lockdown, with a phased return planned at the end of 2020. Refurbishment works have commenced with carbon reduction measures being implemented.

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Revenue Budget 2020/21	Original Budget 2020/21	Actual as at July 2020	Utilised	Notes / Commentary	RAG Rating
	£	£	%		
Employee Costs - Control Total	25,189,079	7,598,413	30.2%	Some staffing vacancies and also pay award not yet agreed.	
Indirect Employee Costs - Control Total	1,557,372	236,302	15.2%	Spend to date - as expected due to timing of pension invoice.	
Premises Costs - Control Total	6,088,828	1,120,550	18.4%	Spend to date - as expected due to premises invoices paid in arrears	
Supplies and Services	5,639,649	343,861	6.1%	Spend to date - as expected due to invoices paid in arrears	
ICT Related Costs	2,594,678	1,097,488	42.3%	Spend to date - as expected due to certain ICT costs paid in advance	
Travel & Transport Costs	257,030	55,092	21.4%	Less staff travel due to Covid-19 and also claimed in arrears	
Tendered Services	25,466,000	10,348,816	40.6%	Spend in line with Government requirements during lockdown - though expecting additional costs due to Covid-19	
Concessionary Fares	55,157,492	13,191,449	23.9%	Spend in line with Government requirements during lockdown	
Prepaid Tickets Costs	35,800,000	2,100,616	5.9%	Mcard payment significantly reduced - Covid-19 - offset by Mcard sales	
Grants and Agency costs	612,547	327,857	53.5%	Spend as expected	
Consultancy and Professional Services	3,221,396	690,100	21.4%	Spend as expected	
Financing Charges	6,676,400	84,560	1.3%	Spend as expected - accrued at the Year End	
<b>Total Expenditure</b>	<b>168,260,471</b>	<b>37,195,104</b>	<b>22.1%</b>		
Income - Transport	(11,556,350)	(1,072,887)	9.3%	Covid19 - Impact on bus station & bus services income	
Income - Grants	(11,916,692)	(3,565,286)	29.9%	Grants received as expected	
Income - EZ Receipts	(2,307,000)	(5,153)	0.2%	As expected - EZ receipts received in arrears	
Income - Interest Earned	(1,386,000)	0	0.0%	Interest Earned in arrears - though expecting Covid19 impact on returns	
Income - Operational	(2,593,182)	(702,333)	27.1%	As expected - revenue project claims in arrears	
Internal Recharges / Apportionment	(10,503,247)	(2,109,424)	20.1%	Income as expected	
Pre Paid Ticket Income	(35,800,000)	(2,091,606)	5.8%	Mcard sales significantly reduced - Covid-19 - offsets Mcard payments	
Transport Levy	(92,198,000)	(30,413,746)	33.0%	Income as expected	
<b>Total Income</b>	<b>(168,260,471)</b>	<b>(39,960,435)</b>	<b>23.7%</b>		
<b>Net Expenditure Total</b>	<b>(1)</b>	<b>(2,765,331)</b>			

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**Report to:** West Yorkshire Combined Authority

**Date:** 4 September 2020

**Subject:** **Minutes for Information**

**Director:** Angela Taylor, Director, Corporate Services

**Author(s):** Ruth Chaplin

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

## 1. Purpose of this report

- 1.1 To provide Members with details of the minutes of committees and panels that have been published on the West Yorkshire Combined Authority's website since the last meeting.

## 2. Information

- 2.1 The following minutes have been published on the West Yorkshire Combined Authority's website and can be accessed [here](#):

- Inclusive Growth & Public Policy Panel held on 15 June 2020
- Transport Committee held on 3 July 2020
- Green Economy Panel held on 7 July 2020
- Investment Committee held on 8 July 2020
- Overview & Scrutiny Committee held on 10 July 2020

## 3. Clean Growth Implications

- 3.1 There are no clean growth implications directly arising from this report.

**4. Inclusive Growth Implications**

4.1 There are no inclusive growth implications directly arising from this report.

**5. Financial Implications**

5.1 There are no financial implications directly arising from this report.

**6. Legal Implications**

6.1 There are no legal implications directly arising from this report.

**7. Staffing Implications**

7.1 There are no staffing implications directly arising from this report.

**8. External Consultees**

8.1 No external consultations have been undertaken.

**9. Recommendations**

9.1 That the minutes of the Combined Authority's committees and panels be noted.

**10. Background Documents**

There are no background documents referenced in this report.

**11. Appendices**

None.