

WEST YORKSHIRE COMBINED AUTHORITY

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 22 OCTOBER 2021
IN COMMITTEE ROOMS 6&7, CIVIC HALL, LEEDS. THE MEETING
WILL ALSO BE LIVESTREAMED HERE:**

**<https://www.youtube.com/channel/UCazjNSGpgZZT41Vibn2ZK9A/live>
(COPY AND PASTE THE LINK IN YOUR BROWSER)**

A G E N D A

This meeting will be held in Committee Rooms 6&7, Civic Hall, Leeds LS1 1UR.

There will be very limited capacity for observers of the meeting. If you would like to attend to observe the meeting in person, please email: governanceservices@westyorks-ca.gov.uk to request a place, clearly stating the name, date and start time of the committee and include your full name and contact details, no later than 24 hours before the meeting begins. Please note that the pre-booked places will be allocated on a 'first come, first served' basis and once pre-booked capacity has been reached there will be no further public admittance to the meeting. On receipt of your request, colleagues will provide a response to you. The meeting will be livestreamed and can be viewed via the link at the top of the agenda and a recording will be uploaded to our YouTube channel following the meeting.

Coronavirus is still circulating so please follow all the Covid safe rules. Even if you have had the vaccine but have Coronavirus symptoms: a high temperature; a new, continuous cough; or a loss or change to your sense of smell or taste, you should NOT attend the meeting and stay at home and get a PCR test. For those who are attending the meeting, you are encouraged to bring a face covering.

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. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC

1. To highlight Agenda Item 10 Appendix 1 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out Agenda Item 10 Appendix 1.
3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Agenda Item 10 Appendix 1 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. MINUTES OF THE MEETING OF THE COMBINED AUTHORITY HELD ON 9 SEPTEMBER 2021

(Pages 1 - 8)

For Decision

5. COVID-19

(Lead Member: Cllr S. Pandor, Director: Liz Hunter)
(Pages 9 - 18)

6. WY CLIMATE AND ENVIRONMENT PLAN

(Lead Member: Cllr T. Swift, Director: Liz Hunter)
(Pages 19 - 78)

7. CAPITAL SPENDING AND PROJECT APPROVALS

(Lead Member: The Mayor, Director: Melanie Corcoran)
(Pages 79 - 134)

8. CORPORATE MATTERS

(Lead Member: The Mayor, Director: Angela Taylor)
(Pages 135 - 140)

9. TRANS PENNINE ROUTE UPGRADE

(Lead Member: Cllr S. Hinchcliffe, Director: Dave Pearson)
(Pages 141 - 144)

10. BUS SERVICE IMPROVEMENT PLAN

(Lead Member: Cllr S. Hinchcliffe, Director: Dave Pearson)
(Pages 145 - 158)

For Information

11. MINUTES FOR INFORMATION

(Pages 159 - 160)

Signed:

A handwritten signature in black ink, appearing to read 'D. Pearson', with a horizontal line underneath.

**Managing Director
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE COMBINED AUTHORITY
HELD ON THURSDAY, 9 SEPTEMBER 2021 AT COMMITTEE ROOMS
6&7, CIVIC HALL, LEEDS**

Present:

Mayor Tracy Brabin (Chair)	West Yorkshire Combined Authority
Councillor Susan Hinchcliffe	Bradford Council
Councillor Stewart Golton (Substitute)	Leeds City Council
Councillor James Lewis	Leeds City Council
Sir Roger Marsh OBE DL	Leeds City Region Local Enterprise Partnership
Councillor Cathy Scott (Substitute)	Kirklees Council
Councillor Rebecca Poulsen	Bradford Council
Councillor Andrew Waller	City of York Council

In attendance:

Ben Still	West Yorkshire Combined Authority
Brian Archer	West Yorkshire Combined Authority
Melanie Corcoran	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

35. Apologies for Absence

Apologies for absence were received from Cllr Lawson and Cllr Pandor, and from Cllr Robinson as well as his substitute.

36. Declarations of Disclosable Pecuniary Interests

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

37. Exempt Information - Possible Exclusion of the Press and Public

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting

during consideration of Appendix 5 to Agenda Item 7 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

38. Minutes of the Meeting of the Combined Authority held on 29 July 2021

Resolved: That the minutes of the meeting of the West Yorkshire Combined Authority held on 29 July 2021 be approved.

39. Economic Recovery

Members agreed to discuss item 6 prior to item 5, to accommodate Sir Roger Marsh having to leave the meeting early.

The Combined Authority received an update on developments around the Covid-19 crisis, and were requested to provide views and comments on the latest draft of the West Yorkshire Economic Recovery Plan.

The refreshed draft Economic Recovery Plan focused on delivering a fair, just, and lasting recovery across the region in response to the effects of the pandemic on the economy. It was noted that this refresh of the Plan marked a transitional moment as the region moved out of lockdown restrictions/furlough and away from a 'rescue' phase into one more focused on rebuilding the economy for all communities in the region, with a central focus on inclusive growth and tackling the climate emergency. The Plan also included new action areas linked to delivery of the Mayor's campaign pledge, as well as a targeted focus on areas for government co-investment opportunities, and linked in to local recovery plans to build a comprehensive picture for West Yorkshire. Officers across the region who had contributed to this were thanked for their hard work.

The uncertainties inherent to this planning were noted, and a clearer picture would be gained after the Comprehensive Spending Review and once further details had been released regarding the UK Shared Prosperity Fund. The effects of the Plan would be monitored through existing economic reporting measures, particularly in regard to how the economy developed over the coming months, with factors that could affect the recovery highlighted in forecasting.

The focus on inclusive growth was welcomed by Members, as were the place-based initiatives spread throughout the districts. Members praised the high level of engagement with young members of BAME communities and people with disabilities but questioned why, after engagement, only 59% of the target amount had been successfully supported in moving into employment or education/training, and what could be done to improve this? Officers advised that many of the participants in the programme had been

unemployed for more than six months and significant challenges existed in moving them into work and training, but they would examine external benchmarks to determine if approximately 60% was a good outcome for this or if a higher target should be set, and this would be reported on at the next meeting.

Members also questioned how the Combined Authority was supporting the Mayor's pledge for 1000 well-paid jobs internally, whether that be through creating apprenticeships, graduate schemes, or similar programmes. It was noted that there were currently 19 apprenticeships underway with the Combined Authority, with a further six planned. Recruiting efforts were also planned to attract a more diverse workforce, particularly from the BAME community.

It was noted that although £1.4 billion had originally been requested in government funding to support the Plan, no funding had been received for this. The need for government investment was emphasised, particularly in light of the region having been particularly badly impacted by the pandemic in comparison to other regions of the country.

In consideration of the above-mentioned move between phases from recovery to rebuilding, Members suggested renaming the Plan to the Economic Growth Plan, to present a more forward-looking and positive picture. However, it was noted that some sections of society were still struggling to move out of the effects of the pandemic and needed further support to recover, and it was important not to lose sight of this.

Members discussed the [re]boot programme, noting that there had been little traction in Kirklees to date and that a more expanded programme was needed. Officers advised that the programme was being replaced by a gainshare-funded equivalent that would allow greater flexibility of the qualifications that can be supported and would therefore be able to better meet employer needs. More detail on this could be shared after the meeting.

Members were invited to share any further comments on the revised draft of the Plan after the meeting.

Cllr Golton joined the meeting, and Sir Roger Marsh had to leave due to a schedule conflict.

Resolved: That the Combined Authority:

- a) Notes the update on COVID-19 support in West Yorkshire.
- b) Comments on the refreshed draft of the West Yorkshire Economic Recovery Plan and commits to review further at future meetings as the economy develops.

40. Business Productivity and Resilience Plan

The Combined Authority received an update on the work being done to develop a Business Productivity and Resilience Plan.

The importance of the Business Productivity and Resilience Plan for the region was highlighted. For the economic recovery from the pandemic to be lasting, the widening gap of inequality would need to be addressed through the creation of skilled jobs with investment and supporting infrastructure. Building on the development of the Economic Recovery Plan as well as work done in 2018-19 as part of the development of a regional industrial strategy, the Plan noted that businesses would be put at the heart of any recovery.

Increasing the region's productivity would be a top priority, as a strong link existed between productivity and better homes and living standards, as well as more innovation and technological integration. The potential benefits of this were emphasised, with a potential 15% uplift to the regional economy.

Members welcomed the intention of the Plan to increase levels of jobs in the region meeting the 'Good Work' standard as defined by the Office for National Statistics in response to the Taylor Review of Modern Working Practices; these would be jobs that were not low-paid and left the employee working satisfactory hours and with their desired contractual status. However, they questioned how it would be ensured that the Plan increased the number of people in employment and avoided treating productivity as an end within itself with only a small number of people benefitting. The importance of skilled management in relation to this was discussed, as it had the potential to grow businesses not only for owners but also for employees, and supporting this was a vital aim of the Plan.

The potential to become more innovation-driven was also raised; the region was well-placed for this, having the highest concentration of universities nationally outside of London and the Southeast, and the Combined Authority and LEP had been working with MIT to deliver programmes encouraging and supporting people in innovating existing businesses and scaling up ideas with the potential to become globally significant.

It was hoped that increasing productivity would increase the attractiveness of the region, thereby supporting the creation of high-value jobs and the broadening of the employment base, as this would allow more opportunities for workers to increase their skills and to improve their quality of life.

Members noted the mention within the report of a prioritisation plan to outline implementation of the Plan, and requested that milestones for success be included in this, particularly in regards to funding. It was also cautioned that although the region's economy included a wide variety of productive businesses with many opportunities for expansion and training, it also contained a large number of low-productivity businesses, and it would be important to ensure both these groups benefitted from the Plan rather than one at the expense of the other.

The increasing opportunities for growth and investment in areas such as Central and South America were also discussed, particularly in light of national considerations on acceding to the Comprehensive and Progressive Trans-Pacific Partnership. Some of the economies in these regions were growing extremely quickly and were predicted to potentially surpass the UK within a generation, and the importance of looking forward to longer-term opportunities was noted.

Resolved: That the Combined Authority endorses publication of the priorities and indicative actions of the Business Productivity and Resilience Plan as part of the region's Strategic Economic Framework.

41. Capital Spending and Project Approvals

The Combined Authority considered a report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that had been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.

After the changes to committee arrangements approved at the Annual General Meeting, these schemes had come directly to the Combined Authority due to expediency of delivery. These included projects relating to:

- York Northern Outer Ring Road
- Department for Transport Capability Fund (Revenue)
- Enterprise Zone 1 Langthwaite Business Park Extension Phase 1
- Wellington House Accommodation Project

In addition, it was noted that the following decision points and change requests had been assessed and approved through the agreed delegation process:

- Safety, Accessibility and Efficiency Programme
- TCF Kirklees Early Walking and Cycling Gateways – Dewsbury Rail Station Access and Huddersfield Better Connected Stations
- Land Release Fund
- CIP A58-A672 Corridor, Calderdale
- CIP A646-A6033 Corridor, Calderdale
- Integrated Corporate Systems
- LTP-ITB Rail Accessibility Package
- Leeds City Centre Grey to Green

Details of all the schemes were provided in the submitted report. Approval was also requested that after the changes to committee arrangements at the 24 June Combined Authority meeting, future schemes seeking approval be allocated to the appropriate thematic committees.

Members welcomed the York Northern Outer Ring Road, which would provide much-needed improvement for orbital cycle routes and connect communities among the ring road. The need to prioritise removing carbon, as well as the importance of protecting York's heritage sites, was

highlighted.

In regards to the Department for Transport Capability Fund (Revenue), Members questioned the criteria for applications for the £1.35 million in funding that had been secured. These could be shared with the committee after the meeting.

Members questioned why the Leeds City Centre Grey to Green scheme appeared to have tripled in cost. It was advised that the overall cost of the package had not increased, but that funds had been moved between the four elements comprising it in order to meet the March 2022 deadline for delivery, as the grant funding was time-limited. This allowed the Combined Authority to maximise the benefit of the funding it had received without an increase in cost.

Members discussed the Wellington House Accommodation project and the exempt appendix of the submitted report, and members of the press and public left the meeting.

Resolved:

- a) That in respect of future approvals, the Combined Authority approves that the schemes in the funding programmes shown in paragraph 4.3 of the submitted report are allocated to the indicated thematic committee also shown in paragraph 4.3 of the submitted report.
- b) That in respect of the York Northern Outer Ring Road, the Combined Authority approves:
 - i) The change request to the York Northern Outer Ring Road project to bring together the roundabout junction upgrade scheme and the dualling scheme and their associated funding allocations, into one combined scheme, with total scheme costs of £65,193,000, and for development costs of £3,438,000 from the West Yorkshire plus Transport Fund to progress the combined scheme to full business case, bringing the total development costs to £9,019,000 from the West Yorkshire plus Transport Fund.
 - ii) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council for expenditure of up to £9,019,000 from the West Yorkshire + Transport Fund.
 - iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

- c) That in respect of the Department for Transport Capability Fund (Revenue), the Combined Authority approves that:
 - i) The Department for Transport Capability Fund (revenue) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - ii) Approval of £1,351,341 which will be funded through Department for Transport Capability Fund (revenue).
 - iii) Approval is delegated to the Director of Delivery to enter into small grant agreements with community organisations and businesses for expenditure up to £50,000 from the DfT's Capability Fund, as agreed by the scheme's Programme Board.
 - iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

- d) That in respect of the EZ Lanthwaite Extension Phase 1, the Combined Authority approves that, subject to the conditions set by PAT stated in the submitted report:
 - i) The Enterprise Zone Lanthwaite Business Park Extension Phase 1 scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - ii) Approval is given to the Combined Authority's contribution of £2,217,000 of which £417,000 is from the Local Growth Fund and £1,800,000 is from the Getting Building Fund.
 - iii) The Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure up to £1,246,000 from the Getting Building Fund.
 - iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined.

- e) That in respect of the Wellington House Accommodation Project, the Combined Authority approves the recommendations set out in the exempt appendix 5 of the submitted report.

42. 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.



Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **COVID-19**

Director: Liz Hunter, Director Policy & Development

Author: Alex Clarke, Policy Manager Business Growth and Resilience

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:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

- 1.1 To provide the Combined Authority with an update on developments around the COVID-19 pandemic and work to support economic recovery in West Yorkshire.

2. Information

- 2.1 The COVID-19 pandemic continues to be a central factor in the lives of the people of West Yorkshire. Whilst case rates have been volatile to a certain extent over recent weeks, with the return of schools, colleges and universities, and the lifting of domestic restrictions, the picture regarding vaccinations and hospital capacity in the region remains encouraging.
- 2.2 At the last meeting in September, the Combined Authority considered the latest draft of the economic recovery plan. This had been refreshed particularly ahead of the end of the Coronavirus Job Retention Scheme and Universal Credit uplift in September, and to reflect the performance of the West Yorkshire economy over the summer. As we now move into the Autumn, it is important that we look positively to the bouncing back of many sectors, and opportunities for increased productivity and innovation, whilst making sure that

the recovery is fair and just for those who have been most impacted since the start of the pandemic.

- 2.3 The following sections cover the current situation regarding the end of furlough and the Universal Credit uplift, before outline some of the support available for businesses and individuals in responding to the pandemic and the progress made, and finally to issues of economic recovery.

End of furlough and Universal Credit uplift

- 2.4 The Coronavirus Job Retention Scheme (furlough) closed at the end of September. According to data published by HM Revenues and Customs¹, over the course of the scheme 382,700 employments in West Yorkshire have been supported. The (provisional) data for August 2021 provides the following information on West Yorkshire as the scheme neared closure:

- The number of people on furlough in West Yorkshire is on a downward trend (falling by 19% between June and July) but remains substantial at 40,300.
- Although local data is not available, around half of those on furlough were on full furlough, with the other half on flexible (part-time) furlough.
- In absolute terms, the largest numbers of furloughed employments are in Leeds (13,400) and Bradford (9,900).
- Take-up rates (as % of eligible employment) are similar across the five local authority areas, ranging from 3% in Wakefield to 5% in Bradford and Kirklees. Take-up rate for West Yorkshire as a whole (4%) is lower than the national average (5%).
- Around 4,200 young people (aged under 24) are still on furlough in West Yorkshire, although the number has fallen more quickly in recent months than older age groups. Around 17,500 (44%) of furloughed employments are female.
- Sectors with the highest number of furloughed workers are Wholesale and retail (7,000), Manufacturing (6,000) and Hospitality (5,000), although the latter reduced by 30% between July and August. A relatively high proportion of workers in Arts and entertainment are still on furlough (1,800 in absolute terms).
- Sectoral hotspots by district are: Hospitality in Leeds; Admin and support services in Leeds; Manufacturing in Kirklees; Wholesale and retail in Bradford.

- 2.5 The sections below from 2.8 outlines how the Combined Authority is responding to this situation, and in particularly looking to target support at those who may be leaving the furlough scheme into unemployment. Although the number of individuals that were still on furlough in August is significant, it is not anticipated that there will be a significant rise in unemployment claimants.

¹ <https://www.gov.uk/government/statistics/coronavirus-job-retention-scheme-statistics-7-october-2021>

2.6 The Universal Credit uplift, which provided recipients with an additional £20 a week, ended on 6 October. According to modelling produced by the Joseph Rowntree Foundation², an estimated 242,000 families in West Yorkshire constituencies will be affected by the cut in Universal Credit / working tax credits, 137,000 of which are families with children. The Government has announced a new £500m national Household Support Fund to be administered by local authorities over the winter, with further guidance awaited at the time of writing. As part of our goal to tackle inequalities through the West Yorkshire Economic Recovery Plan, we will need to consider what impact these changes will have on communities in the region.

Business Support and Engagement

2.7 This section outlines the progress made on delivering COVID-19 related business support since the last Combined Authority meeting. The support available brings together both nationally and locally funded projects, ensuring comprehensive support for businesses.

Project	Funding	Businesses Supported	Delivery Partners
Local Authority Grants, including Restart Grants (since Nov 20)	£365m	130,000 payments	Local Authorities (lead)
Additional Restrictions Grant (since Nov 20)	£45m	21,000 payments	Local Authorities (lead)
COVID-19 Recovery Grants (ERDF & LGF)	£2.8m	1114	LEP-commissioned Umi Commercial
Digital Resilience Vouchers (up to £5,000)	£1.06m	400	LEP & Leeds City Council
Peer Learning Project	£120,000	110	LEP-commissioned University of Leeds Business School
Small Business Membership Scheme (access to legal, financial HR & wellbeing support)	£220,000	1350	LEP-commissioned W&NY Chamber, Mid-Yorkshire Chamber, FSB
Cyber Security Support Scheme	£100,000	160	LEP-Commissioned North East Business Resilience Centre
Business Resilience Webinars	£15,000	180	LEP-commissioned Biskit

² <https://www.jrf.org.uk/universal-credit-cut-impact-constituency>

Employment and Skills Support

- 2.8 The Combined Authority and LEP continue to support individuals to better equip them in the labour market as part of our economic recovery activity, including through the £13.5m strategic employment and skills package agreed by the Combined Authority on 27 November 2020. The following outlines progress on the use of additional funding to increase the existing Employment Hub and adult training programmes.
- 2.9 Delivered in partnership with Local Authorities the current ESF funded Employment Hub will continue to deliver the service until December 2021. Alongside this is an extension of the Employment Hub funded by the Combined Authority to support the Economic Recovery Plan, known as Employment Hub 2 with delivery through to end of March 2023.
- 2.10 The ESF **Employment Hubs** have 3 months left of the programme and we continue to operate the service ensuring we are supporting as many people as possible and missing performance still yet to be claimed. We are working on one last marketing push particularly as a response to the end of furlough and possible redundancies.
- 2.11 For Quarter 2 performance, as reported to DWP as part of the funding requirements (as at 1 July 2021):
- Engaged 4952 15-24 year-old participants against a Q2 2021 profile of 5843 (85%). Of these:
 - 1615 participants, against a profile of 707 (%), were recorded as being from ethnic minorities
 - 993 participants declared they had disabilities against a target of 527 (188%)
 - 1589 participants are recorded as having no basic skills qualifications against a target of 1269 (125%)
 - Of the participants starting the programme 1418 have been supported with finding education/ training, employment or self-employment against a target of 2239 (63%).
- 2.12 Our Jobcentre plus referrals continue to pick up pace for all the Employment Hubs with a push on jobs fairs both actual and virtual. Hard to fill vacancies and kickstart opportunities continue to yield us performance too.
- 2.13 Employment Hub 2, which went live in August 2021, will provide additional employment support for up to 5500 individuals (all age) who have been furloughed, recently made unemployed and seeking to progress in their current employment. Activity will target vulnerable groups including BAME, women, over-50s, 15–24-year-olds and those with a disability.
- 2.14 The second element of the gainshare-funded Covid recovery package is the Adult Skills Framework (previously referred to as the [re]boot extension), with an appropriate name and brand for the programme being developed to bring it to market. The Adult Skills Framework builds on the best elements of [re]boot and other programmes that have been delivered over recent years including

our highly successful DFE-funded bootcamps. The intention with the Adult Skills Framework is to be flexible and responsive to demand from career-changers and employers, and to changes in the labour market.

- 2.15 The tender process for adult training (part of an adult skills framework) is progressing through internal governance and approvals processes. This will create a responsive adult training offer that focusses on priority sectors for employment growth including digital, construction, engineering, the green economy and health and social care aligning to the Economic Recovery Plan and the Employment and Skills Framework. Delivery will begin late summer 2021 and continue until April 2023.
- 2.16 Adult retraining activity will similarly target those recently unemployed or furloughed staff. In addition, the framework will target support to females, over 50s, BAME and those with a disability.

Entrepreneurship Programme

- 2.17 Following approval by the Combined Authority's Investment Committee in June 2021, the £6 million programme is now being delivered as part of the Economic Recovery Plan. It is focused on a 'ladder of enterprise support' across three inter-connected workstreams that will help individuals in the region to explore and establish new businesses. A primary focus of the programme is Equality, Diversity and Inclusion (see below for more details).
- Workstream One - promoting enterprise as a career option (i.e. is enterprise / business start-up right for you?)
 - Workstream Two – a universal business start-up support programme to help anyone who has made the decision to start a business
 - Workstream Three – more intensive support programme for pre-start / start-up enterprises with high growth or scale-up potential
- 2.18 Following recent open tender exercises, preferred suppliers have been selected to deliver a £350k Exploring Enterprise programme (on Workstream One) and a £1 million Business Start-Up programme (on Workstream Two). Both will commence delivery in late September / early October 2021 and will be delivered for 18 months, with options to extend for the same periods subject to performance, outcomes and policy priorities.
- 2.19 The Exploring Enterprise Programme will deliver one-to-many support through online training, events, workshops and seminars. It is expected that a minimum of six hours of support will be delivered per participant. The support package will cover key areas to help consider starting a new enterprise and how to overcome any barriers that would prevent people from doing so. Programme content includes: identifying the need/market research; creating an idea; networking; understanding different types of businesses, including social enterprise and cooperatives; and legal and financial support. Underrepresented groups are being targeted to engage with the programme as follows: 50% of participants will be women and 20% will be from BAME

backgrounds. In addition, the provider has offered CV support for those that decide not to start a business and to seek employment instead.

- 2.20 Workstream Two's Business Start-Up programme (working title, 'Start-Up West Yorkshire') will provide new-start and start-up businesses up to 12 months old with a blended package of support covering the key topics required to establish and develop a new enterprise. This includes: - business and financial planning; business structure and tax; sales and marketing (including social media); access to finance and recruiting staff. There are no sector or growth-related restrictions and there are also clear targets in place to support new firms that are led by individuals from BAME backgrounds (20%), women (50%) and people with disabilities (3%).
- 2.21 In addition, five Start-Up Managers are currently being recruited by the West Yorkshire Local Authorities to work alongside the existing SME Growth Managers. These posts will help to coordinate enterprise support activity at the district level and deliver some direct one-to-one support to early-stage micro firms with growth potential. It is anticipated that these posts will also have a focus on the high street renewal agenda and, as a result, work with a larger number of business-to-consumer operators than existing business support provision allows. Approximately 1,500 pre-start / start-up / early-stage firms will be supported through Workstream Two's activities.
- 2.22 Workstream Three will be issuing a tender in November 2021 for a programme of more intensive support, including access to finance, for a smaller number of new enterprises with significant growth potential. The environmental and societal impact of the enterprises to be supported, will be just as important as their economic impact. 'Soft market testing' with a range of key stakeholders in the 'seedcorn' finance and 'accelerator support' marketplace has taken place over the summer and autumn of 2021, and this will inform the forthcoming invitation to tender documents. This strand will also have clear and stretching targets to engage equality groups in the provision.
- 2.23 A range of routes to market are being actively pursued for all three workstreams, with a strong focus on engaging underrepresented groups and more disadvantaged parts of West Yorkshire. This includes working with several well-established community-based organisations and enterprises support agencies to both deliver support and make it more visible and accessible to a diverse range of people and businesses e.g. Airedale Enterprise Services in Keighley, Barca-Leeds, the Paddock Community Trust in Huddersfield, Inspired Neighbourhoods in Bradford and Aspire-igen in Wakefield and Leeds.
- 2.24 In addition, the programme will engage with several networks and key influencers within business communities at the local and district level to raise the profile of the support available and increase take-up. These include the Yorkshire Asian Business Association (working with the Asian Standard) and the BAME Committee of West & North Yorkshire Chamber of Commerce. The Combined Authority and LEP already works with several key influencers in the business support space to increase take-up amongst BAME-led and Women-

led businesses, and these strong working relationships will also be utilised for this new programme. Taking the support available to other community settings, such as faith groups, enterprise centres and childcare providers, will also be a focus of activity to broaden reach and increase take-up, as will the use of role-models and mentors from diverse backgrounds that reflect the make-up of the region. Lastly, promoting the programme to target audiences via such vehicles as the Asian Standard publication and radio stations such as Sunshine Radio, Peoples' FM and Fever FM, will also be considered as this has previously worked well.

Economic Recovery Plan

- 2.25 Long-term planning for the economic recovery of West Yorkshire has been overseen by the West Yorkshire Economic Recovery Board³, which is a working group of the Combined Authority and brings together the Mayor, five West Yorkshire Leaders and LEP Chair with partners from the private sector, health, trade unions, business representative organisations, public bodies and the third sector.
- 2.26 At the last Combined Authority meeting in September a further version of the plan was considered, with an increasing focus given to the alignment of economic recovery with the Mayoral Pledges, and a refreshed vision to secure a fair, just and lasting recovery for West Yorkshire. As was discussed at the September meeting, the Economic Recovery Plan will also be supported by the Business Productivity and Resilience Plan, which positions boosting business productivity as a key pillar of delivering an inclusive recovery.
- 2.27 Each of the Committee's of the Combined Authority will now be taking forward discussions on relevant elements of the Plan, and how they will be delivered through the work programmes of those Committees. This will help support further refinement the Plan, particularly in relation to the actions that will be supported through regional intervention and collaboration with partners.
- 2.28 The Comprehensive Spending Review will provide an opportunity to put forward the case for the region's economic recovery and the support needed from Government to make this happen, particularly on the co-investment opportunities. Once the Comprehensive Spending Review has been completed, the Plan will be refreshed to take account of any additional funding, as well as our developing understanding of the impact of ending furlough and the end of the Universal Credit uplift.

3. Tackling the Climate Emergency Implications

- 3.1 Tackling the Climate Emergency is identified as one of the overarching goals and golden threads of the Economic Recovery Plan. It also includes a dedicated chapter outlining the Combined Authority's efforts to reach net-zero carbon by 2038 and creating 1,000 green jobs for young people.

³ Further details on the full membership and terms of reference: <https://www.westyorks-ca.gov.uk/erb>

- 3.2 In developing and delivering the future interventions as a result of implementing the plan, schemes will be required to demonstrate how they specifically contribute positively to Tackling the Climate Emergency, whether that be through green skills and jobs, reducing emissions of buildings or contributing to wider climate resilience.

4. Inclusive Growth Implications

- 4.1 Inclusive Growth is embedded as an overarching goal in the Economic Recovery Plan. The impact of the pandemic on inequalities make the ambitions for inclusive growth around wellbeing, good work and relevant and transferable skills critical to a fair, just and lasting recovery. The plan also includes specific deliverable activity that is shared with the West Yorkshire Inclusive Growth Framework, such as the Fair Work Charter.
- 4.2 The Economic Recovery Plan recognises that a lasting recovery needs to be felt across both towns and cities, and villages and rural areas. Each of the actions and co-investment propositions identified will need to be designed and delivered in a way that recognises that each and every place presents distinct opportunities in terms of jobs, businesses and infrastructure.
- 4.3 The plan also identifies the importance of Social Value to inclusive growth, and achieving this in delivery of the plan will include setting out how social value will be enhanced through contracts, including that any businesses that receive grants from the products delivered as part of the plan would be required to contribute to Inclusive Growth actions and outcomes via their funding agreements.

5. Equality and Diversity Implications

- 5.1 The Economic Recovery Plan recognises the disproportionate impact of COVID-19 on certain groups within West Yorkshire, and in its vision for a fair and just recovery plans to make sure its interventions respond particularly to the needs of those most disadvantaged. By focussing particularly on the role of our response interventions, it is also important to recognise that many of the inequality challenges faced prior to the pandemic remain, and therefore should not be lost when responding to the additional effects of the pandemic.
- 5.2 Specific interventions delivered in connection to this plan will be expected to set targets about how equality and diversity will be achieved, for example in the entrepreneurship programme, employment hub and adult skills framework outlined in this paper, targets for BAME and female led businesses are being written into delivery criteria.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report. However, co-investment opportunities with the public and private sector are outlined within the document, and delivery of the Economic Recovery Plan will require additional financial resources, subject to prioritisation of activities.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 No specific or official external consultations have been undertaken in relation to this report. However, it has been informed by ongoing dialogue and consultation particularly with the West Yorkshire Economic Recovery Board but also with LEP Panels and a wide range of partners, including universities and colleges, business representative and membership bodies, and direct with some individual businesses.

10. Recommendations

10.1 That the Combined Authority notes the update on COVID-19 support in West Yorkshire

11. Background Documents

11.1 Draft [West Yorkshire Economic Recovery Plan](#), presented to Combined Authority on 9 September.

12. Appendices

None

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Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **West Yorkshire Climate & Environment Plan**

Director: Liz Hunter, Director Policy & Development

Author: Daniel Barrett, Head of Energy & Environment

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:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

- 1.1 The Combined Authority has declared a climate emergency and committed the region to be net zero carbon by 2038 at the latest, with significant progress by 2030. The West Yorkshire Climate and Environment Plan, presented today for approval, is the Mayor's and Combined Authority response to tackling the climate emergency, protecting the environment and achieving a net zero West Yorkshire.

2. Information

Human Climate Change

- 2.1 There is scientific consensus that currently observed global warming is overwhelmingly because of human influence and action, being significantly over and above the warming caused by natural factors alone¹. Indeed, ice core records suggest concentrations of greenhouse gases in the atmosphere are at their highest for at least the last 800,000 years.

¹ IPCC (2014) Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

- 2.2 Warming of approximately 1.0°C above pre-industrial levels is estimated to have been caused by human activities and is likely to reach 1.5°C between 2030 and 2052 if current rates of temperature increase continue².
- 2.3 Human and natural systems are already being impacted by climate change with flooding, droughts, heatwaves, and crop yield reductions all being experienced more frequently. West Yorkshire has suffered the impacts of climate change having experienced catastrophic flood events over the last 10 years, causing damage for residents, communities, and businesses. Further warming will make these types of events even more common.
- 2.4 There is a clear and compelling rationale to deliver comprehensive and ambitious plan to mitigate and adapt to a changing climate and that is why tackling the climate and environment emergency is one of the Mayor's, Combined Authority's, and West Yorkshire Council's top priorities.

Background

- 2.5 The Combined Authority declared a climate emergency and committed to strengthen the West Yorkshire emission reduction target in June 2019. The Combined Authority's target is to be net zero carbon by 2038 at the latest, with significant progress by 2030. The task is extremely challenging and will require significant, swift, and collaborative action to decarbonise all sectors.
- 2.6 The West Yorkshire Carbon Emission Reduction Pathways (CERP) study was commissioned to demonstrate the different ways in which the climate and environment emergency could be addressed, and the net zero by 2038 target met. It also provides guidance to West Yorkshire councils and businesses on the ways they could address their own climate emergency declarations and targets.
- 2.7 The CERP focusses on the transport, buildings, power, industry, and land-use and agriculture sectors, and consists of three main tasks:
- A. Developing three emission reduction pathways.
 - B. Setting out the timescales for decision-making and deployment of measures identified in the pathways; and
 - C. Identifying the policies and actions that need to be implemented to ensure the measures identified in the pathways are deployed.
- 2.8 The Combined Authority was presented with an overview of the CERP and endorsed the findings of Task A at their [27 July 2020](#) meeting. The findings built on significant process already made by the Combined Authority and its partners in tackling the climate and environment emergency.

² IPCC (2018) Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emissions pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty

- 2.9 The scientific evidence that is the CERP study has been used to inform the development of the Climate and Environment Plan for West Yorkshire, in light of the Mayor of West Yorkshire's pledge to tackle the climate emergency and protect the environment production.
- 2.10 The final CERP report can be viewed at [emission-reduction-pathways-report.pdf \(westyorks-ca.gov.uk\)](#)
- 2.11 This paper and the Climate and Environment Plan is now being brought to the Combined Authority for approval.

West Yorkshire Climate and Environment Plan 2021 - 2024

- 2.12 The West Yorkshire Climate and Environment Plan 2021-2024 (the Plan), which is contained at Appendix 1, is the Mayor's and Combined Authority's response to addressing the climate emergency and delivering mayoral pledges relating to climate, nature, and the green economy. It demonstrates how the region can go further and faster than national government, reinforcing commitments to be net zero carbon by 2038 at the latest.
- 2.13 The Plan has been developed to deliver a net zero carbon region with thriving nature, people and places that are climate ready. This means:
- homes that are healthy and affordable;
 - workplaces that more energy efficient;
 - energy supply that is local, clean and flexible;
 - a sustainable, integrated, and low emission transport system;
 - a rich, diverse, and improved natural environment; and
 - places and people that are ready and resilient to a changing climate.
- 2.14 It sets out the critical actions for the next three years to cut emissions, put nature in the recovery position and be ready for the impacts of a changing climate. Action is focussed across eight priority themes:
- **Leadership:** what the mayor and Combined Authority will do to reduce emissions from its operations and the pipeline of projects under its control.
 - **Cross-cutting:** what makes sense to be considered as a strategic, rather than the individual theme or sector level, for example skills, innovation, research, and development.
 - **Transport:** reduce private vehicle use, increase active travel and public transport use, and decarbonise transport.
 - **Homes:** reduce emissions and the improve the energy efficiency and affordability of the region's homes.
 - **Business and industry:** support and expertise that businesses need to decarbonise and flourish in the region.

- **Energy generation, supply, and flexibility:** accelerate the deployment of low carbon energy technologies, for example heat pumps, solar, smart energy solutions, including flexibility technologies such as batteries.
- **Natural environment:** focussing on reducing emissions through land-based action and measures to reverse declines in nature.
- **Climate ready:** action to ensure preparedness for the impacts of a changing climate.

- 2.15 Delivery will happen through partnerships at a local, regional, and national level and developing and nurturing these relationships will be crucial if the ambition and scale of the Plan is to be achieved. Demonstrating the strength of these partnerships will be fundamental in securing the investment and funding that is needed to deliver the Plan.
- 2.16 The Plan, if delivered in full, has the potential to generate emission reductions that are consistent with the trajectory the region needs to take if it is to meet net zero carbon by 2038. It also paves the way for significant emissions reductions to be made in future years by undertaking the groundwork that enables these reductions to be realise, for example the 71,000 potential jobs in the regional low carbon and renewable energy sector by 2050.
- 2.17 Subject to adoption by the Combined Authority, the Mayor will begin her West Yorkshire climate and environment conversation and participation. The purpose is to bring partners, stakeholders, and the people of West Yorkshire together to participate and collaborate on the development and delivery of the actions outlined in Plan.
- 2.18 The Mayor and Combined Authority have committed to take action to reduce carbon emissions, improve energy efficiency and affordability of homes in West Yorkshire. Alongside nine members of the West Yorkshire Housing Partnership, the Combined Authority has submitted a funding proposal, as lead local authority, to Government's Wave 1 Social Housing Decarbonisation Fund competition. The proposal seeks to retrofit a significant number of social housing properties by adopting a worst first, fabric first, lowest regrets approach. Successful applicants are expected to be notified by end of December 2021, with delivery starting January 2022 for twelve months.

3. Tackling the Climate Emergency Implications

- 3.1 The West Yorkshire Climate and Environment Plan is the primary document setting out the regional approach to addressing the climate and environment emergency and achieving a net zero region economy by 2038.

4. Inclusive Growth Implications

- 4.1 It is crucial that transitioning to a net zero carbon economy reduces inequality in West Yorkshire. It cannot be the cause of further inequality for our most excluded and deprived groups and communities. To that extent inclusive

growth goals and outcomes will be included in the detailed design of the activities in the Action Plan.

- 4.2 All policies will be subject to Equality Impact Assessments, and there will be inclusive growth dimensions to all indicators to ensure progress is being made.

5. Equality and Diversity Implications

- 5.1 Meeting net zero carbon and transitioning to a net zero carbon economy should be equitable and not be at the expense of any groups or communities. To that extent equality and diversity implications and solutions will be cross cutting and integrated into the detailed development of the actions in the Plan to ensure no one is adversely affected by net zero, nature recovery and climate ready transition.
- 5.2 All policies will be subject to Equality Impact Assessments, and there will be equality and diversity dimensions to all indicators to ensure progress is being made and inequalities are not widened.

6. Financial Implications

- 6.1 The actions identified in the Plan will need to be appropriately resourced with the right capital and revenue investment and investment in skills and capacity to lead these actions. Delivery will therefore require ongoing, targeted investment and an aligned financial policy and decision-making process.
- 6.2 The mayor is committing to bring forward a Climate and Environment Fund and to securing the £85m funding needed for the actions for the Combined Authority. The Combined Authority will work with partner local authorities to design the delivery mechanisms for this fund. So far, £800,000 has been committed by the mayor and Combined Authority to a Net Zero Region Accelerator programme to bring forward finance and funding for climate and environment projects that support delivery of the West Yorkshire Climate and Environment Plan.
- 6.3. The finance required for the three-year Plan is £85 million of direct funding and investment and nearly £600 million in grants and loans for households and businesses. Financial investment will be through a mix of sources including the Combined Authority in partnership with public and private funding. Work is ongoing to identify potential funding sources, including the Single Investment Fund. Decisions will need to be taken after the Comprehensive Spending Review, which will indicate whether and when there is likely to be further national funding available to support this work.
- 6.4 Achieving net zero, nature recovery and climate ready resilience will deliver substantial financial savings to the region, both at an individual and organisational levels. For example, large savings are likely to be made through fuel cost reductions that occur because of efficiency improvements across buildings and industry and the transition from petrol and diesel to electric vehicles.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 Additional posts will be required across Combined Authority directorates and teams working on this agenda, alongside new capacity from our partners and stakeholders to deliver programmes resulting from the Plan and Net Zero Region Accelerator.

9. External Consultees

9.1 Extensive stakeholder consultation was undertaken in 2020 to inform the development of actions to include in the Plan.

9.3 West Yorkshire local authorities and the Combined Authorities Climate, Energy and Environment Committee have been consulted in developing the content of the Plan, including Leaders and Chief Executives.

10. Recommendations

10.1 The Committee approves the West Yorkshire Climate and Environment Plan and agrees to delegate, if required, any final changes to the Managing Director in consultation with the Mayor.

10.2 The Mayor is committing to bring forward a Climate and Environment Fund and to securing the £85m funding needed for the actions for the Combined Authority. The Combined Authority will work with partner local authorities to design the delivery mechanisms for this fund.

10.3 Identify potential funding sources for the Fund, including the Single Investment Fund. Decisions will be taken after the Comprehensive Spending Review, which will indicate whether and when there is likely to be further national funding available to support this work

11. Background Documents

11.1 The final CERP report can be viewed at [emission-reduction-pathways-report.pdf \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/asset/document/emission-reduction-pathways-report.pdf)

12. Appendices

Appendix 1 – West Yorkshire Climate and Environment Plan



Tracy Brabin
Mayor
of West Yorkshire

West Yorkshire Climate and Environment Plan

2021 – 2024

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Mayor's Foreword

As Mayor of West Yorkshire, I am fully committed to leading our region's response to the climate emergency and protecting our environment. I am pleased to share with you West Yorkshire's ambitious climate and environment plan for action.

The climate and environment emergency is a real and present danger, affecting our health and wellbeing today. We can't have a fair, just and inclusive recovery from COVID-19 unless we address the impact of climate change and nature in decline. West Yorkshire's five councils and the West Yorkshire Combined Authority have all committed to reach net zero carbon emissions well before the Government's target date of 2050.

I know this challenge will require urgent and long-term collaborative action across all sectors of our economy and communities - and there is no simple and single solution.

However, there is also great opportunity to empower our region to build a modern and sustainable economy, with vibrant communities, free of air pollution, rich in green spaces and biodiversity and supported by an efficient low emission transport network and world class infrastructure.

I want everyone to be able to share the benefits of homes that are healthy, economical, and warm; workplaces that are more energy efficient; energy supply which is more local, clean, flexible and affordable; transport that is sustainable, integrated and low emission; nature and landscapes that are rich, diverse and improved; and places and people using resources efficiently whilst being ready and resilient to a changing climate.

We have an ambitious Plan to achieve this, creating a roadmap and policies, setting the groundwork for future emission reductions, delivering action and making the investments so West Yorkshire's economy is net zero carbon, fair, inclusive and sustainable.

Prioritising good, green jobs, and investing in skills and training for young people to do them have been some of my key pledges as Mayor for our region's economic recovery. Both will be vital to achieve our commitment to a fair, just and lasting recovery for all of West Yorkshire.

This is the key moment for Government, West Yorkshire businesses, communities, local authorities and citizens to work alongside each other and play their part in tackling the climate and environment emergency. We have no time left. Now is the time to act.

Tracy Brabin

Mayor of West Yorkshire

Introduction

Context

The Mayor of West Yorkshire and West Yorkshire Leaders have declared a climate emergency, going further and faster than national Government, and set an ambitious science-based target for the region to be net zero carbon by 2038, with significant progress by 2030. Our strong partnerships are critical to deliver the ambition and scale of the Plan, backed up by local and national investment and funding.

Reducing harmful carbon and air quality emissions, helping nature to recover and improve long-term climate resilience is critical and action across all parts of the economy and society is required.

The mayor and West Yorkshire Combined Authority ('Combined Authority') will ensure the West Yorkshire Climate and Environment Plan ('Plan') and transition to a net zero carbon economy is fair, just and reduces inequality in West Yorkshire. It cannot be the cause of further inequality for our most excluded and deprived groups and communities. Inclusive growth, equality and diversity goals and outcomes will be delivered through this Plan.

Delivering a fair, just and lasting recovery will ensure the region takes advantage from the transition to a sustainable and net zero carbon economy, boosting good jobs, training and upskilling opportunities across West Yorkshire. The construction industry, manufacturing, and transport, are the sectors where most focus is needed both to seize the employment boost of a sustainable and net zero economy and in terms of skills and retraining (LSE, University of Leeds, 2019, 2020).

Across West Yorkshire, 235,000 jobs could be affected by the transition to a net-zero carbon economy, with around 119,000 workers in high demand because of their skills and experience, and 116,000 workers requiring upskilling and support. However, 828,000 jobs will not be significantly affected by the transition (LSE, University of Leeds, 2019).

Progress to date to deliver at the pace and scale necessary has been hampered by a lack of resources to develop and deliver actions and have the right opportunities in place to secure the investment and funding we need. These obstacles must be overcome to tackle the climate and environment emergency.

The actions in the plan and the impact they can have is taken from the science-based reduction pathways study and responds to the carbon budget for the region. Consistent with the objectives of the UN Paris Agreement on Climate Change (Paris Agreement) and the Intergovernmental Panel on Climate Change (IPCC).

The Plan is focused to deliver a sustainable and net-zero carbon economy with the costs and benefits equally shared. It is critical that our response to COVID-19 is to invest in a new and different economy that lays the foundations for a healthy, sustainable and resilient future. To achieve this requires engagement and partnership working our communities and businesses across West Yorkshire.

The Plan lays the groundwork to allow significant carbon dioxide emission reductions to be made later this decade and in the 2030s.

A sustainable, nature rich and climate ready West Yorkshire requires significant public and private investment. Mobilising the finance will be a collaborative effort by the mayor and West Yorkshire leaders, Combined Authority, local authorities, government, lenders, investors and people of West Yorkshire. The finance required to deliver this three-year Plan is up to £4.4 billion. Furthermore, to deliver the priority programme of flooding schemes over the period 2021-2026 will require £120 million.

As is evident the financial implications of delivering the mayor's pledge, the Plan and its future iterations are significant. The financial investment will be through a mix of sources including the Combined Authority in partnership with public and private finance and funding.

Bringing together partnerships and collaborations between the public, anchor institutions and private sectors will help to secure the funding, finance and investment opportunities. This will make a significant contribution to the region's Strategic Economic Framework and shared ambitions for a modern, clean and inclusive economy and communities.

The Combined Authority will work with the mayor and Local Authority leaders to prioritise funding available through the Single Investment Fund

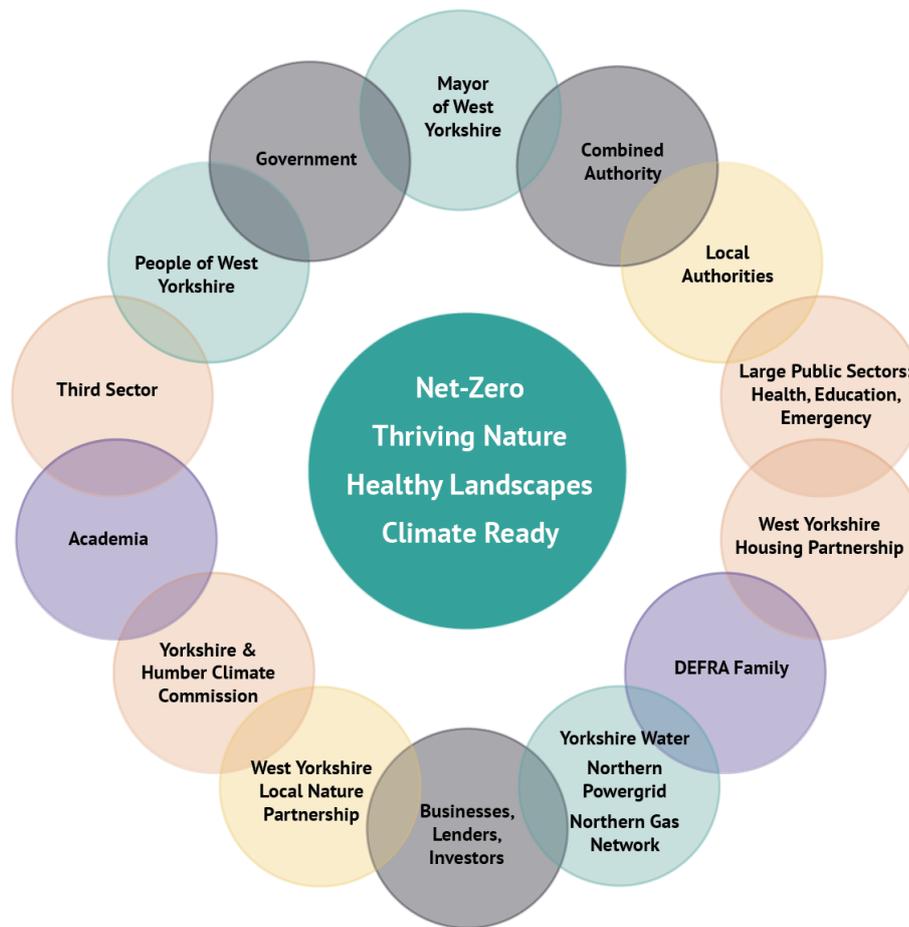
Securing the finance required (£85 million of direct funding and nearly £600 million in grants and loans for households and businesses over the next three years), to deliver this Plan is critically important. Financial investment will be through a mix of sources including the Combined Authority in partnership with public and private funding. Work is ongoing to identify potential funding sources, including the Single Investment Fund, and how to use local funding to secure investment from other partners, including government.

The mayor is committing to bring forward a Climate and Environment Fund and to securing the £85m funding needed for the actions for the Combined Authority. The Combined Authority will work with our partners to design the delivery mechanisms for this fund and West Yorkshire communities to deliver.

So far, £800,000 has been committed by the mayor and Combined Authority to a Net Zero Region Accelerator programme to bring forward finance and funding for climate and environment projects that support delivery of the West Yorkshire Climate and Environment Plan.

This level of investment delivers significant financial savings to the region, both for individuals and organisations. For example, large savings are likely to be made through fuel cost reductions that occur because of efficiency improvements across buildings and industry and the transition from petrol and diesel to electric vehicles.

Our strong partnerships are critical to deliver the mayor's and West Yorkshire leaders' pledge to tackle the climate emergency and the region's climate and environment ambitions.



Progress to Tackle the Climate and Environment Emergency

Across West Yorkshire investment and action is underway to tackle the climate emergency, restore and enhance nature, be ready for a changing climate and create sustainable communities and businesses. West Yorkshire Combined Authority and partner councils are delivering projects and initiatives across the themes of this Plan and it complements local authority plans and action to address the climate and environment emergency. The following examples highlight the breadth of progress underway throughout our region

	<p>Bradford Council is demonstrating local leadership by connecting social, economic, cultural and environmental wellbeing, resilience and COVID-19 recovery within their sustainable and inclusive district and clean growth framework. The Council has invested over £300,000 in community climate action across all five Constituencies and with over 50 grass roots initiatives supporting citizens, children and young people in addressing climate challenges. Over £200m investment is planned to 2030.</p>
	<p>Calderdale Council's Natural Flood Management Landowner Grant Scheme is working with landowners and farmers to undertake natural flood management to build up Calderdale's resilience to heavy rainfall events. The Council are also directly delivering natural flood management projects elsewhere including installing heather bunds and blocking channels to retain water on moorland, delivering flood mitigation and enhanced wildlife habitats.</p>

	<p>The White Rose Forest is a local authority Joint Venture Agreement covering North & West Yorkshire that includes partners such as the Forestry Commission, Woodland Trust and Natural England. It represents North and West Yorkshire’s contribution to the ‘Northern Forest’. Kirklees Council is the accountable body and has primary responsibility for running the ‘White Rose Forest Delivery Pathway’ which aims to work with willing landowners and partners to deliver landscape-scale tree planting, green streets and landscapes for water. Tree planting will improve the health and wellbeing of residents, reduce flood risk, support wildlife and absorb carbon emissions.</p>
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	<p>Leeds City Council has committed to investing £100 million in measures to improve the energy efficiency of council housing by 2025. This commitment will help thousands of Leeds residents save energy, protect residents from cold-related illnesses and deliver significant carbon savings. Work announced as part of this commitment so far include: £24m to connect 26 tower blocks to ‘district heating clusters’ connected to ground source heat pumps; £9m works to deliver whole house retrofits to 190 flats in the Holtdale estate including air source heat pumps, solar PV, upgraded ventilation systems, insulation measures, and LED lighting.</p>
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	<p>Wakefield Council is planning to deliver its climate neutral 2030 pledge by: political leadership, decarbonise their corporate estate, buildings, street lighting, and fleet; switch to renewable electricity – developing Energy Parks to meet organisational demand; off-set remaining carbon emissions through tree-planting under the White Rose Forest and Woodland Carbon Code; raise awareness and incorporate into decision-making including carbon literacy training.</p>
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	<p>West Yorkshire Combined Authorities £12 million CityConnect programme works in partnership with a range of public, private and community organisations to encourage more people to take part in active travel - such as cycling or walking – by creating high quality cycling infrastructure alongside engagement initiatives such as cycle training, cycle challenges, business and school support and behaviour change campaigns.</p>
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Roadmap 2038

State of the Region

To fully understand how to address emissions to achieve net zero by 2038, secure recovery of the natural environment and be ready for a changing climate it is important to know where we are starting from. Our West Yorkshire State of the Region Report provides a handy snapshot of where we currently are in terms of tackling the climate and environment emergency.

West Yorkshire State of the Region Report Tackling the Climate Emergency Priority – Summary

West Yorkshire has committed to becoming a net zero carbon economy by 2038.

The latest data indicate that CO₂ end-user emissions in West Yorkshire stand at around 10.8 Mt CO₂. This equates to 4.7 tonnes per capita, slightly below the national average of 4.9 tonnes.

Carbon dioxide emissions have fallen less quickly in West Yorkshire than nationally over the last decade for which we have data, but West Yorkshire's starting point was lower in per capita terms.

A continuation of current rates of emission reduction in West Yorkshire will not be sufficient to achieve the target of net zero by 2038. It is projected that current policies will only achieve a fraction of the further reductions required to meet the net zero target.

Emissions from the industry, commercial and domestic sectors of the regional economy fell substantially over the last decade, but transport emissions did not register a sustained reduction in the period to 2019.

The emissions intensity of the West Yorkshire economy, in terms of CO₂ emissions (kt) per £m of GVA, is slightly above the national average and is higher than most of the comparator areas. The region's emissions intensity fell by 40% between 2005 and 2019.

National data shows that there was a significant fall of around 11% in CO₂ emissions in 2020, linked to the effects of the pandemic. This was manifested in a large reduction in the use of road transport and a fall in emissions from the business sector.

Engagement with the natural environment is key to quality of life. Currently, around 23% of West Yorkshire residents have local natural greenspace within easy access of their homes (defined as within 5 to 10 minutes walking distance depending on walking speed). Within the region, there is a variation between districts: in Leeds and Calderdale the proportion is slightly higher, at around 26%; in Bradford it is 23%; but it falls to less than a fifth in Kirklees (18%).

The average Energy Performance Certificate rating for domestic properties in West Yorkshire is D (using a scale of A – most efficient to G – least efficient). This

is like the national average, but significant progress is required to meet the government's target to upgrade as many homes as possible to EPC Band C by 2035.

Around 169,000 households in West Yorkshire (17% of all households) are in fuel poverty, a prevalence that is above the national average. Fuel poverty is the problem faced by households living on a low income in a home which cannot be kept warm at reasonable cost.

Around 4% of residential properties in West Yorkshire fall within a flood zone, rising to more than 6% in Calderdale. A significant proportion of neighborhoods' in Bradford and Calderdale are acutely vulnerable to the effects of flooding.

Emission Reduction Pathways

Background

Once we had calculated current emissions, we wanted to understand the different ways in which the region could meet its net zero carbon target by 2038¹. To do this we commissioned independent experts to model four different versions of the future in relation to emissions – our emission reduction pathways.

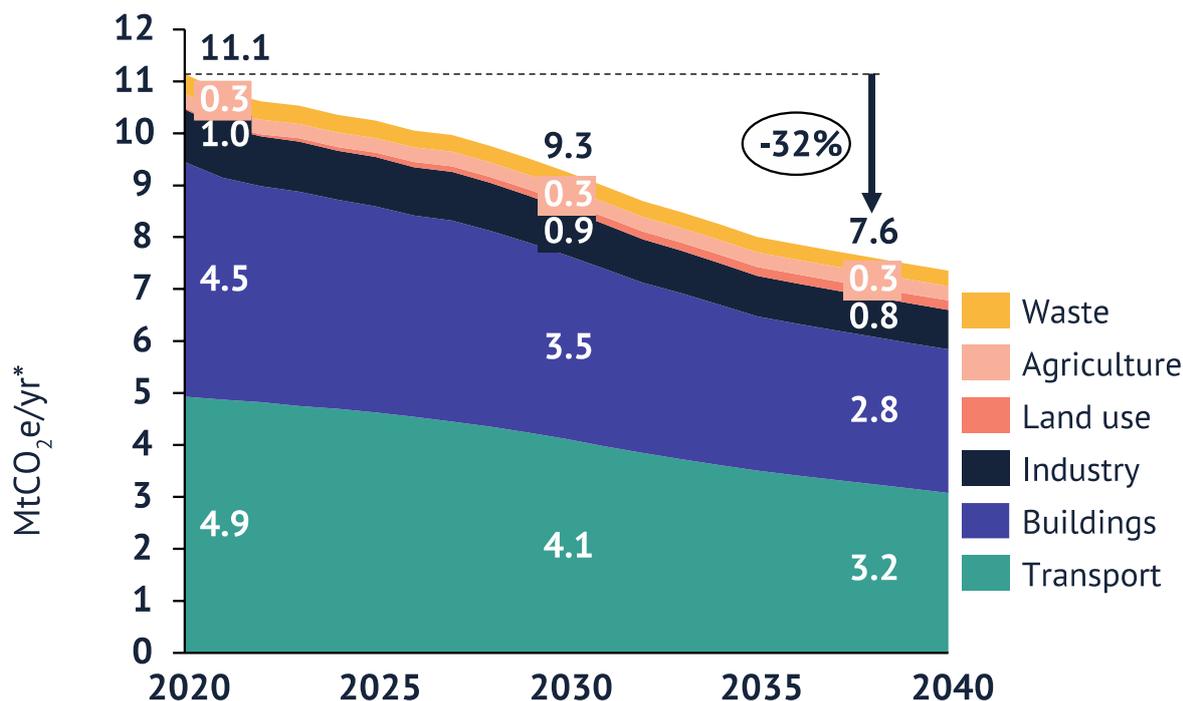
Our first pathway considered the emission reductions that we could expect to see in the region because of interventions that were already committed or in train, for example government policies. This was termed the Baseline Pathway and was helpful in providing us with an understanding of the level of interventions that would need to be implemented above and beyond existing commitments.

The remaining three pathways, our Maximum Ambition, High Hydrogen, and Balanced Pathways, all build on the Baseline Pathway to illustrate the realistic levels of emission reductions that could be delivered in the region in the context of the 2038 target.

Baseline Pathway

As referenced above the Baseline Pathway sets out the likely emission reductions, we could expect to see in the region because of current policies. In the absence of new policies, incentives, and regulations the Pathway suggests there will be a relatively low uptake of most technologies beyond 2025.

The Baseline Pathway estimates a 32% reduction in emissions could be achieved in the region if we did not implement interventions beyond current policies. Under this Pathway emissions would be 7.6 MtCO₂ in 2038, a long way short of our ambition.

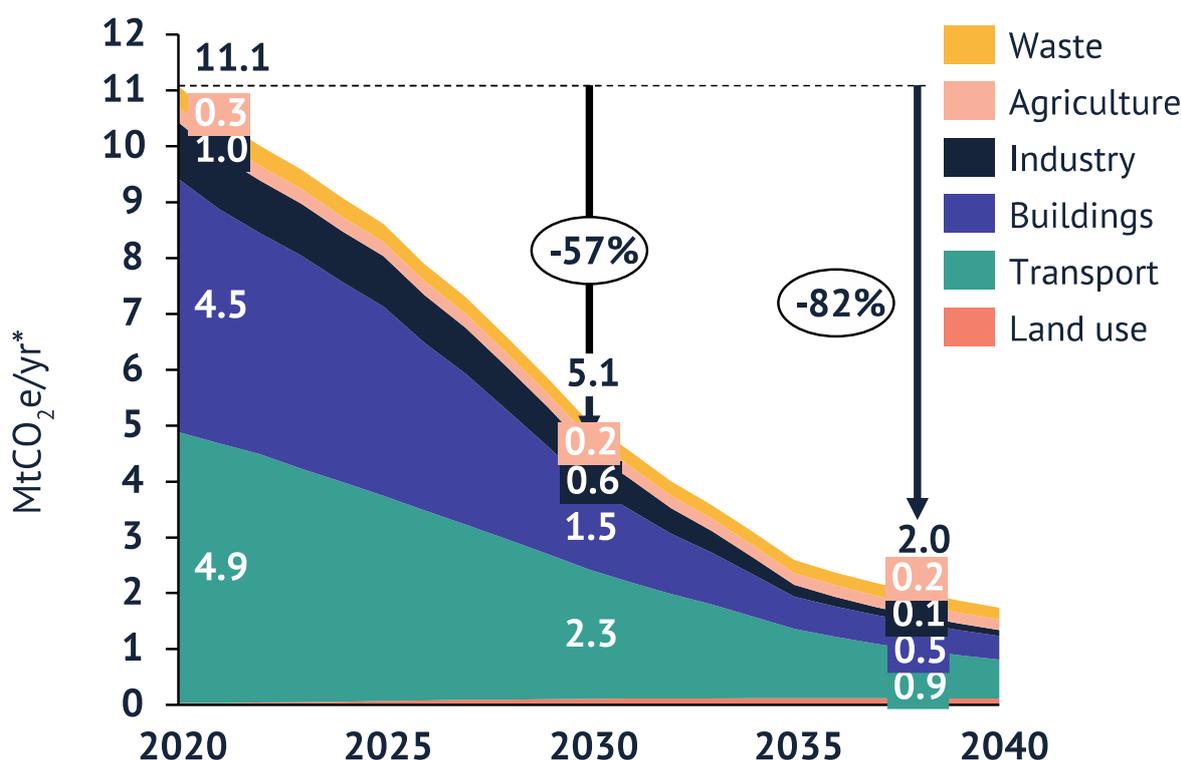


Across transport, reductions would occur through wider adoption of cleaner, more cost-effective technology such as electric vehicles. National efforts to decarbonise electricity and increase energy efficiency would result in reductions in emissions from buildings and industry. However, we would see a growth in emissions from agriculture and land-use as our population rises increasing food production and urban spread.

Maximum Ambition Pathway

This Pathway considered the emission reductions that could be achieved in the region if a predominately electricity led approach to decarbonisation was taken. This would mean significant electrification of heat, transport and industry supported by enabling technologies such as flexible demand and energy storage.

The Maximum Ambition Pathway estimates that an 83% reduction in emissions could be achieved in the region through the interventions modelled. 1.9 MtCO2 would remain in 2038 under this Pathway primarily from transport and buildings.



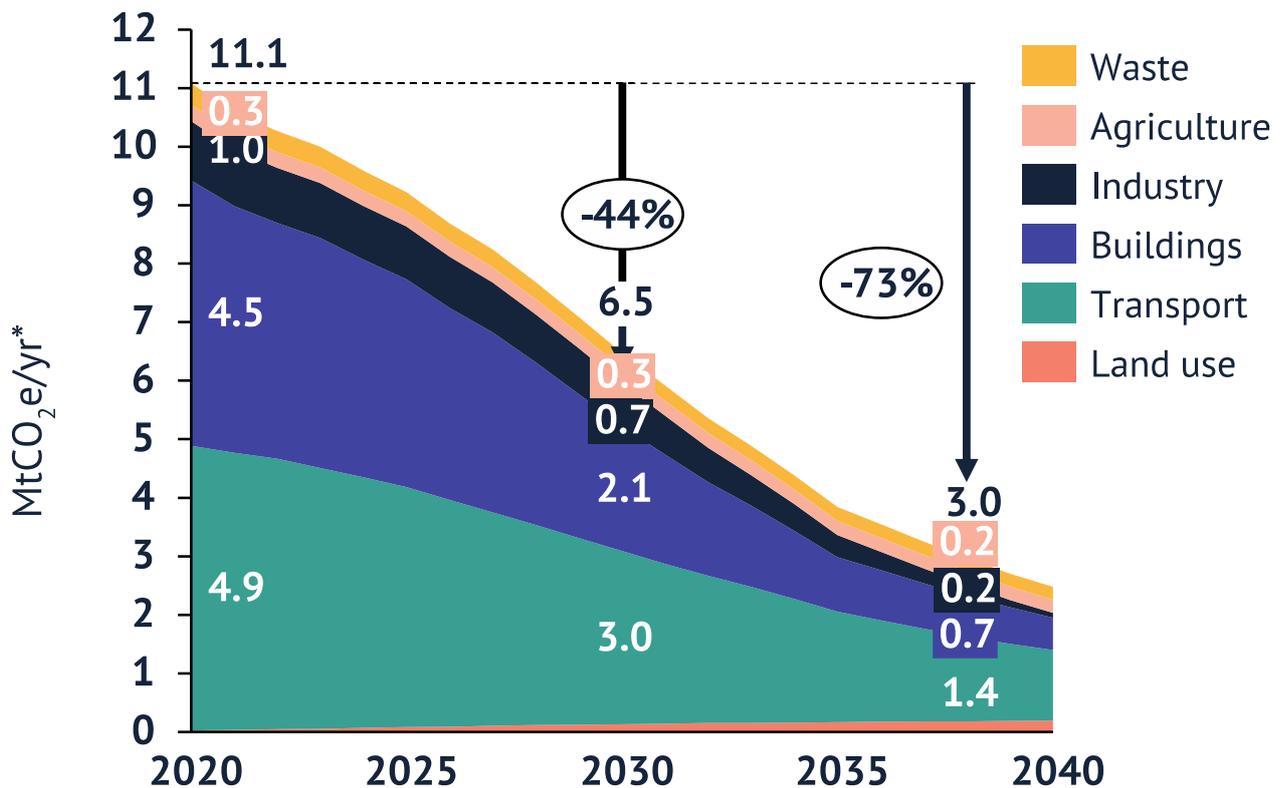
To achieve the emission reductions set out in the Pathway would require a significant acceleration of the deployment of technology and rapid behaviour change from consumers, industry, and business. Among other things the Pathway would require:

- a rapid uptake of electric vehicles, alongside significant consumer, and industry / business behaviour change;
- a large shift from private car use to cycling, walking and electrified public transport;
- a wide-scale retrofit of buildings with ambitious rollout of heat pumps and heat networks;
- a significant upscaling of solar, onshore wind, smart and flexible energy solutions and potentially carbon capture and storage;
- development of new technology and switching to low carbon fuels within industry; and
- forestry planting to offset emissions from new urban development.

High Hydrogen Pathway

The approach taken for this Pathway was to understand the emission reductions that could be achieved if large-scale hydrogen and carbon capture and storage was available for heating homes and businesses, delivering industrial processes, generating electricity, and transporting goods and people.

The High Hydrogen Pathway estimates a 76% reduction in emissions could be achieved in the region through the interventions modelled. 2.7 MtCO₂ would remain in 2038 with a large proportion of remaining emissions from transport.



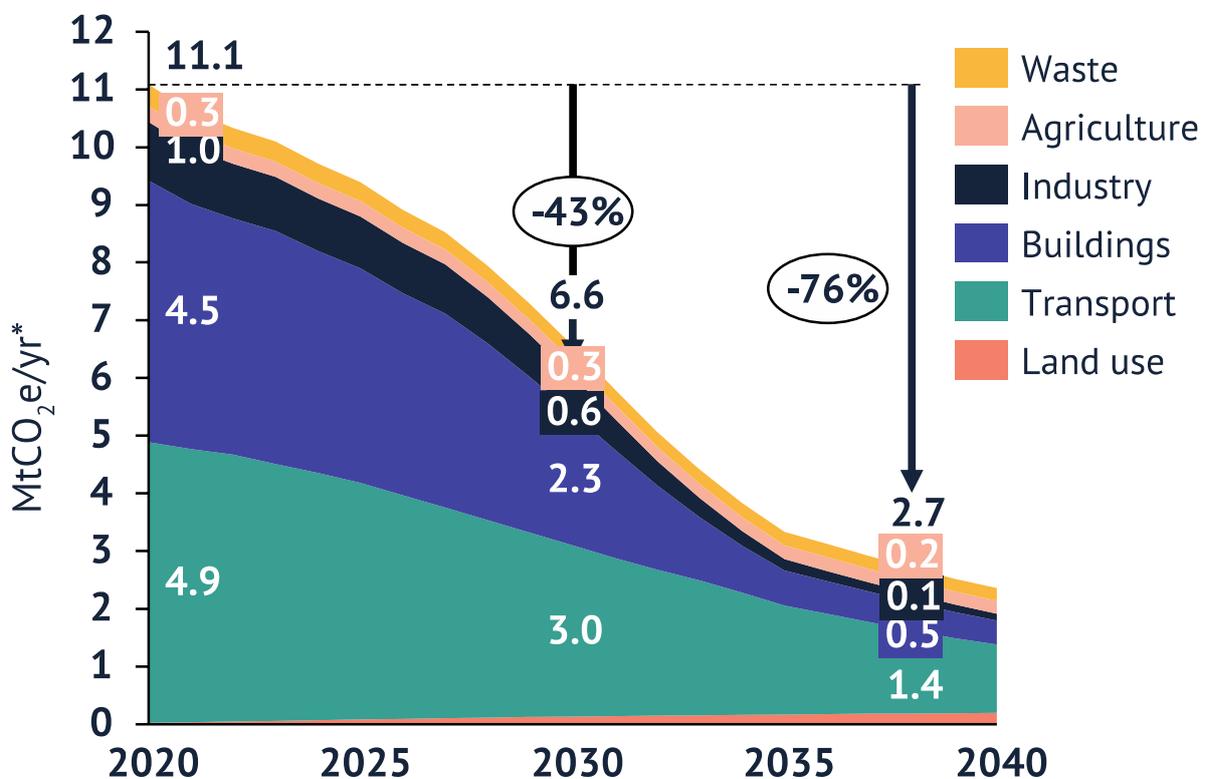
Measures that would need to be deployed as part of this Pathway include:

- a significant development and uptake of hydrogen fuel-cell vehicles, particularly in the heavier vehicle classes such as buses and HGVs;
- a conversion of the natural gas grid to hydrogen and for nearly half of the regions' homes to be heated by a hydrogen boiler; and
- installation of hybrid heat pumps and energy efficiency measures in advance of hydrogen being available.

Balanced Pathway

A balanced approach to decarbonisation was investigated as part of this Pathway. A mix of technologies were applied across the economy with contributions from electrification, hydrogen, bioenergy, carbon capture and storage, and decentralised energy production. This illustrated a scenario where technologies are deployed in parallel, with differing factors impacting on adoption, from location to price or consumer comfort.

The Balanced Pathway estimates a 75% reduction in emissions could be achieved in the region through the interventions modelled. 2.8 MtCO₂ would remain in 2038 with the Pathway differing from the Maximum Ambition and High Hydrogen Pathways in estimating significant remaining natural gas usage in building boilers and industrial sites.



Measures that would need to be deployed as part of this Pathway include:

- a significant shift from petrol and diesel to electric and to a lesser extent hydrogen vehicles;
- heating of buildings and the provision of heat to industry via a mixture of electric and hydrogen heating technologies; and
- high-levels of solar PV and onshore wind roll-out, as well as energy from waste carbon capture and storage and combined heat and power facilities.

Reaching Net Zero Carbon for Decarbonisation

None of the Pathways that the Combined Authority modelled illustrate a complete decarbonisation of the economy of West Yorkshire. Depending on the Pathway we will need to achieve an additional 25% to 17% reduction in emissions by 2038 on top of those measures that have identified in our modelling work.

To fully achieve the regional target, the Combined Authority will need to explore additional decarbonisation options that could be implemented to further mitigate emissions. Some of these options will require increased ambition around the deployment of measures, others are speculative options from less mature technologies or concepts.

The government's Net Zero Strategy must provide new options for West Yorkshire to decarbonise, with the right roles, responsibilities, powers and finance from government that allow the Combined Authority and West Yorkshire local authorities to play our part to deliver the government's agenda.

Examples of measures we could look to implement to generate additional emission reductions include:

- even more ambitious renewable electricity generation to offset remaining electricity related emissions;
- offsetting emissions through negative emissions methods such as bioenergy carbon capture and storage and direct air capture;
- quicker lifestyles change e.g., following the COVID-19 pandemic, the shift to remote working and decrease in business trips which includes reduced demand for aviation;
- circular economy system changes, for example to reduce material consumption, processing and disposal;
- Over the coming years we will consider the measures where we will look to increase our ambition or investigate in more detail with a view to increasing our knowledge of how we can fully decarbonise the region; and
- For more information on the evidence underpinning the roadmap please see our technical report.

Roadmaps

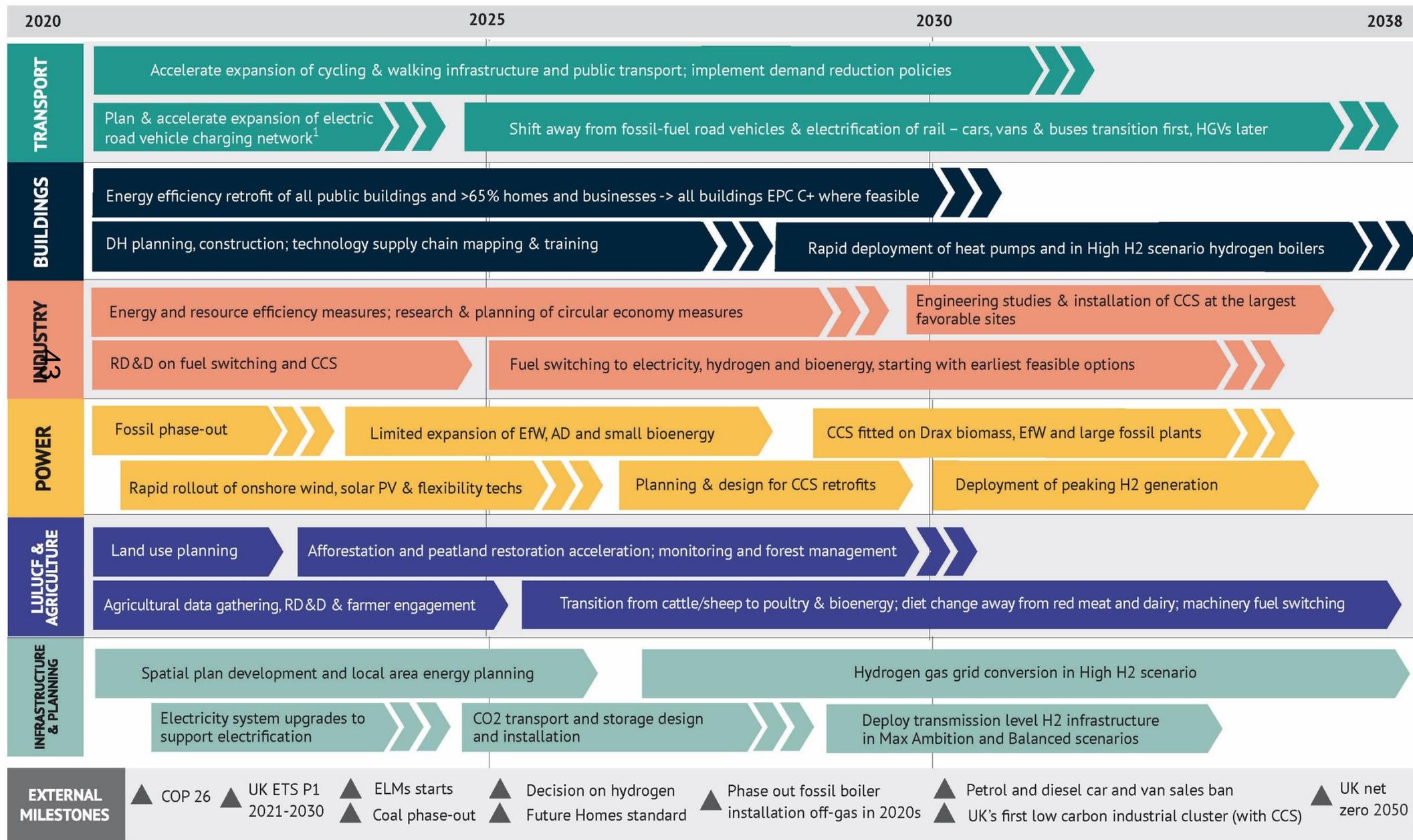
Our shared approach will require large-scale ambitious action to deliver a wide range of decarbonisation measures across the five areas of transport, buildings, industry, power, and land-use and agriculture. This will need to be integrated with and contribute to place-shaping across the region, and steer business and investor decision making and use of public funds.

To understand how the measures could be achieved and to assist in planning and monitoring activity we have produced modelled roadmaps for the five areas referenced above. They provide information on the timeline of key activities and technology rollout, key decision points along each of the Pathways, and key implementation milestones to monitor progress by.

Each roadmap reflects the inherent uncertainty and differences between the three modelled Pathways to reach net zero by 2038 and provides a range of timescales associated with deployment where a measure is common across all the Pathways. We have used the outputs of the roadmaps to inform the Plan and we will also use the outputs to inform our longer-term approach to sustainable development to achieve net zero carbon, wellbeing, resilience and healthy nature and landscapes in West Yorkshire.

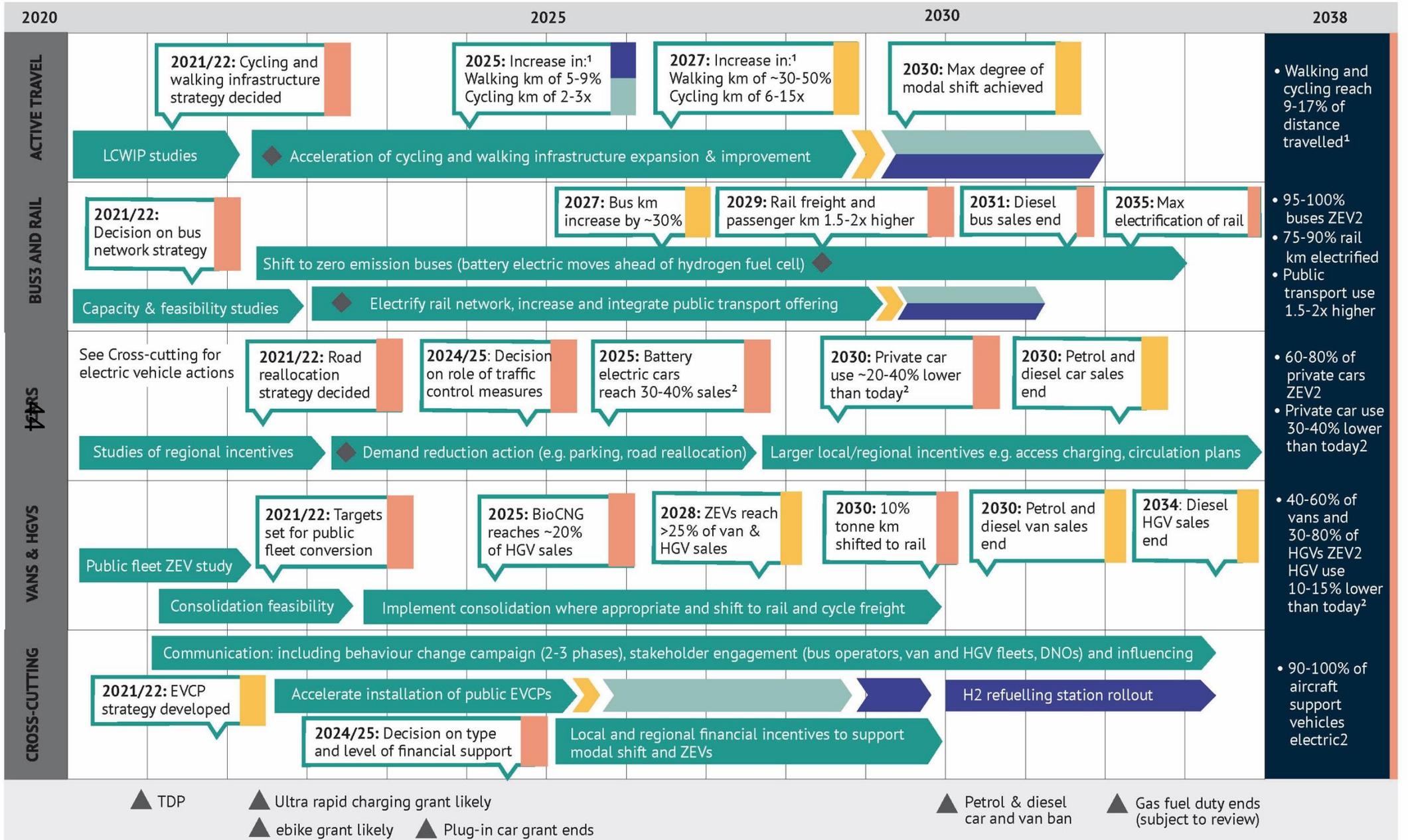
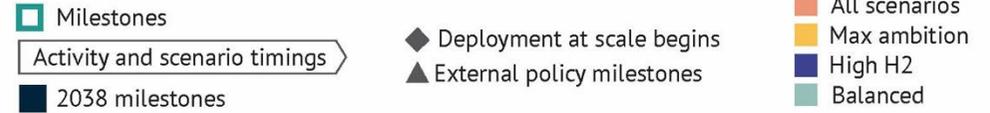
Cross-sectoral summary roadmap showing indicative timelines for implementation of the major measures

- ▲ Key decision points/ external milestones
- ▭ Activity timings
- » Indicates continuous action until 2038



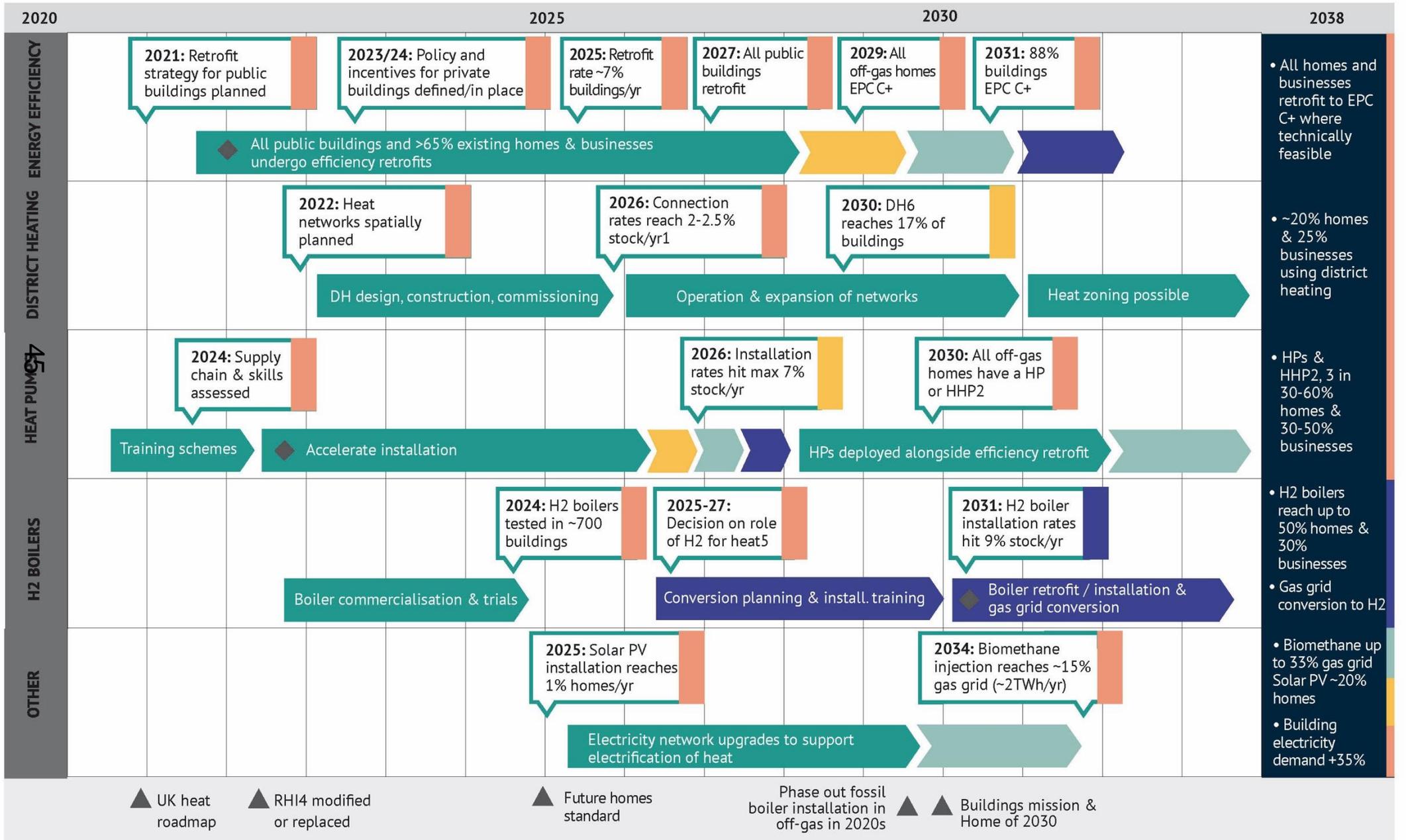
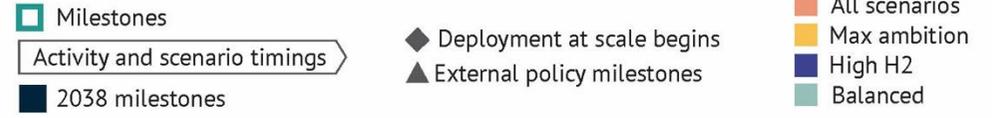
Acronyms: CCS: carbon capture and storage; H2: hydrogen; DH: district heating; EfW: energy from waste; AD: anaerobic digestion; ICE: internal combustion engine; HGV: heavy goods vehicle; EPC: energy performance certificate; RD&D: research development and demonstration; ETS: emissions trading system; ELMs: environmental land management scheme
 Note: timings are indicative due to simplification – please see sectoral roadmaps for more detail; 1. Expansion of charging network will continue beyond 2025

Roadmap - Transport



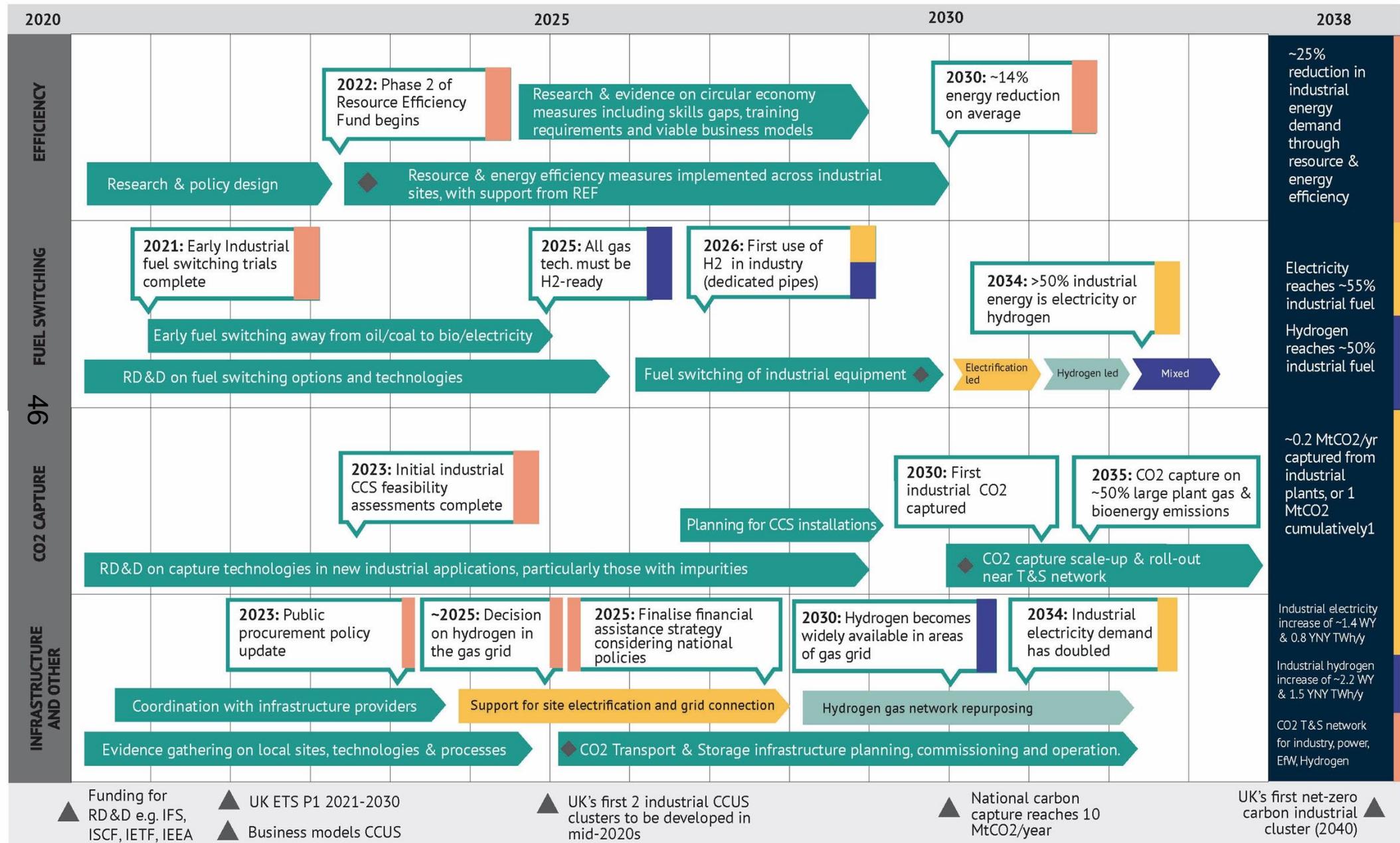
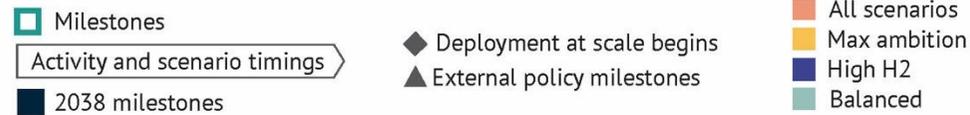
TDP = Transport Decarbonisation Plan; EVCP = Electric vehicle chargepoint; ZEV = zero emissions vehicle; CWIP = Cycling and Walking infrastructure Plan; 1. Higher value refers to WY, lower value YNY; 2. Higher value Max ambition, lower value High H2 and Balanced; increases relative to modelled 2020 values; 3. See WYCA Zero Emission Bus Roadmap (2019) for more detailed actions and milestones for bus decarbonisation

Roadmap - Buildings



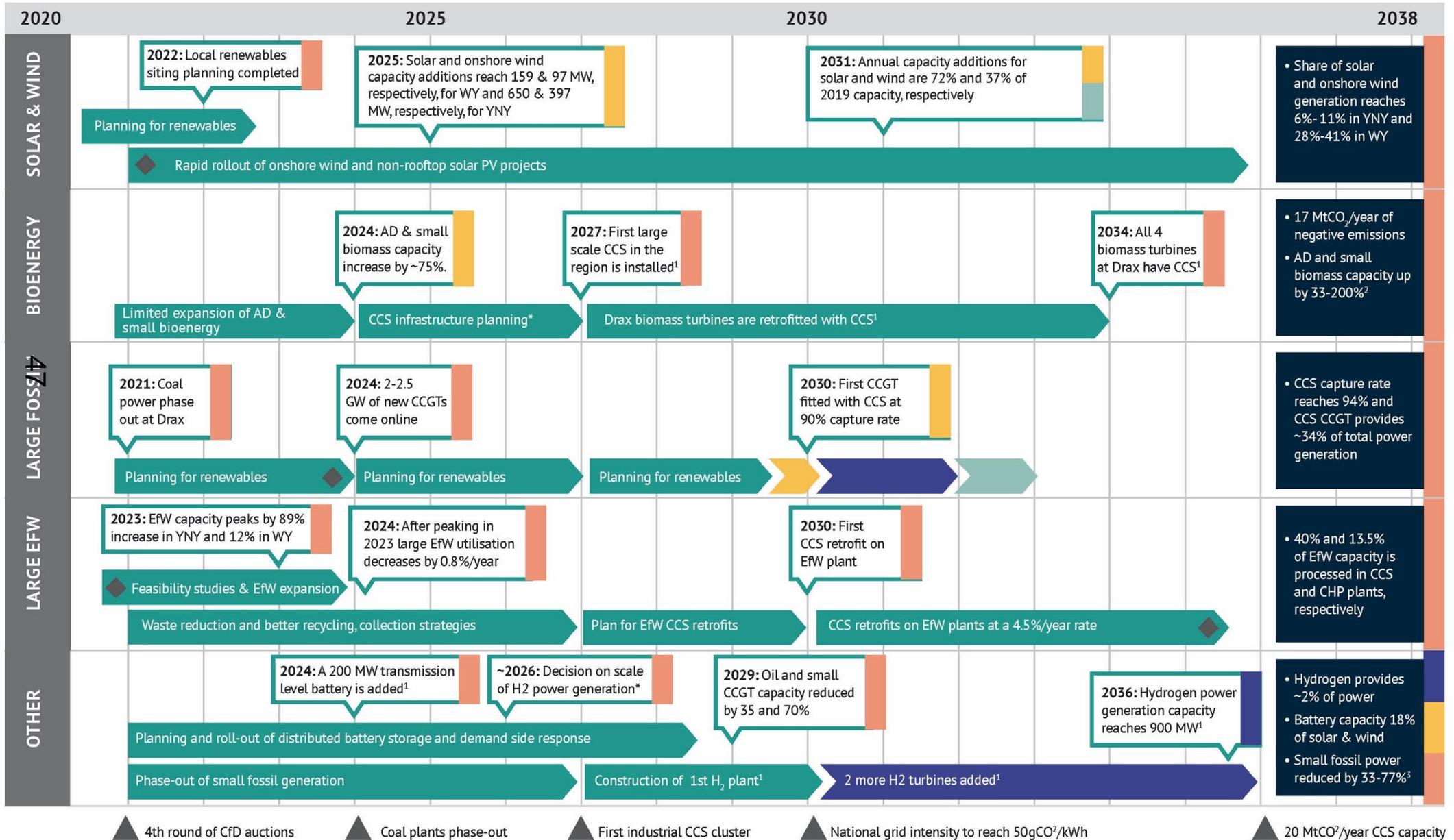
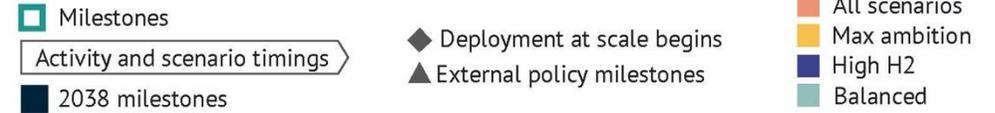
1. Higher value Max ambition, lower value High H2 and Balanced; 2. HP = heat pump, HHP = hybrid heat pump (heat pump plus boiler); 3. Higher value Max ambition, lower value High H2; 4. RHI = Renewable Heat Incentive; 5. Largely dependent on national decisions 6. District Heating

Roadmap - Industry



1 For the whole study region. Acronyms: T&S: transport and storage; IFS: industrial fuel switching; ISCF: Industrial Strategy Challenge Fund; The Industrial Energy Transformation Fund; IEAA: industrial energy efficiency accelerator; ETS Emissions trading system; CCS Carbon capture and Storage

Roadmap - Power



1- BECCS, CCS CCGT, Hydrogen turbines and one 200 MW transmission level battery are only installed in the York & North Yorkshire region.

2- Variation due to scenarios and technologies over the whole study region. 3- Savings are constant across scenarios with higher values representing WY and lower values YNY.

CCS: carbon capture and storage, BECCS: bioenergy with CCS, CCGT: combined cycle gas turbine, EfW: energy from waste, AD: anaerobic digestion, H2: hydrogen, CHP: combined heat and power

Action Plan 2021 – 2024

Overview

The roadmaps identify the long-term routes we could take if we are to achieve net-zero carbon by 2038. The Action Plan is focused on the ‘no-regrets’ activity that will be taken over the next three years. Its primary aim is to put the partnerships and programmes in place that enable significant emission reductions to be made in future years. It also aligns with the Mayor of West Yorkshire’s term of office.

The Plan sets out what the mayor, West Yorkshire leaders, Combined Authority and local authorities will do over the next three years, reflecting our crucial role in providing leadership in meeting our regional target. We all, our local authority partners, the mayor, West Yorkshire businesses and people who live and visit our region, have a role to play in delivering this Plan. The Plan sets out high-level actions over the next three years to maximise emission reductions, improve nature and get ready for a changing world and climate.

We have structured the Action Plan around eight logical themes for action, reflecting independent advice provided to us on the policies and actions that need to be implemented over the coming years to enable good progress to be made towards the 2038 target. It also addresses gaps that we will need to bridge if we are to ensure the region is prepared for the impacts of a changing climate and to address wider social, economic and environmental threats and opportunities.

Leadership

The mayor, Combined Authority and local authorities want to lead by example with our efforts to tackle the climate and ecological emergencies. We firmly believe that we have a key leadership role given our unique position in the region of having a mayor, a devolution deal, and direct involvement in the issues of strategic significance.

Leadership is about being acting responsibly and with evidence of our impacts and contribution in the assets we all own, the way we operate, the policies we implement, and the investments we direct. It's about demonstrating leadership and our commitment to addressing climate challenges and the decline in the quality of our natural environment to stakeholders, including Government, regional businesses, and West Yorkshire residents.

LE01 Policies and Decision-Making

We will implement policy and decision-making that considers the issues and needs to tackle the climate and environment emergency.

We will do this by:

- Requiring all funding under our control to show how it is addressing carbon emissions, economic, social and environmental impacts.
- Requiring project sponsors seeking West Yorkshire Combined Authority funding to account for and mitigate the emissions and environmental impacts of projects. Developing and implementing tools to support this.
- Requiring all tendered bus services under the Combined Authority control to be net zero emission, or with a comprehensive plan to move to be net zero emission as soon as possible.
- Requiring all existing and future Combined Authority policies and strategies to demonstrate how they will contribute to addressing the climate and environment emergencies, legislation and required environmental performance of infrastructure and services.
- Developing options for a carbon offsetting scheme, recognising that for some schemes with multiple benefits seeking Combined Authority funding will be unavoidable.
- Purchasing clean energy for all our operations, considering the value of take up of power purchase agreements.
- Implementing sustainable travel policies and supporting measures.
- Developing a roadmap and implementation plan for the conversion of the vehicle fleet directly under the control of the Combined Authority to low and zero emission vehicles.

LE02 Environment and Energy Management

We will take greater control over the environmental impact the Combined Authority has as an organisation, publicly committing to challenging targets and actively monitoring and managing our impacts.

We will do this by:

- Making a public commitment to being net-zero carbon as an organisation by 2038 at the very latest.
- Declaring an ecological emergency, acknowledging that our ecosystems, habitats, and species are under increasing threat.
- Becoming a member of UK100, the UK network for locally elected leaders who have pledged to reach net-zero.
- Developing and implementing an organisation environment and energy management programme, incorporating our corporate actions for addressing climate change from our own operations.
- Developing a carbon reduction hierarchy to guide investment decisions and business operations.
- Disclosing our carbon footprint via the Carbon Disclosure Project (or similar) to increase transparency over our contribution to regional emissions.
- Developing an understanding of our Scope 3 emissions and implementing a plan to reduce them.

LE03 Monitoring and Evaluation

We will monitor and evaluate our organisational and regional progress to ensure we are on track to meet the targets that we have set and to accelerate action where progress is off-track.

We will do this by:

- Developing and implementing a monitoring and evaluation framework.
- Integrating metrics on climate and environmental performance into our annual State of the Region report.
- Updating our climate pathway model to enable us to run new climate scenarios based on local trends and new data that becomes available.

LE04 Influencing Strategy

We will clearly articulate our asks of Government and other stakeholders in terms of what is needed in the region

We will do this by:

- Producing an Influencing Strategy that clearly sets our asks and use it as the starting point for discussions with relevant Government departments and other stakeholders.

LE05 Pension Fund Divestment

We will use influence as a significant investor to start the process of developing options for West Yorkshire Pension Fund divestment from fossil fuel companies and other environmentally damaging activities.

We will do this by:

- Asking the West Yorkshire Pension Fund to provide an annual statement to the mayor on its divestment action.
- Working with the West Yorkshire Pension Fund to identify climate, clean energy and environmental investment opportunities that support delivery of the Plan.

Cross-Cutting

There are some areas of activity to address the climate and environment emergency that serve all the themes covered by this Plan, for example skills, research, and development, planning and neighbourhood approaches. In recognition of this, we have framed this theme around those actions that are applicable and cut across multiple themes, avoiding duplication.

CC01 Communications, Engagement and Marketing

We will deliver communications, marketing and engagement campaigns and actions focused on how partners, businesses and residents of West Yorkshire can work together to benefit from tackling the climate and environment emergency. This will be the start of sustained and productive engagement and conversations leading to meaningful long-term action and beneficially outcomes.

We will do this by:

- Building on existing activity across the region and look to enhance and add value where required.
- Outlining the ambition and plan for delivery to raise awareness and understanding of what is happening and how to get involved.
- Providing information and resources on technologies and behaviours that support people to move towards lifestyles and businesses that are safe, clean, ethical and low carbon.
- Advertising local and national schemes, incentives, and initiatives available to assist different groups, including businesses, to decarbonise.
- Conversations with partners, stakeholders and the public on our activities and the progress being made.

CC02 Strategic Planning

We will develop the spatial evidence base to tackle the climate and environment emergency and use this to inform and influence Local Plan policy and a potential West Yorkshire Strategic Spatial Plan.

We will do this by:

- Developing a Zero Emission Infrastructure Investment Framework (ZEIIF) that provides an evidence base on the infrastructure needed for the region to support net zero, nature recovery and climate ready.

CC03 Green Skills and Training

We will build on existing relationships and develop programmes and partnerships that ensure the region has the workforce and jobs that it needs to enable a transition to a sustainable net-zero carbon economy.

We will do this by:

- Integrating green skills and training into the mayor's pledge to deliver '1,000 well paid, skilled green jobs for young people.
- Establishing a Green Skills Partnership to deliver a roadmap and actions for the just and inclusive transition to a net-zero carbon economy and society.
- Undertaking an assessment to identify skills shortages, gaps, and demand in workforce (current and future).
- Implementing training programmes to address skills shortages and gaps and build the local skills base ready for the future.
- Creating careers and inspirational activities to ensure a future pipeline of talent.
- Considering how any existing programmes and skills delivery can contribute towards addressing the climate and environment emergencies, including commissioning of adult training and careers materials.
- Working with key partners to ensure that training aligns with labour market demand and provision can meet future demand in the growing green economy.

CC04 Green Finance

We will bring together existing funding, release new green finance, and leverage partner and private capital, to accelerate delivery.

We will do this by:

- Capitalising on the concentration of financial institutions located in the region, including the new National Infrastructure Bank, to develop partnerships and investment opportunities that increase finance and financial products.
- Considering the case for providing financial incentives for low emission transport technologies and encouraging behaviour change which supplements funding available at the national level where this is insufficient to accelerate the uptake of these measures.
- Bring forward the finance and funding for energy efficiency measures and low carbon technologies by households and measures, technologies, waste and material efficiency, and circular economy solutions by businesses through financial incentives and products.
- Considering the financial mechanisms which enable new homes being built in the region to be sustainable the point of construction.

- Considering the case for providing low-cost loans to developers of small and medium scale low carbon energy generation and flexibility technologies.
- Establishing a Climate Ready Financing Task Force that can work together to investigate the development of financial products for climate resilience and adaptation, for example resilience bonds.

CC05 Better Neighbourhoods

We will support a Better Neighbourhoods programme, bringing people, investment and funding together for greatest impact.

We will do this by:

- Launching a Better Neighbourhoods programme that support the best community proposals for greener, cleaner and climate ready neighbourhoods.
- Prioritising local, clean, and flexible energy solutions, healthy, affordable, and efficient buildings, walking, cycling and public transport, green and climate ready nature solutions.

CC06 Innovation for Net-Zero, Nature Recovery and Climate Ready

We will capitalise on the academic knowledge and expertise in the region to develop and support innovation that increases the ability of the region to meet its net zero carbon target and contribute to nature recovery and climate readiness.

We will do this by:

- Capitalising on the international expertise in the region to develop the solutions, share the results with partners and stakeholders, and integrate into our planning and activity.
- Prioritising net zero, nature recovery and climate ready through our Connecting Innovation Programme and influencing others in the innovation ecosystem to do the same.
- Exploring improved mechanisms for knowledge sharing and exchange between Higher Education Institutes and businesses across both research and development (ideation and development of new technologies) and innovation diffusions (adoption and exploitation of new technologies).
- Exploring the feasibility of focusing on net-zero, nature recovery and climate ready challenges as part of a new Mayors Challenge competition.
- Exploring a partnership arrangement with UK Research and Innovation on a region innovation programme with local and national expertise.
- Including net-zero, nature recovery and climate ready in existing innovation activities, for example the entrepreneur's package of support, Made Smarter Pilot.

CC07 Digital Infrastructure

We will support the delivery of digital infrastructure (gigabit capable broadband and 4/5G mobile connectivity) to enable greater opportunities for smarter and flexible activities and to increase the application of digital enabled technologies to reduce emissions and improve the environment.

We will do this by:

- Focusing on the public sector supporting delivery in hard-to-reach and/or rural areas that are unlikely to receive connectivity commercially.
- Delivering the West Yorkshire and York Superfast Broadband Programme (Contract Three) providing gigabit capable broadband to areas.
- Delivering the Wakefield Gigabit Voucher Top-Up Programme subsidising broadband connectivity to clusters of premises.
- Engaging with the Department for Digital, Culture, Media, and Sport (DCMS) on Project Gigabit which will support delivery of gigabit-capable broadband to the 'final 20%' of premises in the region.
- Refreshing the Digital Framework to reflect the role digital can play in addressing the climate and environment emergency.

Transport

The transport sector is the highest emitting sector of carbon emissions within West Yorkshire and is dominated by road-transport and the private car. To reduce emissions to virtually zero within the sector will require a fundamental change in the need and how we travel, with fewer journeys enabled by digital technology and and more of the journeys made being undertaken by public transport, cycling and walking.

This theme is focused on the activity that we will undertake over the next three years to address emissions from transport in the region and represents a combination of accelerating schemes that contribute to net zero and establishing the groundwork for significant emission reductions in the years to come.

TR01 Connectivity Infrastructure Plan

We will accelerate the delivery of the West Yorkshire Connectivity Infrastructure Plan.

We will do this by:

- Leading programme development for the City Region Sustainable Transport Settlement (CRSTS), working with West Yorkshire local authorities as the highway authorities and industry partners, and ensuring sustainable transport measures are included within the programme.
- Commencing planning on a range of mass transit routes across the region and making early progress on developing and delivering a Phase 1 route.
- Accelerating substantial investment in sustainable transport infrastructure, for example bus corridors, priority, and facilities; rail infrastructure; strategic Park and Ride; highways investment addressing road space reallocation for walking, cycling and public transport.
- Accelerating substantial investment in walking and cycling interventions with a focus on places and neighbourhoods and access to the public transport network.
- Delivering a substantial behaviour change programme.

TR02 Road Space Reallocation

We will investigate road space reallocation on key corridors for cycling, walking and public transport as a key mechanism for reducing travel by the private car.

We will do this by:

- Developing an overarching strategy for road space reallocation.
- Scrutinising the case for the construction of new roads through the funding that we control and only move schemes forward where they demonstrate significant benefit in delivering our priorities.

- Engaging with Highways England to support the mitigation of the impacts from the Strategic Road Network (SRN) to address environmental, safety and segregation issues e.g., using Highways England's Designated Funds Programme.
- Ensure road space reallocation forms part of bus reform (TR06) activities with the Bus Service Improvement Plan including better bus priority measures and integration across public and active travel modes.

TR03 Highways Demand Management

We will, in partnership with our West Yorkshire local authorities, examine the evidence and blend of policy options required to reduce car trips and encourage a mode shift to public transport and active travel, while recognising that ultimate control for parking related measures rests with West Yorkshire local authorities.

We will do this by:

- Consider measures that reduce parking supply to manage demand for car trips and show how the space can be reallocated to other uses such as car clubs, active and sustainable transport infrastructure, parklets, wider resident and business use, and micro-consolidation.
- Considering how banded parking charges could be implemented, for example by incorporating both tailpipe and other emissions, safety standard scores, dimensions incorporating weight, height, width, length etc., and on-street / off-street public parking.
- Considering how travel planning and other measures could be implemented to manage demand for business related travel.
- Work in partnership with West Yorkshire local authorities as the responsible bodies for the regulation of parking on the development of highways demand management measures.

TR04 Cycling and Walking Infrastructure

We will accelerate the development and implementation of Local Cycling and Walking Infrastructure Plans (LCWIPs), looking to expand their reach beyond town and city centres.

We will do this by:

- Utilising the CRSTS to accelerate the implementation of measures identified in LCWIPs.

TR05 Electric Vehicle Charging

We will accelerate the deployment of electric vehicle charging points across the region through direct funding or utilising our devolved powers with a focus on ensuring equity in provision.

We will do this by:

- Establishing an electric vehicle charging point framework to facilitate the procurement of electric vehicle charging points for public sector organisations.
- Considering the allocation of funding, possibly through the CRSTS, to support the roll-out of electric vehicle charging points for the public sector and communities.
- Investigating the need and business case for using the mayor's devolved powers to mandate the installation of electric vehicle charging points and/or hydrogen fuel at large refuelling stations.
- Collaborating with Northern Powergrid to ensure grid capacity, their investments and smart network management can support electric vehicle charging points in the areas proposed for installation.

TR06 Bus Reform

We will develop a Bus Service Improvement Plan which sets the ambition for the future of bus services regardless of the regulatory framework and includes activity such as the decarbonisation of the bus network and encouraging modal shift.

We will do this by:

- Supporting the transition of the bus fleet to zero emissions.
- Requiring all tendered services under our control to be zero emission, or with a comprehensive plan to move to zero emission as soon as possible.
- Investigating mechanisms to encourage and incentivise people to make sustainable travel choices such as ticketing offers and rewards schemes.
- Improving the supporting infrastructure for buses to increase patronage and decrease private car use, for example improved punctuality and reliability, consistent bus priority offer, better integration into the wider public transport system.

TR07 Future Rail Provision

We will set out rail's role as the backbone, alongside mass transit and bus and supported by active travel, as an attractive integrated sustainable and low carbon network that allows seamless, straightforward, swift, and reliable journeys throughout the region and beyond.

We will do this by:

- Completing the production of our Rail Strategy, including a variety of supporting studies to establish a roadmap to the delivery of our Rail Vision.

- Setting out the network interventions needed to accommodate the future demand for passenger and freight rail services to ensure rail can deliver the modal shift required to meet the net-zero carbon target, and how this should be delivered.
- Considering the case for reopening lines and stations.
- Seeking to influence existing schemes to ensure that they reflect our priorities and vision, for example Trans-Pennine Route Upgrade, Northern Powerhouse Rail, High Speed 2.
- Entering a Strategic Rail Partnership of the Mayor with Network Rail ahead of the constitution of the new Great British Railways.

TR08 Shared Mobility

We will explore opportunities for shared mobility models that we can support and undertake Demand Responsive Transport (DRT) trials.

We will do this by:

- Exploring opportunities for shared mobility transport (including micro-mobility) to support the objectives of the Connectivity Infrastructure Plan.
- Undertaking shared mobility trials to explore business models, public acceptance, impacts and the ability of services to help meet our goals.
- Identifying suitable trial sites to develop the West Yorkshire mobility hub concepts in different settings, including engaging with and securing buy-in from local stakeholders.

TR09 Better Active Mobility Neighbourhoods

We will, in partnership with stakeholders, deliver better, active mobility neighbourhoods with programmes that acts as catalysts to deliver co-benefits across transport, energy, green infrastructure and public health (see CC05).

We will do this by:

- Deliver neighbourhood programmes, that change the infrastructure and support communities in favour of walking, cycling and high quality, green and climate ready public realm for people.

Sustainable Homes

There are over a million homes in West Yorkshire contributing nearly a third of all emissions related to buildings in the region. There are hundreds of thousands of properties that require upgrading and refurbishment to be healthy, affordable, decent and resilient.

We estimate that just less than 700,000 homes across West Yorkshire will need some form of energy efficiency retrofit to be undertaken to bring them up to a level that contributes to significant emissions reductions. An equivalent number of the existing housing stock will also need some form of low carbon heating to be installed, especially given our need to transition away from natural gas as a heating source.

In addition to the existing housing stock, we cannot ignore the thousands of homes that will need to be built in the region over the coming years. To ensure these homes do not contribute to further emissions and require expensive retrofits in the future it is important to ensure energy efficiency and low carbon heating and power is built into their design at the construction stage.

This theme is focused on the activity that we will undertake over the next three years to ensure homes are healthy, affordable, more energy and water efficient and ready for a changing climate, both existing and new build. We will focus on the necessary actions to ensure the scale of this challenge is met over the long term.

HO01 Energy Advice Service

We will establish, in partnership, a one-stop-shop for energy and water efficiency, clean energy and climate resilience information and advice for West Yorkshire residents.

We will do this by:

- Designing the options for delivering a regional one-stop-shop and securing the resources and funding to implement the preferred option.
- Developing a preferred list of trusted local suppliers to build consumer confidence and ensure high-quality installation.

HO02 Better Homes Yorkshire Hub

We will establish a Better Homes Yorkshire Hub for better, net zero, neighbourhoods, Delivering home improvement solutions for healthy, affordable, efficient and net zero homes across all tenures.

We will do this by:

- Establishing the Better Homes Yorkshire Hub, including a task force to steer the customer journey, technical, commercial and finance activities.
- Look to the West Yorkshire Housing Partnership to create a market for better homes through their influence and assets.

- Developing a housing energy stock model, with enhanced data collation and analysis, to quantify and spatially plan the retrofit pipeline, costs, timescales, and solutions.
- Procuring a framework of high-quality repair, refurbishment and retrofit suppliers.
- Supporting the building of 5,000 affordable and sustainable homes.
- Requiring the performance of new build homes meet energy, water efficiency, climate resilience and and space standards.
- Testing retrofit customer journeys through our Community Renewal Fund project or alternative funded demonstrations.
- Making the case, and submitting proposals, to government for sustainable long-term funding for West Yorkshire.
- Exploring the most appropriate solutions for hard-to-decarbonise, hard-to-treat, hard-to-reach homes in West Yorkshire, including consideration of innovative solutions such as PassivHaus.
- Piloting a home retrofit loan to unlock funding for 'able-to-pay' residents to enable mixed tenure, scalable neighbourhood schemes.

Business and Industry

West Yorkshire is a region with a small number of energy intensive industries. This is reflected in the relatively small emissions from this sector of the economy when compared to our largest emitting sectors of transport and buildings. Emissions are small but we do have concentrations of energy intensive industries in the glass, chemicals and food and drink sectors. It will be important to provide support to these industries to enable them to decarbonise and continue to provide vital employment for the people of West Yorkshire.

We have several Small Medium Enterprises (SMEs) within the region that contribute significantly to overall emissions of the building sector. Meeting net zero carbon by 2038 will require us to provide the flexible support that allows SMEs to decarbonise and enhance their competitiveness.

Creating a clean, safe and inclusive economy, as we recover and move beyond COVID-19, creates significant opportunities for firms, investors and innovators to shape the new economy of West Yorkshire.

We are focussed on the activity that we will undertake over the next three years to address emissions from our businesses and industry and builds on the support that we already provide to SMEs in the region for energy and resource efficiency.

BI01 Business Sustainability Support

We will build on the success of our existing programmes for businesses with the support and advice they need to make their operations more sustainable, including support for decarbonisation and circular economy activity.

We will do this by:

- Investigating options for expanding our existing team providing sustainability support to businesses.
- Undertaking a bottom-up analysis of business sector size, value and needs to enable our support provision to be tailored to areas of greatest benefit and potential.

BI02 Industrial Decarbonisation

We will consider the support for regional industrial sites to assist with the decarbonisation of their operations.

We will do this by:

- Considering the options for support for industrial sites to carry out audits and feasibility studies for developing decarbonisation plans and roadmaps.
- Utilising our partnerships and contacts to identify and engage with large industrial site operators.

- Commissioning regional surveys of small industrial sites to understand current technologies on all sites and the applicability of low carbon options.
- Gathering the evidence for the feasibility of decarbonisation options at small industrial sites and develop archetypal decarbonisation plans.

BI03 Business Energy Efficiency & Renewable Energy

We will build on the success of our ReBiz scheme to provide further advice, funding and access to finance for energy efficiency improvements and renewable energy technologies across SMEs in the region.

We will do this by:

- Developing the business case for the continuation of the ReBiz programme beyond 2023.
- Expanding our existing support to businesses in the region, for example ReBiz, to be a universal offer across all SMEs, social enterprises, and charities.

Work with local authority and other partners like Universities and Colleges to create shared spaces for commercial eco-innovation and investment opportunities.

BI04 Circular Economy, Waste and Material Efficiency

We will provide support, advice and funding for circular economy and material efficiency activity in the region and support the work of West Yorkshire local authorities responsible for local waste management services.

We will do this by:

- Undertaking research and coordination of schemes to progress the circular economy within the West Yorkshire region through industrial recycling, remanufacturing and the introduction of alternative circular business models (including closed loop recycling, repair, rental / leasing etc.).
- Working with West Yorkshire local authorities to identify opportunities to introduce a circular economy,
- Working with businesses to develop links between those with unwanted resources that can be utilised by other businesses.
- Working with the business communities to investigate how the integration of circular economy business models could be used to strengthen the local economy.
- Working with businesses to identify any gaps which might prevent involvement with the circular economy.

Energy Generation, Supply and Flexibility

Regardless of our pathway to reaching net zero by 2038 it will require a fundamental change to how the energy system currently operates and what it does in the future. The system will need to be ready for increasing amounts of renewable electricity generated by wind, solar and other low carbon sources while also balancing and meeting changing demands for energy.

This theme is focussed on the activity that we will undertake over the next three years to support the transition of the energy system (including transport) away from fossil fuels to low carbon sources, technologies and services. Playing our part in the rapid transformation of the energy system, accelerating the deployment of technologies that will help to deliver the clean and flexible energy system of the future.

EG01 Local Area Energy Planning and Delivery

We will develop, in partnership, Local Area Energy Plans (LAEPs) for the region that meet the needs of our communities and businesses. To inform, shape and enable the transition to a net zero carbon energy system and share this intelligence and information for the business planning and investments of our partners, including energy and water network companies.

We will do this by:

- Consulting with local authority partners about their interest in and commitment to LAEPs.
- Providing regional coordination and action, supporting our local partners with their energy planning.
- Complete at least one LAEP.
- Seeking funding to roll out LAEPs across West Yorkshire.

EG02 Community Energy

We will explore the potential for providing support to communities to develop their renewable and low carbon energy aspirations, plans and projects to deliver change for their communities.

We will do this by:

- Considering the case for providing financial support for community energy to fund feasibility work and capital investment.

EG03 Heat Decarbonisation

We will identify the suitable locations for the implementation of different heat decarbonisation technologies and explore mechanisms to accelerate their implementation.

We will do this by:

- Considering the case for establishing a dedicated team focussed on the decarbonisation of heat across homes and businesses.
- Refreshing our approach to the delivery of district heat networks.
- Establishing new programmes relating to heat pumps.
- Developing and implementing a heat decarbonisation hierarchy for inclusion, as appropriate, in Local Plans across the region.
- Developing heat zoning plans for West Yorkshire that could be applied to new and existing developments via local planning policy.

EG04 Solar Photovoltaics & Storage

We will explore opportunities to support identifying and installing solar Photovoltaics (PV) and storage on buildings across the region.

We will do this by:

- Undertaking research across the region identifying the potential for solar PV and storage across domestic and business properties.
- Quantifying and mapping where the greatest opportunity exists to enable support and advice to be targeted.
- Considering the development and implementation of resource for residents and businesses for them to use to help identify if their property is suitable for solar PV.
- Considering the development of an offer to homes and business to support take up solar PV and storage.

Natural Environment

Our natural environment has a critical role to play in underpinning a healthy and resilient population helping to reduce emissions and providing climate ready services and solutions. A high-quality and accessible natural environment is vital for humans, biodiversity and sustainable places. The COVID-19 pandemic has clearly demonstrated the value of having green spaces easily accessible to peoples' homes, particularly in terms of both physical and mental health.

While some of the regions natural environment is in a good condition, this is by no means true for all West Yorkshire. Our biodiversity and ecosystem services are coming under increasing threat, and this is impacting on many areas of our economy, resulting in us not deriving the fullest value from the full range of natural environment assets we have.

This theme is focussed on the activity that we will undertake over the next three years to maximise the emissions savings that can be achieved from our natural environment whilst delivering multiple other benefits to our communities, businesses and visitors with nature-based solutions.

NE01 Local Nature Recovery Strategy

We will work with partners to produce a Local Nature Recovery Strategy (LNRS) for the region (as set out in the Environment Bill) which drives a more coordinated, practical and action investment focussed approach to helping nature and people flourish together, whilst delivering wider nature-based environmental, social, and economic benefits.

We will do this by:

- Utilising existing partnerships and stakeholder groups to establish the principles and scope for the LNRS, shape its evidence and content, and provide oversight for the development of the work.
- Mapping and valuing existing (and potential new) natural environment assets, ecosystem services, and natural capital of the region.
- Integrating the outcomes of the LNRS into regional planning and development considerations.

NE02 Land-Use Data and Evidence

We will undertake data and evidence collection activity to further our knowledge and understanding of the role land-use and agriculture can play in addressing the climate and environment emergencies and delivering regional sustainable development benefits.

We will do this by:

- Undertaking research with partners on the current peatland condition in the region and potential for restoration.

- Developing an understanding of the carbon intensity of local farming techniques.
- Identifying optimal livestock stocking densities that can be supported by the different landscapes of the region.
- Developing carbon sequestration measurement and monitoring techniques.
- Determining the extent of food waste quantities along supply chains in the region as a start to reducing food waste.

NE03 Green Infrastructure and Access for Health

We will work with the West Yorkshire and Harrogate Health and Care Partnership to expand schemes that provide nature-based activities for communities in the region.

We will do this by:

- Working with the West Yorkshire and Harrogate Health and Care Partnership to extend their existing scheme and adapt criteria alongside wellbeing outcomes.
- Considering the case for providing additional funding to green social prescribing.

NE04 Regenerative Nature Recovery Schemes

We will support those responsible for land restoration and production schemes, for example tree planting, peatland restoration, and local food systems that deliver and demonstrate sustainability including net zero, nature recovery and public health outcomes.

We will do this by:

- Support the White Rose Forest (WRF) Action Plan 2021 – 2025, formalising our involvement by becoming a joint venture signatory, getting behind the development of the WRF Plan 2025 – 2050, and utilising the WRF Delivery Pathway for our work with landowners and communities to increase tree canopy cover in the region.
- Consider the case for establishing a regional grants programme for land-use activities being progressed by communities, for example community greening and food growing in urban areas, community tree and hedgerow planting schemes, and supporting outlets for local healthy produce that does not meet supermarket standards.
- Support partners such as Yorkshire Water, National Trust, Moors for the Future, South Pennines Park, local authorities and others to restore nature, landscapes, and the peatland of the region.

NE05 Farmer & Landowner Information and Support Service

We will work with farmers and landowners on the information and support they need to make decisions that are good for their business and environment and consider the provision of funding to help them achieve these goals.

We will do this by:

- Considering the case for resources that provide information about options and interventions available, best practice examples and sources of funding and support.
- Developing a database of trusted, impartial advisors.
- Establishing knowledge networks to ensure best practice and latest evidence is shared, and to support a shift in culture among local stakeholders towards sustainable, climate friendly practices.
- Considering the development of a programme of grants and financial incentives for farmers and landowners to deliver measures that complement the new Environmental Land Management Scheme (ELMS) and fairly reward rural businesses for actions that contribute to sustainable development and clean growth achieving the net zero, nature recovery and climate ready ambitions.

Climate Ready

We accept a changing climate is already locked in and consequently we will need to be prepared for the increased risks, and opportunities, that this brings to the region. Efforts to reduce emissions and co-exist with nature on a global scale will have an impact on how severe these risks (and potential opportunities) will be for the region. It is important that we understand how these impacts will affect our businesses and communities, and those most vulnerable to more frequent and intense weather like the elderly and young people. The measures we all need to put in place to mitigate and adapt to the most disruptive effects.

This theme is focussed on the activity that we will undertake over the next three years to start being prepared for the impacts of a changing climate and start managing the health impacts (physical and mental) and disruption to the economy and society.

CR01 Climate Ready Strategy

We will produce a Climate Ready Strategy for the region, covering climate adaptation and resilience and identifying the risks and opportunities to the region of a changing climate.

We will do this by:

- Produce a regional version of the UK Climate Change Committee's (CCCs) Climate Risk Independent Assessment (CRIA) identifying the risks and opportunities that a changing climate will create and creating an evidence base on which robust decision making can be based.
- Producing, in partnership, a regional strategy and action plan.
- Integrating the findings of the CRIA into our decision-making and investment processes and encouraging our partners to do the same.

Working with local government public health and Public Health England to better understand and act on climate and linked population health threats.

CR02 Embedding Climate Readiness

We will ensure that climate readiness is embedded across the activity of this plan and Combined Authority operations and encourage our partners to follow and lead.

We will do this by:

- Reviewing our policies and strategies in relation to the outputs of the CRIA referred to in CR01 and implementing necessary changes.
- Considering how our Assurance Framework could be updated to better reflect climate readiness.

CR03 Flood Risk and Drainage

Flood risk does not respect administrative boundaries and can occur across all parts of West Yorkshire. The Aire and Calder River catchments flow through our region, with the upland elements of these catchments stretching into North Yorkshire and providing opportunities to 'slow the flow' of water through natural flood management techniques to provide more protection downstream.

Many of our communities are now under threat from flooding, with some areas under severe and constant threat from flooding, particularly in the wetter autumn and winter months.

We will work with the Yorkshire Regional Flood and Coastal Committee (YRFCC), the Environment Agency and other partners to deliver enhanced flood protection, incorporating natural flood management, and climate resilience to communities, homes and businesses across West Yorkshire.

We will do this by:

- Working in partnership with the YRFCC, Environment Agency, Risk Management Authorities, and other partners to deliver the six-year West Yorkshire capital flood risk management programme. This programme includes planned investment of £255m to better protect almost 7,000 homes across West Yorkshire and deliver benefits of over £2.5bn.
- Engaging with Government to outline the case for greater and accelerated delivery of flood risk management infrastructure to realise our ambition for a climate and resilient region. This will include identifying up to £120m of further investment to support the Combined Authority's Priority Flood Programme to provide enhanced flood protection to our communities and natural flood management.
- Continue to work with partners to deliver the recommendations of the Leeds City Region Flood Review and ensuring the Review's outputs align to the Climate and Environment Plan.
- Supporting the development of improved land-use activities relating to drainage and flooding, utilising the proposed Zero Emission Infrastructure Investment Framework and White Rose Forest Landscapes for Water Programme
- Improving the infrastructure, resilience and level of preparedness of existing development in flood zone areas, with a focus on investigating methods of making business areas more resilient to future flooding events and able to access suitable flood insurance

Roles

This Plan will guide the actions of the mayor, Combined Authority and West Yorkshire local authorities to deliver our commitment to sustainable development, tackling the climate and environment emergency and achieve a net zero economy by 2038. We cannot do this alone and we will need the power of our partnerships and the people of West Yorkshire to do this together.

This section provides actions that can help deliver this Plan. It is by no means an exhaustive list and is meant as a starter-for-ten of the types of activity people could consider. We have highlighted the types of roles that can be played by five groups: the mayor; West Yorkshire Councils; national government; West Yorkshire businesses; and the people of West Yorkshire.

More information on stakeholder roles will be developed as further work is undertaken on each of the actions in this plan.

The Mayor of West Yorkshire

In helping to deliver this Plan the mayor will:

- Lead by example by committing the Combined Authority to net zero emissions by 2038 and having a positive impact on the environment and nature throughout work, investment, and funding.
- Convene business leaders to collaborate on tackling the climate and environment emergency, sustainable development and enhance existing partnerships to deliver the mayor's pledge.
- Call on national government for statutory local net zero powers, funding, and incentives.
- Chair a Better Homes Yorkshire Hub that champions a new way for healthy, warm, affordable, and low carbon homes for all.
- Release a 'Fund for Nature' focussed on communities, green spaces, local seasonal and healthy food providing a doorstep 'natural' health service.
- Launch a 'Renewables West Yorkshire' scheme with attractive offers and low-cost finance for renewable energy technologies.
- Launch a Better Neighbourhoods Competition, bringing people together for greatest impact.
- Provide grants and free advice for SMEs worst hit by the pandemic to recover and grow their business with energy efficient and circular business applications.
- Secure funding for flood risk management priorities and engage with government to invest more in our region.

- Use devolved powers to require electric vehicle charging points and/or hydrogen refuelling to be installed in large refuelling stations across West Yorkshire.
- Work to divest West Yorkshire Pension Fund and any West Yorkshire Combined Authority assets from fossil fuel activities and companies and switch investments to climate and nature solutions.

West Yorkshire Councils

In helping to deliver this Plan West Yorkshire Councils will:

- Continue to invest in sustainable development, clean growth and community regeneration and resilience.
- Produce and extend climate and environment roadmaps and action plans following climate and ecological emergency declarations.
- Align Local Plan policies to further sustainable development, decarbonisation, net zero and nature recovery plans and outcomes.
- Demonstrate leadership in carbon reduction and transitioning away from fossil fuels in operations, buildings, procurement and partnership working.
- Ensure new buildings contribute to sustainable development in design, construction and whole life performance.
- Collect and use carbon offset funds from new development to drive climate action across the local authority area.
- Work with the mayor and Combined Authority on the rollout of a network of electric vehicle chargers and the delivery of better neighbourhoods.
- Accelerate home and workplace retrofit and improvements.
- Rollout solar PV, storage, heat pump and heat networks across building stock and land assets.
- Work with businesses, developers and investors to make West Yorkshire the location for business models, practices and delivery that achieve sustainable development and improve resilience.
- Work with the West Yorkshire Pension Fund and other investors to divest from fossil fuel activities and companies and switch investments to climate and nature solutions.

National Government

In helping to deliver this Plan national government must:

- Provide new powers and multi-year sustainable funding and incentives for achieving net zero and nature recovery at regional and local levels, without these freedoms and flexibilities local areas will find it increasingly difficult to deliver against their locally defined targets.

- Increase powers and funding to give greater regional control over rail that facilitates the electrification of existing routes and progression of new rail schemes.
- Produce a national decarbonisation strategy for aviation and introduce a frequent flyer levy.
- Open the Channel Tunnel to enable the expansion of rail services from the north to mainland Europe (sleeper services) as an alternative to air travel.
- Provide a clear policy direction on the future of heat decarbonisation.
- Design a more ambitious successor to the Renewable Heat Incentive from 2022.
- Revise Minimum Energy Efficiency Standards for the private rented sector.
- Implement regulation of the district heat network industry.
- Enable greater local influencing over the targeting of the Energy Company Obligation funding.
- Decouple generation and storage components when dealing with National Significant Infrastructure Projects so local planning has larger influence over medium size projects.
- Support early deployment of carbon capture, utilisation and storage infrastructure in Yorkshire and the Humber as an attractive location and critical for UK decarbonisation.
- Develop business models for supporting carbon capture, utilisation and storage and hydrogen electricity generation.
- Commission large-scale research on hydrogen for electricity generation and storage.
- Provide long-term funding for tree and hedgerow planting, agro-forestry, and peatland restoration either nationally and/or as part of nature recovery strategies.
- Ensure that the new Environmental Land Management Scheme (ELMS) adequately supported measures targeted for delivering net zero and nature recovery in West Yorkshire.
- Streamline the application process for afforestation.

Businesses

In helping to deliver this Plan businesses could:

- Work with their local authorities and supply chains to explore options to alter business models, products, services or operations to unlock value, contribute to sustainable development and clean growth.
- Measure and report their greenhouse gas emissions and set long-term emission reduction targets.

- Ensure buildings are as energy efficient as possible and include measures to reduce cooling needs.
- Look to connect buildings to low carbon heat networks or install heat pumps to meet heating requirements, replacing old fossil fuel boilers.
- Optimise fleet movements and switch vehicles to electric or other low carbon fuels.
- Use commissioning and procurement to encourage decarbonisation, sustainable development and minimise waste, such as switching to green energy tariffs.
- Work with staff to support behavioural changes that help reduce businesses emissions such as travelling less.

People of West Yorkshire

In helping to deliver this Plan the people of West Yorkshire could, depending on individual circumstances:

- Get an Energy Performance Certificate (EPC) assessment to see how best to improve the energy performance of their home.
- Explore whether your home is suitable for solar (PV and thermal) and/or electricity storage installations, matched with a smart energy tariff.
- Look to install low carbon heating technologies that benefit from financial incentives.
- Apply the waste reduction hierarchy of reduce, reuse, and recycle.
- Only purchase energy efficient appliances when needing to replace old end of life versions.
- Walk, cycle, or use public transport more often.
- Use car clubs, if the use of a car is necessary, selecting those whose service is provided through electric vehicles.
- Switch energy supplier to a green tariff.
- Consider flying less.
- Reducing the amount of meat within your diet and consider moving to a more plant-based diet.

Measuring and Monitoring

We will measure, monitor, and report on our progress as part of our annual State of the Region publication. We will also report against a set of indicators, including the implications for equality, diversity and inclusion (for example access to nature and green spaces by protected characteristic) - for both the region and Combined Authority operations, which could include (but not be limited to):

- tonnes of carbon dioxide emissions from Combined Authority operations;
- regional tonnes of carbon dioxide emissions;
- per capita tonnes of carbon dioxide emissions;
- percentage transport mode share;
- number of domestic gas and oil boilers, heat pumps and heat network connections;
- solar PV and storage installed capacity;
- fuel poverty;
- number of premises with enhanced flood resilience measures;
- number of jobs and businesses protected from flooding;
- number of jobs sustained and created by the net zero and environment economy; and
- percentage of the population with access to nature and green spaces.

Schemes considered for West Yorkshire Combined Authority funding will use our new Carbon Impact Toolkit to assess and mitigate their carbon and environmental impact as part of the Authority's Assurance Framework for funding and investment

Our research and intelligence capabilities, processes and data will evolve over time, and we will keep indicators and datasets that we are measuring progress against under review to ensure our accounting, monitoring, and reporting is, and continues to be, high quality.



Tracy Brabin
Mayor
of West Yorkshire

[Find out more](#)

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All information correct at time of writing.

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Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author: Craig Taylor, Head of Portfolio Management and Appraisal

1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, three West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 or 3 of the Combined Authority's assurance process.
- 1.2 The schemes being considered for approval today have come directly to the Combined Authority due to expediency of delivery. The schemes will be reported to the relevant thematic Committee as appropriate.
- 1.3 The recommendations can be found in Section 14 of this report.

2 Impact of COVID-19

- 2.1 With the impact of COVID-19 on the region and its economy, 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.
- 2.2 Although it is generally expected that in the medium and long-term behaviours will return to the pre COVID-19 position, the impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal and any assumptions made to address issues identified prior to the pandemic will be re-tested.

3 Tackling the Climate Emergency Implications

- 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 and tool for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed.
- 3.3 Work is currently underway to refine the toolkit methodology by assessing a selection of existing capital schemes progressing through the assurance process. Draft results of the outcomes of these assessments, including any potential mitigation of carbon impact, are currently being prepared and will be presented to the Combined Authority before the end of the calendar year. This represents a delay due to difficulties encountered carrying out carbon impact assessments on an initial subset of schemes. This has allowed the consultants to take these challenges into account in making improvements to the methodology. The tool will be incorporated into the Assurance Framework so that it can be used to assess future proposals as they progress through the assurance process. This part of the commission will involve a training element to ensure carbon assessment is properly embedded in the assurance process.
- 3.4 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

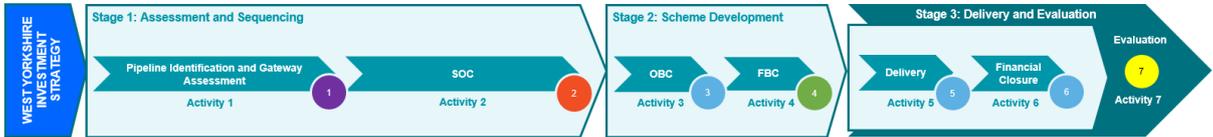
Social Housing Decarbonisation Fund

- 4.1 The Combined Authority is bidding, through a competitive tendering process, for funding from the Department for Business, Energy and Industrial Strategy's £160 million fund, which will improve the energy performance of social rented homes. This England wide roll-out is the wave 1 of the fund and follows the governments UK wide Demonstrator pilot.
- 4.2 The programme will tackle the climate emergency by reducing the carbon emissions, whilst tackling fuel poverty by delivering warm and energy efficient homes. It will support green jobs in the region and support the development of the retrofit sector.
- 4.3 The Combined Authority is working with social housing providers in the region to bid for funding. Work will continue to prepare for future funding waves.

- 4.4 The scheme is seeking delegated authority from the Combined Authority to the Climate, Energy and Environment Committee to approve the scheme due to expediency of delivery around the timescales set by Government.
- 4.5 The Department for Business, Energy and Industrial Strategy (BEIS) expect funding to be awarded in December 2021. Funding for the Combined Authority is expected to be approximately £6 million. If successful, BEIS will require agreements to be signed before the end of January 2022.
- 4.6 In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority is requested to approve:
 - (i) The delegation of authority to the Climate, Energy and Environment Committee to accept the Social Housing Decarbonisation Fund and approve the scheme in accordance with the Assurance Framework (decision point 4 (Final Business Case)), so that delivery can commence in line with government’s delivery timeframes.

5 Report

- 5.1 This report presents proposals for the progression of three schemes. These schemes have a total combined funding value of £13,361,310 when fully approved, of which £13,361,310 will be funded by the Combined Authority. A total expenditure recommendation to the value of £13,361,310 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.
- 5.2 The assurance process is a three-stage approach 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 (strategic outline case) and 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.
- 5.3 For more detail 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**.



Stage 1: Assessment and Sequencing

- 5.4 Programmes / schemes will start to be developed through an ongoing dialogue with the Region’s businesses, third sector and public organisations, in line with the West Yorkshire Investment Strategy (WYIS). Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (decision point 1).

- 5.5 If approved the scheme will progress to strategic outline case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the SOC. Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (decision point 2).

Stage 2: Scheme Development

- 5.6 If approved the scheme will progress to outline business case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme, and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (decision point 3) as set out in the approval pathway and route approved at decision point 2.
- 5.7 If approved the scheme will progress to full business case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The economic case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (decision point 4) as set out in the approval pathway and route approved at decision point 2.
- 5.8 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

Stage 3: Delivery and Evaluation

- 5.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).

- 5.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (decision point 5) as set out in the approval pathway and route approved at decision point 2.
- 5.11 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (decision point 6) as set out in the approval pathway and route approved at decision point 2.
- 5.12 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 5.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

Value for Money - Benefit Cost Ratios

- 5.14 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the Department for Transport's Transport Appraisal Guidance TAG on the appraisal of transport schemes.
- 5.15 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.
- 5.16 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. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic,

commercial, economic, financial and management) and the economic case be balanced with these.

- 5.17 Her Majesty's Treasury (HMT) have now completed the review of the Green Book. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes, and projects. This review has endorsed the Combined Authority's approach by clarifying that overall Value for Money judgement should not depend solely on the BCR but be informed by a balanced consideration of all relevant evidence, that is, appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 5.18 In particular, HMT have clarified further that in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of a project. This might for example include, but not limited to, a greater focus on regional impacts to help deliver Levelling Up, ensuring transformational projects are given due consideration, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use, supporting / accelerating housing development and allowing a greater emphasis on the requirement to carry out equalities analysis as required by the Public Sector Equalities Duty. The specific approach will be determined on a programme-by-programme basis as funding and investment streams come forward.

<p>Green Jobs Taskforce and Gateway West Yorkshire</p>	<p>Scheme description</p> <p>The Green Jobs Taskforce and Gateway scheme will support the Mayor of West Yorkshire's pledge to 'create 1,000 well paid, skilled, green jobs for young people'. The scheme will also support the region's commitments to be net zero carbon by 2038 by supporting green skills and jobs.</p> <p>The scale, reach, provision and future demand for green skills and jobs in West Yorkshire, is not currently known. The scheme will research what is currently available, future demand and identify any gaps in provision, to develop a plan of actions the Combined Authority can take to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'. The research will include how the Combined Authority's own current and future programmes can support green skills and jobs.</p> <p>The scheme will fund two new Combined Authority posts to work with the newly convened West Yorkshire Green Jobs Taskforce. The taskforce will provide input into the development of a Green Jobs Gateway, a web portal launched in August 2021, where employers can pledge jobs, and support is provided by sign posting to employment and skills services in the region.</p> <p>The scheme will also fund marketing and communications to promote the taskforce's work, including raising awareness of its findings to individuals and businesses.</p> <p>The scheme is seeking approval for £500,000 from the Single Investment Fund, which was agreed in principle by the Combined Authority on 24 June 2021.</p> <p>Impact</p> <p>The scheme will provide the Combined Authority with a comprehensive understanding of current green jobs and green skills and future demand in West Yorkshire. Actions will be identified, and a plan produced which the Combined Authority can use to support achievement of the Mayor's pledge and net zero carbon target. The scheme will also identify how the Combined Authority can contribute to the pledge and net zero target through its own current and future programmes and how it can influence partners it works with to support green skills and jobs.</p> <p>Decision sought</p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) and work commences on activity 5 (Delivery).</p> <p>Total value of the scheme - £500,000</p> <p>Total value of Combined Authority funding - £500,000</p> <p>Funding recommendation sought - £500,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Creative New Deal</p> <p>Leeds City Region</p>	<p>Scheme description</p> <p>This scheme will support development and delivery of activities to support the cultural and creative industries across West Yorkshire as the region emerges from the Covid-19 pandemic. The package of proposed activity will ensure that the Mayor's pledge for a Creative New Deal can be delivered as a prioritisation of a key objective of the Economic Recovery Plan. Further funding will be required to meet the scale of these ambitions, and this work will enable a robust business case to be developed to secure further delivery.</p> <p>Two strands of activity will be supported:</p> <p>Strand one: boosting capacity to deliver a creative new deal including a continuation of the Beyond Brontes programme, an existing scheme which aims to address under representation within the screen industries, by breaking down the perceived and actual barriers that can prevent young people (aged 18-24) from diverse backgrounds starting and establishing careers within the industry.</p> <p>Strand two: progress the concept of a town of culture award, a new initiative for West Yorkshire to promote culture, and for developing the concept of a theatre without walls to maximise the collective potential and access to theatre in the region.</p> <p>Supporting the creative and cultural industries is a key Mayoral priority.</p> <p>The scheme is seeking approval for £500,000 from the Single Investment Fund, which was agreed in principle by the Combined Authority on 24 June 2021.</p> <p>Impact</p> <p>Funding will build capacity and expertise to support businesses and communities across West Yorkshire to make sure that people from diverse backgrounds are able to participate in and benefit from the creative industries.</p> <p>Decision sought</p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) and work commences on activity 5 (Delivery).</p> <p>Total value of the scheme - £500,000</p> <p>Total value of Combined Authority funding - £500,000</p> <p>Funding recommendation sought - £500,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Active Travel Fund: Local Authority Capital Funding 2021/22</p> <p>Leeds City Region</p>	<p>Scheme description</p> <p>The Active Travel Fund: Local Authority Capital Funding for 2021/22 programme was developed in partnership with partner councils and the fund will improve walking and cycling infrastructure to better support safe walking and cycling in line with district, regional and national strategies.</p> <p>The Active Travel Fund 21/22 will fund a programme of permanent walking and cycling infrastructure delivery across West Yorkshire to enable more people to feel safe and comfortable to walk and cycle more of their journeys.</p> <p>Impact</p> <p>Enabling more people to walk and cycle to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>The programme will encourage increased levels of physical activity leading to improved health, particularly in urban communities in areas of higher deprivation, reduce air and noise pollution and reduce isolation.</p> <p>Decision sought</p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery), subject to a successful funding bid to the Department for Transport</p> <p>Total value of the scheme - £12,361,310</p> <p>Total value of Combined Authority funding - £12,361,310</p> <p>Funding recommendation sought - £12,361,310</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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Decisions made through the delegation to the Managing Director

- 5.19 Since the Combined Authority's meeting on 9 September 2021, 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 Managing Director. Under the delegation a total expenditure of £0 has been approved.

<p>White Rose Station</p> <p>Leeds</p>	<p>Scheme description</p> <p>The proposed White Rose railway station will be a new rail station with associated access situated on the existing Leeds – Huddersfield Line in Millshaw, Leeds, between Morley and Cottingley on the Transpennine route.</p> <p>Proposals to open a new station at White Rose, have implications for the existing Rail Station at Cottingley 800m along the Huddersfield line. These implications are currently subject to a statutory public consultation and DfT station closure guidelines.</p> <p>Impact</p> <p>This scheme contributes to the delivery of all four Leeds Enterprise Partnership Strategic Economic Plan priority areas: Growing Businesses, Skilled People, Better Jobs, Clean Energy and Environmental Resilience and Infrastructure for Growth.</p> <p>The scheme has a forecast benefit cost ratio of 3.01:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme's wider social benefits include enhanced access to employment and training opportunities at the White Rose Office Park. The station will provide the catalyst for continued expansion of the Office Park and wider economic development of the area contributing to regeneration in South Leeds. It will provide an accessible rail station for commuters and shoppers including the provision of step free access between platforms. A reduction in emissions is also expected because of modal shift from road to rail.</p> <p>Decision</p> <p>The Managing Director gave approval to this change request on 27 August 2021, approving the re-profiling of the existing LPTIP allocation to the scheme of £5 million to allow the unspent £741,000 from the LPTIP GA1 approval to be used to fund immediate works required to maintain the contractors programme and hit key pre booked possession dates.</p> <p>Total value - £24.198 million</p> <p>Total value of Combined Authority funding: £17 million</p> <p>Combined Authority funding previously approved: £5 million</p> <p>Funding recommendation sought: £0</p>
<p>TCF Early Wins: York, Scarborough Bridge</p>	<p>Scheme description</p> <p>This scheme forms part of the Transforming Cities Fund Early Wins and will improve the pedestrian and cycle access to York city centre and York rail station. This scheme will enhance the recently completed Scarborough Bridge by making a number of</p>

<p>Location (Partner Council area)</p>	<p>improvements on the Scarborough Bridge to Bootham Park route, aimed to make it easier and help encourage greater use of the river crossing by pedestrians, cyclists and the disabled.</p> <p>Impact</p> <p>The wider social benefits of the scheme include improved access to the rail station and the city centre for all, including the disabled, reduced greenhouse gas emissions and health benefits due to a shift from car use to more active modes of transport.</p> <p>Decision</p> <p>The Managing Director gave approval to this change request on 27 August 2021, approving that the TCF Early Wins: York Scarborough Bridge project extends the construction completion dates for 3 elements of the scheme with a final completion date of 31 March 2022.</p> <p>Total value - £300,000</p> <p>Total value of Combined Authority funding: £280,000</p> <p>Combined Authority funding previously approved: £280,000</p> <p>Funding recommendation sought: £0</p>
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Decisions made through the delegation to the Director of Delivery

<p>Gain Lane Enterprise Zone Bradford</p>	<p>Scheme description</p> <p>This scheme, funded from £9.877 million Growth Deal funding was the first enterprise zone scheme where the Combined Authority has worked with a private developer, and was to provide infrastructure and services to an enterprise zone site located on the border between Bradford and Leeds at Gain Lane.</p> <p>Impact</p> <p>This scheme has enabled the full site of 12.77 hectares to be developed. It is anticipated that the completed site will accommodate 29,404m² of industrial space when fully developed</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for the Gain Lane EZ project is approved, proceeds through decision point 7. • The project has completed all agreed financial spend so is now in the closure stage. • The financial and legal implications sections of the closure reports and required follow on activities which have resource implications are noted.
<p>South Kirkby Enterprise Zone Extension Wakefield</p>	<p>Scheme description</p> <p>This scheme, funded from £2.674 million Growth Deal funding being developed with the same private sector developer as Gain Lane, was to extend development on South Kirkby EZ by the provision of four speculative units, serviced by an extension to Data Drive, a new electricity substation, internal site roads and a drainage swale to assist with the drainage issues associated with the site</p> <p>Impact</p> <p>Three units were successfully delivered by January 2021 and are now fully occupied. In addition to the build of the units the Growth Deal funded the marketing of the units as they will be provided on a speculative basis, together with the enabling of the creation of 233 net new jobs by December 2026</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for South Kirkby Enterprise Zone Extension project is approved, proceeds through decision point 7. • The project has completed all agreed financial spend so is now in the closure stage. • The financial and legal implications sections of the project closure reports and required follow on activities which have resource implications are noted.

<p>Corridor Improvement Programme – A6177 Great Horton Road / Cross Lane, Bradford Bradford</p>	<p>Scheme description</p> <p>This scheme, one of three separate projects along the A6177 Bradford Outer Ring Road being funded as part of the West Yorkshire plus Transport Fund (WY+TF) CIP Phase 1 programme, aimed to deliver traffic improvements at the junction of the A6177 Great Horton Road and Cross Lane, in order to improve highway efficiency and safety for the benefit of all road users.</p> <p>Impact</p> <p>The scheme was withdrawn from the CIP programme prior to outcome of decision point 3 (outline business case), due to overall budgetary constraints within the Bradford CIP programme. More broadly the scheme is now paused until a new source of funding is identified.</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for CIP - Bradford – Great Horton Road/Cross Lane scheme is approved, and proceeds through decision point 6 (Financial Closure) • Confirmation of outstanding development costs of £210,000 taking total Combined Authority approval for the scheme to £390,000 funded from the WY+TF CIP budget, as approved by the Combined Authority Transport Fund Review. • The CIP - Bradford – Great Horton Road/Cross Lane scheme is withdrawn from the West Yorkshire plus Transport Fund, paused and held by Bradford until a new source of funding is identified.
<p>Corporate Technology Programme</p>	<p>Scheme description</p> <p>This programme, fully funded from the Combined Authority's Corporate Projects allocation at a total final cost of £4.035 million aimed to deliver the CA's Corporate Technology Strategy (CTS) which was approved on 20 March 2018. The programme consisted of ten objectives, with 37 individual tasks grouped into 16 delivery areas.</p> <p>Impact</p> <p>The programme has delivered five of its ten objectives:</p> <ul style="list-style-type: none"> • Established a Partnership Management Model with a third party for the procurement, development, and implementation of new technology services. • Provided the Combined Authority with PSN so that it can connect to other public sector systems. • Developed and implemented a new equipment allocation policy so staff have devices that meet the requirements of their roles. • Implemented technology that provides quick access to internal documents from any location and from mobile.

	<ul style="list-style-type: none"> • Provided SharePoint expertise to support and develop systems such as PIMS and the organisation’s Intranet by January 2019. <p>The remaining ongoing objectives have now been incorporated into the MCA Digital Programme.</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for the CTP project is approved, and the programme proceeds through decision point 7 and work continues on Benefits Realisation as outlined in this report.
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6 Information

6.1 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.

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

Projects in Stage 1: Assessment and Sequencing

6.3 There are no schemes to review at this stage.

Projects in Stage 2: Development

Project Title	Green Jobs Taskforce and Gateway
Stage	2 (development)
Decision Point	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:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 6.4 The Green Jobs Taskforce and Gateway scheme will support the Mayor of West Yorkshire's pledge to 'create 1,000 well paid, skilled, green jobs for young people'. Young people have been disproportionately affected by unemployment during the COVID-19 pandemic and should be prioritised for support.
- 6.5 The scheme will also support the region's commitments to be net zero carbon by 2038 by supporting green skills and jobs. Net-zero carbon refers to reducing the amount of carbon dioxide (CO₂) produced so that it is no more than the amount removed from the atmosphere.
- 6.6 The scale, reach, provision and future demand for green skills and green jobs, including those that support 'greening of the economy' in West Yorkshire, is not currently known. Opportunities to change employers' behaviours also need to be identified and acted upon if greening of the economy is to happen.
- 6.7 The scheme will undertake research to review and map green skills and green jobs, to establish what is currently available, future demand and identify any gaps in provision. This will give the Combined Authority a plan of actions it can take to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'.
- 6.8 The scheme will fund two new Combined Authority posts to work with the newly convened West Yorkshire Green Jobs Taskforce, which brings together experts from education, business, third sector and the public sector, to create the plan of actions. The taskforce will act as ambassadors for the scheme and

provide input into the development of a Green Jobs Gateway, a web portal launched in August 2021, where employers can pledge jobs, and support is provided by sign posting to employment and skills services in the region.

- 6.9 The scheme will commission research from external organisations when additional resource or specialist knowledge is needed to support the Combined Authority’s research and intelligence team in determining the priorities for green jobs in West Yorkshire and building on the work of the West Yorkshire Carbon Emission Reduction Pathways (CERP) study, published by the Combined Authority, to demonstrate how the net-zero target could be achieved.
- 6.10 As part of the research phase the Combined Authority will review its own existing and future programmes to determine how they can contribute to creating green jobs and supporting green skills. The review will focus on existing programmes, for example Employment and Skills programmes and whether they could be enhanced to support adults’ skills and progression towards work, alongside careers inspiration and job matching services. The review will also consider how future programme design can complement the overall target for programmes such as Net Zero Region Accelerator and how the scheme will complement the Combined Authority’s strategic priorities including tackling the climate emergency. The Combined Authority will also consider how it can use the delivery of its schemes, to influence contractors to create green jobs and support green skills, through its procurement processes.
- 6.11 A plan of actions will then be produced, some of which will be progressed as part of this scheme, most likely where enhancements to existing programmes will address actions identified. Other actions, for example those filling gaps in current provision, will develop separate business cases, subject to funding being secured from other sources, and will progress through the assurance process individually.
- 6.12 The scheme will also fund marketing and communications to promote the taskforce’s work, including raising awareness of its findings to individuals and businesses.
- 6.13 The scheme is seeking approval for £500,000 from the Single Investment Fund.
- 6.14 A summary of the scheme’s business case is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 6.15 The scheme will contribute to tackling the climate emergency implications by identifying and taking the actions needed to create 1,000 well paid, skilled, green jobs for young people’ and to support the region’s commitments to be net zero carbon by 2038 through supporting green skills and jobs.

Outputs, Benefits, and Inclusive Growth Implications

- 6.16 The scheme outputs and benefits include:

- Supporting achievement of the Mayor’s pledge to create 1,000 well paid, skilled, green jobs for young people with local employers.
- Young people are supported to secure good quality work paying at least the Real Living Wage.
- Organisations, residents, and the workforce in West Yorkshire have the skills necessary to make West Yorkshire a net zero carbon economy by 2038.
- A comprehensive understanding of the current green jobs and green skills situation and what the future demand will be.
- Actions are identified and a plan produced which the Combined Authority can use to support achievement of the Mayor’s pledge and net zero carbon target.
- Action is coordinated to accelerate change in behaviours to respond to the demand for green skills and jobs.
- Development of the Green Jobs Gateway and recommended supporting activity are overseen by the Green Jobs Taskforce to ensure a pipeline of talent into jobs needed for greening of the economy and in the sector.

Equality and Diversity Implications

- 6.17 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

Risks

- 6.18 The scheme risks include:
- Due to the impact of COVID-19 there is a risk that stakeholders may not be able to support delivery of the pledge, for example businesses are unable to commit to recruitment and training of young people. Mitigated by early business engagement and marketing to highlight benefits to businesses by getting involved.
 - Lack of dedicated resource and capacity, leading to delays in scheme delivery. Mitigated by recruiting a dedicated Programme Development Lead and Policy Coordinator with recruitment taking place as soon as possible after approval.

Costs

- 6.19 The Combined Authority agreed £500,000 in principle on 24 June 2021, to support scheme development relating to employment and skills support for 16- to 30-year-olds, which has since become known as the Green Jobs Taskforce and Gateway scheme.
- 6.20 The total scheme costs are £500,000 from the Single Investment Fund:

- Policy and Programme Development Lead, Policy Coordinator, Policy Manager - £339,500.
- Marketing and communications: £40,000.
- Research and intelligence: £93,500
- Green Jobs Taskforce resource (including travel and subsistence costs, venue hire (if required) to host events to promote the taskforce's work, conference attendance): £27,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/09/2024
7 (evaluation)	Recommendation: Not applicable - reporting only Decision: Not applicable - reporting only	30/09/2024

Other Key Timescales

- 6.21 Recruitment of two new Combined Authority posts - November 2021
- 6.22 First meeting of the West Yorkshire Green Jobs Taskforce - November 2021

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Appraisal Summary

- 6.23 There is a strong strategic case for investing £500,000 in this development scheme, so the Combined Authority fully understands the action it could potentially take to support the mayor's pledge of achieving 1000 well paid green jobs and the net zero carbon target.
- 6.24 Currently it is unclear what green jobs or training are available, or what the future demand for green jobs and skills will be. Through this scheme research will take place, supported by the West Yorkshire Green Jobs Taskforce, to understand the current situation, future demand and identify gaps in provision.
- 6.25 The scheme will also enable the Combined Authority to identify how it can contribute to the pledge and target, by creating its own green jobs and supporting green skills, through the delivery of its own programmes and / or influencing delivery partners to create green jobs and support green skills through its procurement processes.
- 6.26 The Combined Authority delegated decision point 2 approval to the Finance, Resources and Corporate Committee, alongside the agreement in principle for the funding, in June 2021. The Finance, Resources and Corporate Committee is no longer taking place in October and therefore approval is sought from October's Combined Authority.
- 6.27 A Strategic Outline Case has been submitted but it is recommended that the scheme progresses through decision point 2 and decision point 4 and goes direct to activity 5 (delivery).

Recommendations

- 6.28 The Combined Authority approves that:
- (i) The Green Jobs Taskforce and Gateway scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
 - (ii) Approval to the Combined Authority's contribution of £500,000 (which will be funded from the Single Investment Fund to progress the mayor's pledges). The total scheme value is £500,000.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Employment and Skills Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Creative New Deal
Stage	2 (development)
Decision Point	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:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 6.29 This scheme will support development and delivery of activities to support the cultural and creative industries across West Yorkshire as the region emerges from the COVID-19 pandemic. Funding will build capacity and expertise to support businesses and communities across West Yorkshire to make sure that people from diverse backgrounds are able to participate in and benefit from the creative industries. The package of proposed activity will ensure that the Mayor's pledge for a Creative New Deal can be delivered as a prioritisation of a key objective of the Economic Recovery Plan. Further funding will be required to meet the scale of these ambitions, and this work will enable a robust business case to be developed to secure further delivery. Two strands of activity will be supported.
- 6.30 Strand one: boosting capacity to deliver a creative new deal including a continuation of the Beyond Brontes programme, an existing scheme which aims to address under representation within the screen industries, by breaking down the perceived and actual barriers that can prevent young people (aged 18-24) from diverse backgrounds starting and establishing careers within the industry.
- 6.31 Strand two: progress a town of culture award, a new initiative for West Yorkshire to promote culture, and for developing the concept of a theatre without walls to maximise the collective potential and access to theatre in the region. This would be opportunity to bring some of the brightest and best talent together, under a single banner, to grow audiences and create a platform for the region. The aim would be to take stories formed in the region, that are of the region, to the people of the region.
- 6.32 Supporting the creative and cultural industries is a relatively new area of work for the Combined Authority and is a key Mayoral priority. To ensure that this

work maximises the opportunities of the sector, scoping and development activity is required. The funding will lead to:

- More capacity for delivery in the Combined Authority including partial funding of a new Policy Manager post to manage the work
- Direct benefit to businesses in the creative and cultural sector through enhanced support from the Creative Catalyst, an existing scheme designed to support the growth of the creative industries sector across Leeds City Region.
- Support for young people from diverse backgrounds to access training and work experience in the Screen Industries
- Capacity building and leverage for future funding opportunities
- Robust evidence to support next steps of delivery
- A strong evidence base and platform to deliver scope of Mayoral pledge and Economic Recovery Plan ambitions including a town of culture award concept.

6.33 The scheme will support the development of the Mayor's pledge for a Creative New Deal for West Yorkshire, laying the foundations to deliver key elements of the West Yorkshire Economic Recovery Plan. The proposed areas of activity will draw upon strong working relationships between Local Authorities and the Combined Authority. Despite recognition of the vital role that culture and the creative industries can play to boost the economy and drive inclusive growth, there is currently a lack of capacity and relevant expertise to deliver on these objectives, this funding will begin to address those gaps.

6.34 The work developed through this scheme will lay the foundations and provide the evidence needed to support further funding bids. This is likely to include Combined Authority funding through the gainshare element of the Single Investment Fund but will also support evidence to make the case to Government for additional funding alongside leverage from the private sector and national funding such as UK Shared Prosperity Fund.

6.35 The scheme will develop capacity to support the development of creative industries including tailored support to businesses in the creative sector which are less well served by mainstream, general business support schemes.

6.36 The scheme will explore the use of Langthwaite Enterprise Zone for creative industry purposes as part of early scoping conversations around Strand one: boosting capacity to deliver a creative new deal.

6.37 Elements to be delivered by external partners will be procured using the Combined Authority's Procurement processes following approval of the funding. Internal delivery will be managed by the Creative Catalyst Programme, an existing scheme designed to support the growth of the creative industries sector across Leeds City Region.

6.38 The Combined Authority delegated decision point 2 approval to the Finance, Resources and Corporate Committee, alongside the agreement in principle for

the funding, in June 2021, and subsequent agreement in principle for the Beyond Brontes funding in July 2021. The Finance, Resources and Corporate Committee is no longer taking place in October and therefore approval is sought from October's Combined Authority.

6.39 A summary of the scheme's business case is included in **Appendix 3**.

Tackling the Climate Emergency Implications

6.40 The beginning of 2020 saw the West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership, along with the City Region's partners affirm their commitment and vision for culture in the region through the support for a Cultural Framework. The substantial pre-pandemic work to develop the priorities of the framework has provided the guiding principles for our proposition for culture in economic recovery:

- Culture is embedded within all place-based work and place planning and is used to deliver higher quality, more connected and sustainable places. Culture is recognised and developed for its role in supporting the visitor economy.
- Cultural and creative businesses and their supply chains are developed and supported to maximise their potential.
- More people are actively engaged and take part in cultural activity and there is a growth in audiences and participants of all cultural activity.
- There is an increase in employment in culture, sport and arts roles across the Leeds City Region.
- Cultural activity that promotes clean growth and sustainability is developed and promoted including active travel, walking and cycling alongside programmes that deliver key messages relating to climate change and sustainability.

Outputs, Benefits and Inclusive Growth Implications

6.41 The scheme outputs and benefits include:

- Funding contribution to staff capacity through contributing towards the Policy Lead for Culture post
- Ongoing provision of the Beyond Brontes programme to facilitate access to training and development opportunities in the creative and cultural industries. This will include increasing participation across West Yorkshire and ensuring those hardest to reach young people from disadvantaged backgrounds are able to participate. This will include a lessons learned evaluation and good practice guide.
- Identification of new business support models for the sector and delivery mechanisms to boost participation in the arts to be delivered through the Creative Catalyst
- Skills audit report on future skills needs for creative sector

- Town of culture award brand development and delivery plan as well as a plan to develop the concept of a theatre without walls to maximise the collective potential and access to theatre in the region.

Equality and Diversity Implications

6.42 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

Risks

6.43 The scheme risks include:

- Lack of staff capacity to support delivery – mitigated through recruitment being underway for a policy lead for culture. Staff resource from within the Trade and Investment Team has been identified to support delivery.
- Lack of external expertise / market interest to support delivery – mitigated through early engagement with colleagues in procurement building on pre-existing knowledge of the market to ensure the right procurement channels are used.
- Further COVID-19 restriction prohibit delivery - There is uncertainty on the level of restrictions that will be in place during winter 2021/22 and the impact this will have on the sector, this could prove difficult for some elements of delivery proposed in the scheme – mitigated by previous experience of delivering similar services amid lockdowns.

Costs

6.44 The scheme costs, including monitoring and evaluation, are £500,000 from the Single Investment Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/12/2023

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/12/2024

Other Key Timescales

- 6.45 Recruitment of new Combined Authority post – November 2021
- 6.46 Specification design for business support programme and social prescribing model – December 2021
- 6.47 Specification for skills audit – December 2021
- 6.48 Market engagement to procure relevant services – November 2021 – March 2022

Assurance Tolerances

Assurance tolerances
That the total project cost remains within the costs identified within this report.
That the timeframes remain within 3 months of those outlined in this report.

Appraisal Summary

- 6.49 The scheme directly contributes to the delivery of one of the Mayor's manifesto pledges for a Creative New Deal, the West Yorkshire Combined Authority's Strategic Economic Framework and Economic Recovery Plan. The programme of activity proposed directly supports West Yorkshire Investment Strategy (WYIS) investment priorities of Culture and Creative Industries; Good Jobs and Resilient Businesses; Skills and Training for People, Creating Great Place and Accelerated Infrastructure.
- 6.50 The scheme is planned, recruitment of staff is underway, and has been informed by stakeholder engagement, and based on local, regional and national successful practice and is due to deliver good value for money. The scheme will be managed by the Combined Authority's Policy team in close partnership with local partner councils and specialist delivery partners.

Recommendations

6.51 The Combined Authority approves that:

- (i) The Creative New Deal project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £500,000, funded from the Combined Authority's Single Investment Fund is given. The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Culture, Arts and Creative Industries Committee. This will be subject to the scheme remaining within the tolerances outlined in this report..

Project Title	Active Travel Fund: Local Authority Capital Funding for 2021/22
Stage	2 (development)
Decision Point	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:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 6.52 On 9 May 2020 the Department for Transport (DfT) announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment over the next five years, for walking and cycling in England. 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.
- 6.53 Across tranches 1 and 2 of the Active Travel Fund, West Yorkshire secured £12.566 million to fund highways infrastructure schemes, behaviour change measures and both temporary and permanent walking and cycling infrastructure improvements.
- 6.54 This next stage, Department for Transport Active Travel Fund: Local Authority Capital Funding for 2021/22 (also known as Active Travel Capital Programme tranche 3) provides for another year of delivery of similar permanent schemes, this time targeted at enabling modal shift from short car journeys and in areas of significant deprivation.
- 6.55 In June 2021 the DfT invited West Yorkshire to bid for an allocation of capital funding from the latest tranche of its Active Travel Fund, which is part of the £2bn allocated nationally for walking and cycling in May 2020.
- 6.56 To be considered for inclusion, schemes need to be delivered by March 2023 and comply with national minimum standards for cycling infrastructure. In addition, schemes were required to focus on:
- Converting short vehicle journeys to walking and cycling

- Tackling areas with poor health and high levels of deprivation
- 6.57 The bid submission to DfT for the capital funding included 13 schemes, 11 of which had been prioritised by the districts and then assessed by Combined Authority officers against the objectives of the fund, with 2 of the schemes being West Yorkshire-wide and led by the Combined Authority. The 13 schemes are:
- Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")
 - Leeds - A660 Otley Road
 - Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements
 - Bradford - Active Travel Neighbourhoods
 - Wakefield - Ackworth to Fitzwilliam Station
 - Calderdale - Active Travel Neighbourhoods
 - Bradford - School and Hospital Access Improvements
 - Bradford - Buck Lane Bridleway and Esholt Path
 - West Yorkshire - Cycle Parking Provision
 - West Yorkshire - School Streets Programme
 - Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton
 - Bradford - Darley Street (Bradford City Centre)
 - Bradford - Chellow Dean Valley – Access Improvements
- 6.58 The proposal for the Leeds A660 Otley Road scheme will upgrade the existing temporary Tranche 1 scheme to provide a permanent segregated one way cycle track on both sides of the road from the Clarendon Road to Grove Lane, including junction treatments and some associated bus priority enhancements near Woodhouse Moor.
- 6.59 Given the forecast cost and complexity of delivery of the Leeds A660 Otley Road scheme this report is seeking approval of developments costs to progress the scheme to full business case with approval of the full indicative amount delegated to the Managing Director.
- 6.60 The DfT has advised the outcome of the bid is expected by October 2021 and to ensure that money can be committed and schemes can be delivered within the tight timescales, the Combined Authority is requested to approve, subject to a successful bid to DfT:
- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)

- (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
- (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000
 - Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (iv) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (v) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (vi) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner Council.
- (vii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

6.61 A summary of the programme is included in **Appendix 4**.

6.62 A summary of the programme's business case is included in **Appendix 5**.

Tackling the Climate Emergency Implications

6.63 The delivery of the schemes identified, enabling more people to walk and cycle more of their journeys, will support the Combined Authority in responding to the Climate Emergency and working towards achieving the changes in travel behaviour currently being identified through the Carbon Emissions Reduction Pathway work.

6.64 The important role that increased levels of walking and cycling is expected to play in reducing carbon emissions required for the region to meet its ambition to be net-zero carbon by 2038, as set out in the “Strengthened decision making in the light of the Climate Emergency” report approved at the November 2020 meeting of the West Yorkshire and York Investment Committee.

Outputs, Benefits and Inclusive Growth Implications

6.65 The scheme outputs include:

Scheme	Outputs
Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")	0.6 miles of new off-road cycleway
Leeds - A660 Otley Road	3.0 miles of new on-road cycleway 0.3 miles of bus priority corridor 9 upgrades to existing facilities
Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements	1.25 miles of new off-road cycleway
Bradford - Active Travel Neighbourhoods	3 new Low Traffic Neighbourhoods
Wakefield - Ackworth to Fitzwilliam Station	1.3 miles of new off-road cycleway
Calderdale - Active Travel Neighbourhoods	1 bus priority measure at single location 2 secure cycle parking facilities 2 new road crossings
Bradford - School and Hospital Access Improvements	0.6 miles of new permanent footway 0.3 miles of widened existing footway 1.9 miles of upgrades to existing facilities
Bradford - Buck Lane Bridleway and Esholt Path	0.5 miles of new permanent footway 0.5 miles of upgrades to existing facilities 0.5 miles of upgraded bridleway

West Yorkshire - Cycle Parking Provision	2500 spaces for cycle parking
West Yorkshire - School Streets Programme	24 school streets
Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton	1.9 miles of new off-road cycleway
Bradford - Darley Street (Bradford City Centre)	0.16 miles new on-road segregated cycleway 0.3 miles widened existing footway 4 upgrades to existing facilities 15 number restricted parking availability 0.16 miles of traffic calming
Bradford - Chellow Dean Valley – Access Improvements	0.7 miles new off-road cycleway 0.7 miles new permanent footway

- Creating “active travel neighbourhoods” where measures including segregated cycle lanes on busier roads and local roads being closed to traffic, will enable more people to make local journeys on foot and bike, to shops, health services and workplaces in the area, as well reach cycle routes on main roads for destinations further afield
- Improve pedestrian access into urban centres, to schools and to employment destinations, enabling people to make safer journeys on foot
- Nationally compliant cycling infrastructure to fill identified gaps in the region’s cycling network, including upgrading existing towpaths on three canals and making a temporary scheme (delivered through Tranche 1) permanent on the A660, Otley Road.
- Support for cycling and walking to school through implementation of “school streets” measures, including installation of cycle and scooter parking spaces at schools across West Yorkshire
- Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing high levels of deprivation.
- Overall, the programme will reduce journeys by car and increase cycling and walking by enabling safer and more convenient journeys by bike and on foot, for local journeys, travel to education and employment and other key destinations.

Equality and Diversity Implications

- 6.66 An Equality Impact Assessment (EQIA) will be undertaken for each of the schemes outlined above and equality and diversity impacts taken account of as part of the development of the schemes.

Risks

- 6.67 The scheme risks include:

- Projects being delivered within the challenging timeframe set by the funding body. This will be mitigated by continuing a dialogue to influence and manage the funding body expectations in line with the Combined Authority's funding application, supported by robust programme monitoring and early identification of delivery issues. All schemes were proposed by West Yorkshire partner Councils and were challenged at a high level on their deliverability by the Combined Authority before inclusion in the programme.
- Project development and design quality meeting government's requirements, mitigated through careful identification of realistic schemes appropriate for constrained timescales and existing resources for scheme development, including existing programme governance and partners' increasing familiarisation of new cycle design guidance.
- Effective engagement with communities benefitting from improvements, which may be challenged by restrictions relating to COVID-19. This will be mitigated through use of existing online engagement tools such as the interactive map on the Your Voice platform which allows local issues and potential measures for walking and cycling to be identified. We will also feedback from our engagement with stakeholders during delivery through forums like the West Yorkshire Active Travel Advisory Panel and our social media presence to capture feedback and identify emergent issues with delivery partners.
- Supply chain issues delaying delivery of infrastructure due to increased demand nationwide. This will be mitigated by early engagement with the supply chain and identification of new suppliers where possible.
- Changing COVID-19 restrictions could impact on delivery timescales. This will be managed through liaison with delivery partners and the supply chain and the development of their management plans
- Procurement of equipment and services within short timescales. This will be mitigated by early engagement with Procurement departments and supply chain to identify an effective procurement route that maintains value for money.

Costs

6.68 The scheme costs are:

- In total the Combined Authority sought £12,361,310 split across the 13 schemes as shown below, along with £350,010 to cover programme delivery costs.

Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")	£650,000
Leeds - A660 Otley Road	£4,785,000
Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements	£660,000
Bradford - Active Travel Neighbourhoods	£525,000
Wakefield - Ackworth to Fitzwilliam Station	£585,000
Calderdale - Active Travel Neighbourhoods	£475,000
Bradford - School and Hospital Access Improvements	£841,300
Bradford - Buck Lane Bridleway and Esholt Path	£250,000
West Yorkshire - Cycle Parking Provision	£500,000
West Yorkshire - School Streets Programme	£350,000
Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton	£1,600,000
Bradford - Darley Street (Bradford City Centre)	£600,000
Bradford - Chellow Dean Valley – Access Improvements	£190,000
Combined Authority programme costs	£350,010
Total	£12,361,310

Assurance Pathway and Approval Route

Programme

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2022

Leeds A660 Otley Road full business case

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2023

Other Key Timescales

6.69 The scheme funding will be committed by March 2022 and activities delivered by Spring 2023.

Assurance Tolerances

Assurance tolerances
That the Combined Authority's costs remain within the agreed settlement amount of Active Travel Fund: Local Authority Capital Funding for 2021/22 funding allocated to the Combined Authority.
That the programme remains within 3 months of the timescales set out in this report.

Appraisal Summary

- 6.70 An application for £12,361,310 million was submitted in August 2021 for Active Travel Fund: Local Authority Capital Funding for 2021/22. The outcome of the bid is expected to be announced in October 2021.
- 6.71 Authorities must fully commit the funds this financial year (i.e. by the end of March 2022), so in order to ensure that schemes can be delivered the Finance, Resources and Corporate Committee is requested to recommend to the Combined Authority in October to approve at risk and delegated authority is given to the Managing Director for approval of the full business case of the Leeds A660 Otley Road scheme.
- 6.72 The outputs, benefits and inclusive growth implications correlate well with the Combined Authority's priorities and the Strategic Economic Framework. Risks are well considered and mitigation measures in place.

Recommendations

- 6.73 The Combined Authority approves that, subject to a successful bid to DfT:
- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)
 - (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
 - (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000

- Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (i) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (ii) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (iii) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner Council.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

6.74 There are no schemes to review at this stage.

7 Tackling the Climate Emergency Implications

- 7.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

8 Inclusive Growth Implications

- 8.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

9 Equality and Diversity Implications

- 9.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

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 (Summary)

Additional approval: Social Housing Decarbonisation Fund

- 14.1 In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority is requested to approve:
- (i) The delegation of authority to the Climate, Energy and Environment Committee to accept the Social Housing Decarbonisation Fund and approve the scheme in accordance with the Assurance Framework (decision point 4 (Final Business Case)), so that delivery can commence in line with government's delivery timeframes.

Green Jobs Taskforce and Gateway

14.2 The Combined Authority approves that:

- (i) The Green Jobs Taskforce and Gateway scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £500,000 (which will be funded from the Single Investment Fund to progress the mayor's pledges). The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Employment and Skills Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Creative New Deal

14.3 The Combined Authority approves that:

- (i) The Creative New Deal project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £500,000, funded from the Combined Authority's Single Investment Fund is given. The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Culture, Arts and Creative Industries Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Active Travel Fund: Local Authority Capital Funding 2021/22

14.4 The Combined Authority approves that, subject to a successful bid to DfT:

- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)
- (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
- (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:

- Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000
 - Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (i) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (ii) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (iii) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner council.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

15 Background documents

15.1 None as part of this report.

16 Appendices

Appendix 1 – Background to the Combined Authority’s Assurance Framework

Appendix 2 – Green Jobs Taskforce and Gateway Business Case Summary

Appendix 3 – Creative New Deal Business Case Summary

Appendix 4 - Active Travel Fund: Local Authority Capital Funding 2021/22 Programme Summary

Appendix 5 - Active Travel Fund: Local Authority Capital Funding 2021/22 Business Case Summary



Capital Spend and Project Approvals

Appendix 1 - Assurance Framework

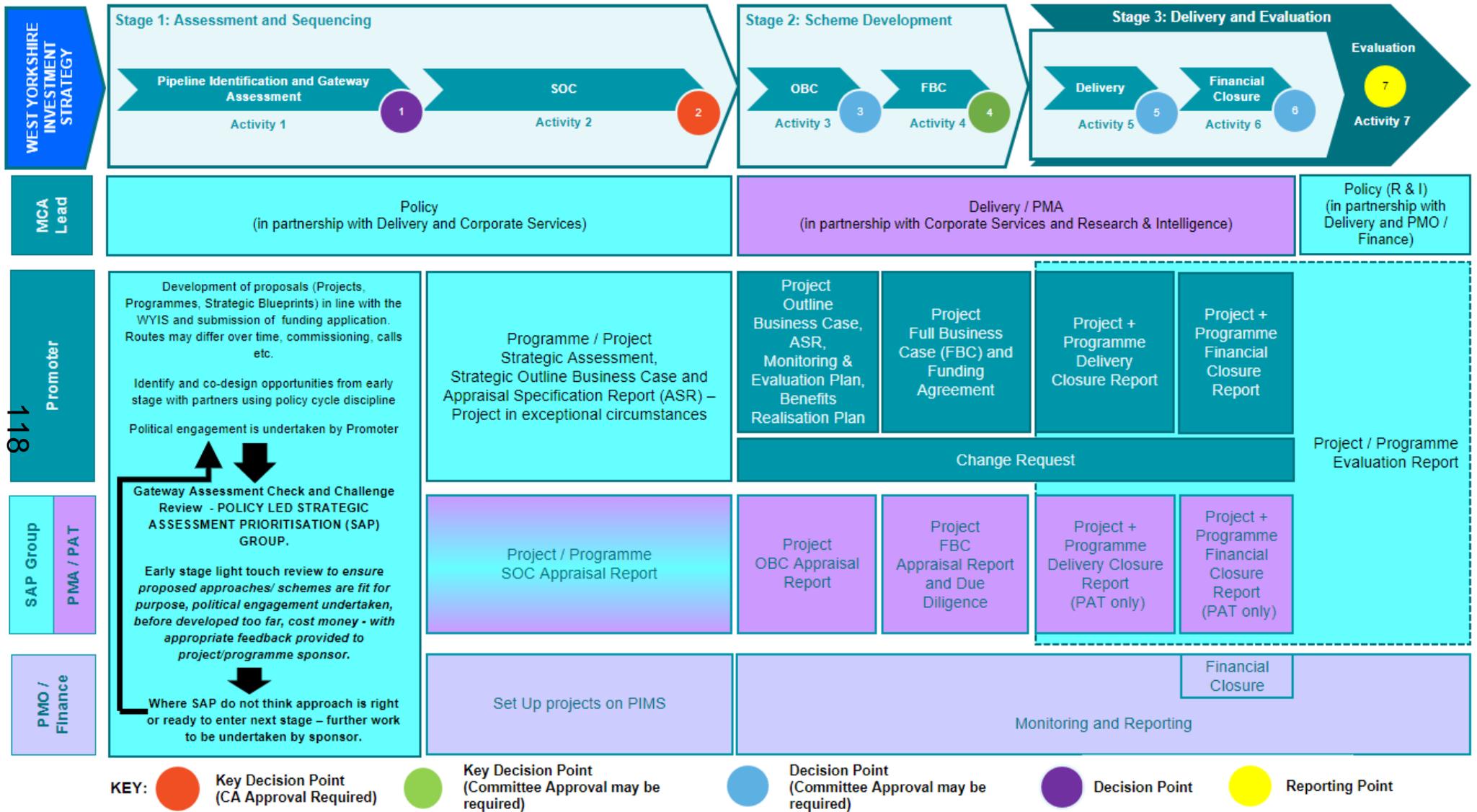
1 Assurance Framework

- 1.1 The Combined Authority's Assurance Framework was developed in 2015 as part of the Growth Deal with Government. Its purpose is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of the Strategic Economic Framework (SEF) ambitions. Its focus is to ensure that necessary practices and standards are implemented to provide the Government, Combined Authority, the Leeds Enterprise Partnership (LEP) and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money. It covers all projects and programmes funded from Government or local sources that flow through the LEP and Combined Authority.
- 1.2 The Assurance Framework must be reviewed annually as stipulated by Government, however, due to the West Yorkshire Devolution Deal, the Assurance Framework has been subject to an extensive in-year review for the Mayoral arrangements to be adopted.
- 1.3 This review has now taken place and government approved the updated Assurance Framework, which was implemented on 3 February 2021. Decision making remains the same in the new Assurance Framework, i.e. approval is required at Combined Authority (CA) for all programmes and projects at least once in their lifetime and this is usually at decision point 2 (Strategic Outline Case). The Assurance Pathway and Approval Route is also set at this point.

Assurance Process

- 1.4 The new Assurance Process is set out below:

New



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- 1.5 The new process includes the West Yorkshire Investment Strategy (WYIS) and removes the Full Business Case with finalised costs (FBC+) stage. There are no other significant changes from the previous process, and there will be little effect on the Combined Authority's existing funding programmes and projects.
- 1.6 The process still retains the same flexibility, in that each project or programme will be set a bespoke approval pathway and approval route to be followed. This may be to delegate decisions to a Committee, Managing Director (MD) etc. or it may be that certain decision point approvals are not required, or that bid documents to other government departments can be utilised. Furthermore, development costs can be funded at decision point 1 and beyond.
- 1.7 Activity 3 (OBC) and Activity 4 (FBC) remain however, the FBC+ (or previous Activity 5) is not now required. Instead, at FBC (Decision Point 4), PAT sets conditions that must be met before full approval of funding is given and the project has Approval to Proceed to Delivery (Activity 5).
- 1.8 In line with the recently revised Green Book, in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of the project. This might for example include, but not limited to, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use and / or supporting / accelerating housing development. The specific approach will be determined on a programme by programme basis as funding and investment streams come forward.
- 1.9 At Decision Point 5 a Delivery Closure Report is required, which is substantially the same as the previous draft project closure report.
- 1.10 At Activity 6 a Financial Closure Report is needed. This is the period when defects are made good and final accounts are agreed.
- 1.11 Activity 7 Evaluation will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point not a decision point and takes place when the programme (or project in some circumstances), is completed. It includes an evaluation of the benefits, outcomes and economic impact compared to the overall programme objectives set out in the SOC. Insights and learning from the evaluation will also be fed back into policy and strategy in order to inform the design and development of future programmes and schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

2 Future assurance and approval route

- 2.1 The tables for each scheme in the main report outline 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.

3 Tolerances

- 3.1 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 a Committee and/or the Combined Authority for further consideration.

4 Transition

- 4.1 There will be a transition period to the new Assurance Framework due to business cases being submitted and appraised prior to the new Assurance Framework being approved by government. Schemes progressing under the previous process will be highlighted in the report.

Section A: Scheme Summary

Name of Scheme:	Green Jobs Taskforce and Gateway
Location of Scheme:	West Yorkshire
Lead Organisation:	West Yorkshire Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Single Investment Fund to enable progress to be made against some of the Mayor's pledges
Growth Fund Priority Area (if applicable):	Not applicable
Combined Authority approvals to date:	<p>On 24 June 2021, the Combined Authority agreed £2,600,000 in principle, from the Combined Authority's Single Investment Fund, to fund four schemes to enable progress to be made against some of the Mayor's pledges.</p> <p>As part of this, £500,000 was agreed in principle to support scheme development relating to employment and skills support for 16- to 30-year-olds, which has since become known as the Green Jobs Taskforce and Gateway scheme.</p> <p>Combined Authority also gave approval to delegate to the Finance, Resources and Corporate Committee the approval to pass through Decision Point 2 (Strategic Outline Case).</p>
Forecasted Full Approval Date (Decision Point 4):	22 October 2021
Forecasted Completion Date (Decision Point 5):	Completion date is expected to be 31 March 2024.
Total Scheme Cost for the preferred way forward (£):	£500,000
WYCA Funding (£):	£500,000
Total other public sector investment (£):	£0.00
Total other private sector investment (£):	£0.00

Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes

The Green Jobs Taskforce and Gateway scheme will support the Mayor of West Yorkshire's pledge to 'create 1,000 well paid, skilled, green jobs for young people' and the region's commitments to be net zero carbon by 2038 through supporting green skills and jobs. Net-zero carbon refers to reducing the amount of carbon dioxide (CO₂) produced, so that it is no more than the amount removed from the atmosphere.

The current scale, reach and provision of green skills training and green jobs including those that support 'greening of the economy' in West Yorkshire, is not currently known. Opportunities to change employers' behaviours also need to be identified and acted upon if greening of the economy is to happen. The scheme will undertake research to review and map green skills and green jobs, to establish what is currently available, future demand and identify any gaps in provision. This will give the Combined Authority a plan of actions it could take, to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'.

The scheme will fund two new Combined Authority posts to work with the newly convened West Yorkshire Green Jobs Taskforce, which brings together experts from education, business, third sector and the public sector, to create plan of actions to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'. The taskforce will act as ambassadors for the scheme and provide input into the Green Jobs Gateway, a web portal launched in August 2021, where employers can pledge jobs, and support for job matching is provided by sign posting to employment and skills services.

As part of the research phase the Combined Authority will review its own existing and future programmes to determine how they can contribute to creating green jobs and supporting green skills. The review will focus on existing programmes, for example Employment and Skills programmes and whether they could be enhanced to support adults' skills and progression towards work, alongside careers inspiration and job matching services. The review will also consider how future programme design can complement the overall target for programmes such as Net Zero Region Accelerator and how the scheme will complement the Combined Authority's strategic priorities including tackling the climate emergency. The Combined Authority will also consider how it can use the delivery of its schemes, to influence contractors to create green jobs and support green skills, through its procurement processes.

A plan of actions will be produced, some of which will be progressed as part of this scheme, most likely where enhancements to existing programmes will address actions identified. Other actions, for example those filling gaps in current provision, will develop separate business cases, subject to funding being secured from other sources, and will progress through the assurance process individually.

The scheme will also fund marketing and communications to promote the taskforce's work, including raising awareness of its findings to individuals and businesses.

The scheme is seeking approval for £500,000 from the Single Investment Fund.

Strategic Case

The scheme will support the mayoral pledge to ‘create 1,000 well paid, skilled, green jobs for young people’, which aligns closely with the objectives of the Combined Authority’s Employment and Skills Framework in supporting young people to gain and sustain employment. The pledge also aligns with the goals of the Inclusive Growth Framework through providing jobs which are well paid (minimum Real Living Wage) and skilled.

The scheme supports the region’s commitments to be net zero carbon by 2038 through supporting green skills and jobs and contributes to the priorities of the Strategic Economic Framework, the Economic Recovery Plan, and the West Yorkshire Investment Strategy. The scheme also responds to recommendations in the West Yorkshire Carbon Emissions Reduction Pathways and Friends of the Earth’s Emergency Plan on Green Jobs for Young People.

The need for green jobs and green skills to support West Yorkshire’s transition to a net zero carbon economy by 2038 is significant. Action to change the behaviours of organisations in the region, needs to be accelerated so the workforce gains the skills required for a just transition through decarbonisation, which involves the creation of decent work and quality jobs.

A lack of employer confidence and low current consumer demand means that opportunities to change behaviours need to be identified and then acted upon to support greening of the economy. Young people have also been disproportionately affected by unemployment during the COVID-19 pandemic and should be prioritised for support.

The scale, reach and provision of training in the skills needed by employers in the green economy across West Yorkshire is not currently known. Therefore, a review of the current and future demand for green skills and green jobs, including those that support ‘greening of the economy’, is needed.

Economic Case

Skilled workers are needed to deliver against immediate and longer-term challenges if West Yorkshire is to become a net zero carbon economy by 2038. However, it is difficult to accurately estimate future demand for skills in the green economy. An analysis by Ecuity for the Local Government Association suggests the creation of approximately 71,000 new clean growth jobs in West Yorkshire – potentially more than any other area. The study estimates that 40,000 green jobs will be required for West Yorkshire by 2030. More coordinated activity is needed, with businesses and training providers, to encourage skills development and training to fulfil these roles. Young people have also been disproportionately affected by COVID-19, which has led to 16-24 years olds having the highest increase in claimant unemployment, even though this group is less likely to be eligible for benefits.

The scheme will result in detailed mapping of the opportunities for green jobs and training in West Yorkshire, to highlight gaps in provision and identify where behaviours need to change. Without this strategic and co-ordinated approach, the Combined Authority will lack the information it needs to make informed, evidence-based investment decisions.

Commercial Case

The Combined Authority will use its own policy, development and communications and marketing services to deliver activities, but will commission work from external organisations when additional resource or specialist knowledge is needed.

The market is able to effectively provide the research support needed, based on the experiences of delivering other schemes and will be procured through the Combined Authority’s procurement process. The Combined Authority’s commercial team will support the

project team with obtaining value for money for services and manage risk by ensuring compliance.

Financial Case

The Combined Authority agreed in principle on 24 June 2021 for four schemes to share £2,600,000 from the Single Investment Fund, to enable progress to be made against some of the Mayor's pledges. This scheme is seeking approval for £500,000 of this, to fund two new Combined Authority posts to manage the scheme, to fund research work, communications, and marketing activity and to support the work of the Green Job Taskforce.

Management Case

Programme management will be provided by the Combined Authority's Business, Innovation and Skills Policy team. The team will work closely with colleagues from across the organisation and will also work with a wide range of partners and stakeholders across the public, private and third sectors throughout development of the workplan. Strategic oversight, advice and steer will be provided by the Employment and Skills Committee.

The Combined Authority has the relevant experience and expertise to deliver a scheme of this type, gained from delivering a wide range of employment and skills schemes

Section A: Scheme Summary

Name of Scheme:	Creative New Deal
Location of Scheme:	West Yorkshire
Lead Organisation:	West Yorkshire Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Single Investment Fund to enable progress to be made against some of the Mayor's pledges - Grant
Combined Authority approvals to date:	<p>On 24 June 2021, the Combined Authority agreed £2,600,000 in principle, from the Combined Authority's Single Investment Fund, to fund four schemes to enable progress to be made against some of the Mayor's pledges.</p> <p>As part of this, £500,000 was agreed in principle to support scheme development relating to the creative industries, which has since become known as the Creative New Deal scheme.</p> <p>Combined Authority also gave approval to delegate to the Finance, Resources and Corporate Committee the approval to pass through Decision Point 2 (Strategic Outline Case).</p> <p>Additionally on 29 July 2021 the Combined Authority approved that £190k from the £500k of SIF funding which was previously provisionally allocated to support scheme development relating to culture and creative industries and lead a creative new deal, is to be used to fund the Beyond Bronte's programme, subject to Assurance Framework approvals.</p>
Forecasted Completion Date (Decision Point 5):	22 October 2023
Total Scheme Cost for the preferred way forward (£):	£500,000
WYCA Funding (£):	£500,000
Total other public sector investment (£):	n/a
Total other private sector investment (£):	n/a

Is this a standalone Project?	Yes although the scheme is part of the package of Combined Authority's Economic Recovery Plan interventions.
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	Not formally part of a Programme but linked to the Economic Recovery Plan Programme of activities.

This scheme will support development and delivery of activities to support the cultural and creative industries across West Yorkshire as the region emerges from the Covid-19 pandemic. Funding will build capacity and expertise to support businesses and communities across West Yorkshire to make sure that people from diverse backgrounds are able to participate in and benefit from the creative industries. The package of proposed activity will ensure that the Mayor's pledge for a Creative New Deal can be delivered as a prioritisation of a key objective of the Economic Recovery Plan. Further funding will be required to meet the scale of these ambitions, and this work will enable a robust business case to be developed to secure further delivery.

Three strands of activity will be supported:

Strand one: boosting capacity to deliver a creative new deal including a continuation of the Beyond Brontes programme, an existing scheme which aims to address under representation within the screen industries, by breaking down the perceived and actual barriers that can prevent young people (aged 18-24) from diverse backgrounds starting and establishing careers within the industry.

Strand two: progress the concept of a town of culture award, a new initiative for West Yorkshire to promote culture, and for developing the concept of a theatre without walls to maximise the collective potential and access to theatre in the region.

Supporting the creative and cultural industries is a relatively new area of work for the Combined Authority and is a key Mayoral priority. To ensure that this work maximises the opportunities of the sector, scoping and development activity is required. The activity outlined above will lead to:

- More capacity for delivery in the Combined Authority
- Direct benefit to businesses in the creative and cultural sector through enhanced support from the Creative Catalyst
- Support for young people from diverse backgrounds to access training and work experience in the Screen Industries
- Capacity building and leverage for future funding opportunities
- Robust evidence to support next steps of delivery
- A strong evidence base and platform to deliver scope of mayoral pledge and Economic Recovery Plan ambitions including a town of culture award concept

These activities have been developed and endorsed through the West Yorkshire Economic Recovery Plan with support of the Economic Recovery Board. Launching a Creative New Deal is one of ten pledges outlined by the Mayor. Provisional approval for the funds was given by the Combined Authority on 24 June with further indicative approval in relation to the Beyond Brontes programme received at the July Combined Authority meeting.

A.2	Business Case Summary
Strategic Case	
<p>The programme will support the development of the Mayor's pledge for a Creative New Deal for West Yorkshire, laying the foundations to deliver key elements of the West Yorkshire Economic Recovery Plan.</p> <p>The proposed areas of activity will draw upon strong working relationships between Local Authorities and the Combined Authority. Despite recognition of the vital role that culture and the creative industries can play to boost the economy and drive inclusive growth, there is currently a lack of capacity and relevant expertise to deliver on these objectives, this funding will begin to address those gaps.</p>	
Economic Case	
<p>This proposed programme of activity has been developed with partners from across the region, most notably culture leads from local authorities. Indicative support for the programme was granted by the Combined Authority in June 2021 with further clarification in July 2021.</p> <p>Three options have been identified:</p> <p>Option 1: Do nothing There would be no improvement in the challenges and barriers outlined in B1. With limited funding in the region, gaps in provision will remain and there will be no increase in support for the Creative and Cultural Industries. Key areas of the organisation's Economic Recovery Plan and a Mayoral pledge will not be delivered.</p> <p>Option 2: Focus on only one area of activity, this would not realise the full scale of ambition for the Region and unlock the potential benefits of the Creative and Cultural Industries.</p> <p>Option 3: Deliver a suite of programmes that support the development of a Creative New Deal and deliver on cultural propositions developed through the Economic Recovery Plan.</p> <p>The preferred option is option three, to deliver the full suite of activities.</p>	
Commercial Case	
<p>The work developed through this programme will lay the foundation and provide the evidence for access to further funding. This is likely to include Combined Authority funding through the gainshare element of the Single Investment Fund but will also support evidence to make the case to Government for additional funding alongside leverage from the private sector and national funding such as UK Shared Prosperity Fund.</p> <p>The following services will be required:</p> <ul style="list-style-type: none"> • Skills Audit • Night-time economy research (connected to the development of a Night Czar role as part of the pledge to put women and girls at the heart of the Mayor's policing plan) • Creative Catalyst capacity funding to deliver range of support and programme development to be agreed by Arts, Culture and Creative Industries Committee • Policy Lead for culture part funded post • Beyond Bronte programme delivery • Town of Culture brand and action plan <p>Elements to be delivered by external partners will be procured using the Combined Authority's Procurement processes following approval of the funding. Internal delivery will be managed by the Creative Catalyst Programme, an existing scheme designed to support the growth of the creative industries sector across Leeds City Region.</p>	
Financial Case	
<p>The funding for this scheme has been approved in principle by the Combined Authority to address capacity and expertise gaps in the delivery of Mayoral Pledge on a Creative New Deal, and key propositions set out in the Economic Recovery Plan. To fully realise the ambitious plans, additional</p>	

funding will need to be leveraged, and this will be achieved through the enhanced evidence base generated through this work.

The scheme will cost £500,000 which is sought from the Combined Authority's 2020-21 gainshare allocation within the Single Investment Fund.

Management Case

The proposed schemes have been developed in consultation with a range of partners across the region, most notably cultural leads in each District, and the Economic Recovery Board. An indicative proposal for the funding was approved by the Combined Authority in June 2021 and further enhanced in July 2021.

Delivery will be overseen by internal staff, contracted delivery partners, including a Policy Lead for Culture whose post will be part funded by this funding. The newly formed Arts, Culture and Creative Industries Governance Committee will provide strategic oversight and guidance for programme delivery.

West Yorkshire Active Travel Fund: Local Authority Capital Funding for 2021/22 Schemes	District
NEW/IMPROVED CYCLE ROUTES	
<p><u>1: Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")</u> <i>A National Cycle Network route and provides a popular route between settlements along the Leeds Liverpool Canal for active travel. This "Missing Link" is the only non-surfaced element of the route left following earlier works.</i></p>	Bradford
<p><u>2: A660 Otley Road</u> <i>The proposal will upgrade the existing temporary Tranche 1 scheme to provide a permanent segregated unidirectional cycle track on both sides of the road from the Clarendon Road to Grove Lane, including junction treatments and some associated bus priority enhancements near Woodhouse Moor.</i></p>	Leeds
<p><u>5: Wakefield - Ackworth to Fitzwilliam Station</u> <i>A 2km multi-user path (3m wide tarmac path for walking and cycling and a soft path for equestrians) from the end of the existing Dando Way at Wakefield Road A638 around Fitzwilliam Country Park to Fitzwilliam station.</i></p>	Wakefield
<p><u>11: Huddersfield Broad Canal – Leeds Road Gasworks - Deighton</u> <i>The existing towpath suffers during periods of poor weather; therefore, the scheme would improve surfacing, width and accessibility and provide a safe alternative to the A62 Leeds Road.</i></p>	Kirklees
<p><u>12: Darley Street (Bradford City Centre)</u> <i>Enhance the length of Darley Street from Godwin Street to North Parade to create a more pedestrian and cyclist friendly environment.</i></p>	Bradford
<p><u>13: Chellow Dean Valley – Access Improvements</u> <i>The project will construct a new tarmac shared path running along the length of the valley linking residential areas with open countryside to the north to enable both cycle and walking.</i></p>	Bradford
CYCLE PARKING/STORAGE	
<p><u>9: West Yorkshire - Cycle Parking Provision</u> <i>One of the key barriers to the uptake of cycling is the perceived lack of secure, safe cycle parking – especially for non-standard bicycles. The fund will be available for delivering high quality parking at locations suggested either through engagement with stakeholders.</i></p>	All

LOW TRAFFIC NEIGHBOURHOODS (ACTIVE TRAVEL NEIGHBOURHOODS)	
4: <u>Active Travel Neighbourhoods (Bradford)</u> <i>Building on earlier tranches of the Active Travel Fund, Bradford will develop and deliver a further 3 Active Travel Neighbourhoods.</i>	Bradford
6: <u>Active Travel Neighbourhoods (Calderdale)</u> <i>The introduction of three Active Travel Neighbourhoods will be developed in conjunction with the School Street programme focusing on areas in the top 10% IMD.</i>	Calderdale
SCHOOL STREETS MEASURES	
10: <u>West Yorkshire - School Streets Programme</u> <i>Expand on the existing West Yorkshire Programme of School Streets, with districts having identified a list of prioritised schools, as a result of engagement with relevant stakeholders.</i>	All
WALKING ACCESSIBILITY IMPROVEMENTS . INCLUDES IMPROVEMENTS TO CYCLING FOR SOME SCHEMES	
3: <u>Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements</u> <i>The scheme will provide crucial accessibility improvements to an access point at lock bridge/tunnel near Golcar/Wellhouse which will enable a far more diverse range of users on foot, adaptive and cargo cycles to use the corridor and identify and undertake other minor improvements to access at a range of prioritised locations.</i>	Kirklees
7: <u>School and Hospital Access Improvements</u> <i>This package seeks to improve or create a number of paths to schools to encourage more children to walk, scoot or cycle and two walking routes to St Luke's Hospital Bradford will be improved and upgraded.</i>	Bradford
8: <u>Buck Lane Bridleway and Esholt Path</u> <i>Improve the surface quality of to provide a better surface for all users. In addition a new path running from Buck Lane Bridge to Esholt Lane will be constructed to provide an attractive alternative to walking along the busy A6038 Otley Road.</i>	Bradford
MONITORING AND EVALUATION	
<i>Monitoring and Evaluation package to enable all partners to monitor the impacts of schemes in the programme</i>	All

Section A: Scheme Summary

Name of scheme:	Active Travel Fund: Local Authority Capital Funding for 2021/22
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Caroline Farnham-Crossland, West Yorkshire Combined Authority
Lead promoter contact:	Kit Allwinter, West Yorkshire Combined Authority

Applicable funding stream(s) – Grant or Loan:	Grant
Growth Fund Priority Area (if applicable):	Not applicable

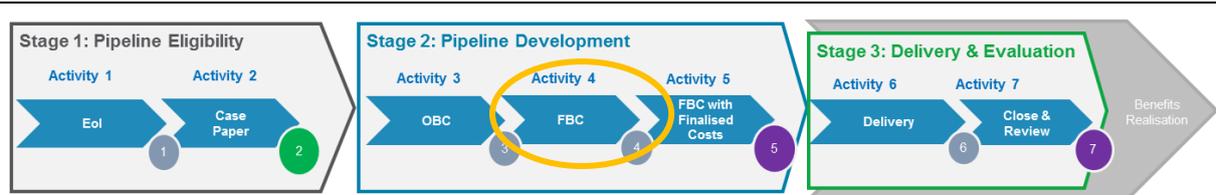
Approvals to date:	None
Forecasted full approval date (decision point 4):	22 September 2021
Forecasted completion date (decision point 5):	31 March 2023

Total scheme cost (£):	£12,361,310 (to be confirmed)
Combined Authority funding (£):	£12,361,310
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

Is this a standalone project?	No
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Is this a programme?	Yes. Tranche 1 has been approved and delivered, whilst Tranche 2 has been approved and is currently in delivery. This represents “Tranche 3” of the Active Travel Fund.
Is this project part of an agreed programme?	Yes

Current Assurance Process Activity:



Scheme Description:

On 9 May 2020 the government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment over the next five years, for walking and cycling in England. 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.

Across tranches 1 and 2 of the Active Travel Fund, West Yorkshire secured £12.566 million to fund highways infrastructure schemes, behaviour change measures and both temporary and permanent walking and cycling infrastructure improvements.

This next stage, Active Travel Fund: Local Authority Capital Funding for 2021/22 provides for another year of delivery of similar schemes, this time targeted at enabling modal shift from short car journeys and in areas of significant deprivation.

13 schemes have been submitted covering much of West Yorkshire, including two West Yorkshire-wide programmes. Schemes funded will include:

- Creating “active travel neighbourhoods” where measures including segregated cycle lanes on busier roads and local roads being closed to traffic, will enable more people to make local journeys on foot and bike, to shops, health services and workplaces in the area, as well reach cycle routes on main roads for destinations further afield.
- Measures to improve pedestrian access into urban centres, to schools and to employment destinations, enabling people to make safer journeys on foot.
- New nationally compliant cycling infrastructure to fill identified gaps in the region’s cycling network, including upgrading existing towpaths on three canals and making a temporary scheme (delivered through Tranche 1) permanent on the A660, Otley Road.

- Support for sustainable, active travel (cycling and walking) to school through implementation of “school streets” measures, including installation of cycle and scooter parking spaces at schools across West Yorkshire
- Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing deprivation.

Overall, the programme will reduce car journeys and make it safer and more convenient to cycle and walk on local journeys to education, employment and other key destinations.

Business Case Summary:

Strategic Case	<p>Active Travel Fund: Local Authority Capital Funding for 2021/22 will help the West Yorkshire Combined Authority and its partners achieve the strategic objectives of delivering a 21st century transport network, delivering inclusive growth and addressing the climate emergency through providing opportunity for people to make more journeys by bike or on foot.</p> <p>The 13 Interventions have been identified in line with updated statutory guidance published by government.</p> <p>Overall, the programme will play an important role in delivering the aims of the government’s “Gear Change” plan which seeks a step-change in cycling and walking, to transform their role in England’s transport system. The programme will encourage modal shift from private cars to active travel (cycling and walking) by making journeys on foot and by bike, safer and more convenient.</p> <p>The activities delivered will support the Combined Authority in responding to the climate emergency. Increased levels of walking and cycling are expected to play an important role in reducing carbon emissions, which are required for the region to meet its ambition to be net-zero carbon by 2038.</p> <p>The programme will also work towards achieving the changes in travel behaviour identified through the Carbon Emissions Reduction Pathway work.</p>
Commercial Case	<p>This programme was developed in partnership with partner councils with deliverability as a core criterion, and the bid included letters of support from political leaders to deliver the schemes included, as required by the statutory guidance.</p>
Economic Case	<p>The programme will deliver a series of interventions which will support West Yorkshire’s post Covid-19 recovery and contribute to the government’s aim to achieve a step-change in active travel (cycling and walking) seeing them play a key role in England’s transport system.</p>

	<p>Delivering infrastructure improvements designed to encourage more people to cycle, walk or use public transport will enable a series of health, clean growth and inclusive growth benefits to be realised. These include health benefits as a result of:</p> <ul style="list-style-type: none"> • reduced carbon emissions and improvements to air quality, as more people choose to travel on foot, by bike or public transport rather than by car • increased levels of physical activity through everyday cycling and walking leading to improved health • targeted health-focused cycle training based on GP prescribing for those with low levels of physical activity.
Financial Case	<p>West Yorkshire's anticipated allocation from Department for Transport is up to £12,361,310. The outcome of the bid is expected in October 2021.</p> <p>The funding will need to be committed by 31 March 2022, with activity delivered and reported on by March 2023.</p>
Management Case	<p>The programme includes 13 infrastructure schemes which will be delivered by our partner councils, with support from the Combined Authority where appropriate. This will build on activity that is currently being delivered.</p>



Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Corporate matters**

Director: Angela Taylor, Director, Corporate and Commercial Services

Author: Angie Shearon, Governance Services 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 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To appoint private sector members to committees of the Combined Authority.
- 1.2 To consider the proposed debt cap for 2021/22.
- 1.3 To advise of work underway on the 2022/23 budget.

2. Information

Private sector members

- 2.1 At its Annual Meeting on 24 June 2021, the Combined Authority approved the establishment of a new Culture, Arts and Creative Industries Committee. Following this decision, a private sector member recruitment campaign was undertaken to attract new members to the Committee.
- 2.2 At the conclusion of the recruitment process which was carried out in accordance with the **Recruitment and Appointment Procedure for Private Sector Representatives**, the LEP Board, at its meeting on 15 September 2021, received and approved recommendations in respect of membership of the Committee.

- 2.3 Further information on the nominations and the Panel members is included at **Appendix 1**.
- 2.4 In addition, following the dissolution of the Inclusive Growth and Public Policy Panel (“IGPPP”) and embedding consideration of inclusive growth into all Committees, the LEP Board was asked at its meeting on 15 September to consider recommending the appointment of two former members of the IGPPP to the following Combined Authority committees:
- Sam Keighley – Place, Regeneration and Housing Committee
 - Karl Oxford – Business, Economy and Innovation Committee

Debt cap

- 2.5 At present the Combined Authority only has the power to borrow for transport and policing purposes. One of the benefits of the mayoral devolution deal was to extend this to the power to borrow for economic purposes. This was not included in the Order that created the Combined Authority with the then MHCLG requiring that this would follow afterwards, and after the agreement of a debt cap with Treasury. Other combined authorities have debt caps in place but this has not been required for West Yorkshire until now.
- 2.6 All authorities are required to set any programme of borrowing in the context that it must be affordable within the budget, meet the requirements of the Prudential Code and be within the approved Treasury Management Strategy. Calculations for an appropriate debt cap have focussed on being at a level to provide headroom above what will be put forward in the budget so as not to restrict the aspirations and abilities of the Combined Authority.
- 2.7 A submission was discussed with the Finance, Resources and Corporate Committee in the summer and made to HM Treasury. The requirement was to only provide figures for this year and next but once agreed this will enable the Department for Levelling Up, Housing and Communities to progress with the statutory order that will widen the borrowing powers.
- 2.8 HM Treasury has now offered a debt cap of £248.326 million, for the current year only i.e. to 31 March 2022, including Police and Crime. This covers existing debt of £150m and allows further borrowing of £98.326m in 2021/22. The offer is for the figure requested so it is recommended that this is accepted. HMT have advised that there will be a further process to establish a debt cap for subsequent years and we are also awaiting information on the timescale to progress the legislation that will enable borrowing for economic purposes.

2022/2023 budget

- 2.9 Budget planning for 2022/23 is progressing with the work being led by the Finance, Resources and Corporate Committee. The Committee is meeting monthly, with two working groups established, one considering in more detail the transport elements of the revenue budget and other considering the strategic funding issues. Their next meetings will consider the feedback from the working groups, along with the impact and consequences of any funding

announcements from the Comprehensive Spending Review and the Autumn Budget on 27 October. A full report on the proposed 2022/23 budget will then be provided to the next meeting of the Combined Authority for consideration.

3. Tackling the Climate Emergency Implications

3.1 There are no climate emergency implications directly arising from this report.

4. Inclusive Growth Implications

4.1 Inclusivity is fully embedded in the objectives of each thematic committee of the Combined Authority, including the Culture, Arts & Creative Industries Committee. The designation of an inclusivity lead to each Committee will assist in embedding Inclusive Growth as a 'golden thread' through the Combined Authority's decision-making arrangements. It is anticipated that each Committee will be responsible for inclusive growth indicators relevant to its remit.

5. Equality and Diversity Implications

5.1 The private sector member recruitment process was undertaken in line with the organisation's Equality and Diversity policy.

6. Financial Implications

6.1 The financial implications are covered in the body of the report and relate to the recommended debt cap.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the Combined Authority appoint private sector members to the Culture, Arts and Creative Industries Committee as set out in **Appendix 1** attached to this report.

10.2 That the Combined Authority appoint Sam Keighley as a private sector member of the Place, Regeneration and Housing Committee.

10.3 That the Combined Authority appoint Karl Oxford as a private sector member of the Business, Economy and Innovation Committee.

- 10.4 That the Combined Authority accept the debt cap of £248.326 million for 2021/22 as offered by HM Treasury.
- 10.5 That the Combined Authority note the work underway on the 2022/23 budget.

11. Background Documents

None.

12. Appendices

Appendix 1 – Private sector member nominations to the Culture, Arts and Creative Industries Committee

Private Sector representatives: Culture, Arts & Creative Industries Committee

Private Sector Representative	Business/ Organisation	Recommendation
Syima Aslam	Bradford Literature Festival	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Caroline Cooper Charles	Screen Yorkshire	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Nat Edwards	Thackray Museum	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Boluaji Fagborun	East Bierley Community Sports Association	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Amy Foster	Creative Scene	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Alan Lane	Slung Low	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Deborah Munt	Culture, Wellbeing & Social Impact Developer	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)
Kamran Rashid	Impact Hub Bradford	To nominate to the Committee for a term of office to 30 September 2024 (with a further 3 year option)

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Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Trans Pennine Route Upgrade**

Director: Dave Pearson, Director Transport & Property Services

Author: Mark Gregory, Head of Assets

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:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

- 1.1 To advise the Combined Authority on the current position regarding the Transport and Works Act Order pertaining to the upgrade of the Trans Pennine rail route, its implications for land and assets operated by the Combined Authority and to recommend actions to safeguard the operation and redevelopment of Huddersfield Bus Station.

2. Information

- 2.1 The Trans Pennine Route Upgrade (TRU) programme was first announced in 2011. It is a programme of rail investment to deliver a high performing, reliable railway for passengers, with more seats, more trains and faster journeys between Manchester and York via Huddersfield and Leeds. The Combined Authority and its predecessor organisation have strongly advocated in favour of this scheme as crucial to inclusive growth and a key element to enable improved connectivity for the region.
- 2.2 On 31 March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the proposed improvements between Huddersfield to Westtown (Dewsbury). The TWAO

application is a core element of the TRU programme. Without a Transport and Works Act Order, the route upgrade cannot be delivered.

- 2.3 As a statutory consultee, the Combined Authority submitted a response to the Secretary of State following approval by Transport Committee. Overall, it is a very supportive response identifying the benefits to passengers, communities, and the economy in this region. The response also identified land issues and sought safeguards about the impact of construction works
- 2.4 The railway runs in a tunnel directly underneath the carriageway of Huddersfield Bus Station and the TRU works include structural strengthening of this tunnel. The proposed Order confers powers of compulsory acquisition and temporary possession over land owned by the Combined Authority at the bus station. These powers have the potential to disrupt the operation of the bus station which means the bus station would need to be closed or partially closed during the construction phase of TRU. The orders could also disrupt the Transforming Cities Fund project to upgrade the bus station.
- 2.5 The Combined Authority response to the Secretary of State sought safeguards to maintain the safe operation of the bus station and the delivery of the bus station upgrade scheme and to ensure co-ordination to enable these key transport assets and schemes to operate successfully. The response also sought safeguards regarding the potential for travel disruption during construction works and processes to ensure appropriate mitigation and travel advice to the public.
- 2.6 Negotiations are in progress to secure assurances from Network Rail (in the form of a legally binding agreement) which provide the safeguards necessary to ensure the operation and development of the bus station together with a comprehensive approach to managing the impacts of the construction phase on travel in the region. This report recommends that an agreement be made between the Combined Authority and Network Rail.
- 2.7 The next step in the TWAO process is for the Department for Transport to hold a Public Inquiry expected to start in November 2021. The Combined Authority's representations regarding Huddersfield Bus Station together with similar submitted Kirklees Council in respect of the Council's interests would enable either party to present its concerns to the Inquiry. This should not be necessary if the Combined Authority's interests are able to be safeguarded through a formal agreement with Network Rail.
- 2.8 Active negotiations are continuing to obtain a legally binding agreement with Network Rail offering safeguards which remove the concerns regarding the Huddersfield Bus Station and the management of travel disruption. If this cannot be achieved by the time of the Inquiry, then it will be necessary for these matters to be resolved by the Inquiry. This report is therefore recommending that the Combined Authority participates in the Inquiry in the event that the matters cannot be resolved through agreement. Kirklees Council have made a similar resolution.

2.9 At the time of writing, negotiations with Network Rail were in an advanced position and a verbal update on progress will be given at the meeting.

3. Tackling the Climate Emergency Implications

3.1 The TWAO includes plans to electrify the railway from Huddersfield to Westtown. This means cleaner travel and a more environmentally friendly railway. The Combined Authority is still advocating the full electrification of the whole route. This will help to encourage modal shift to public transport and tackle climate change.

4. Inclusive Growth Implications

4.1 One of the key outputs of TRU is to provide accessible stations. As part of the TWAO application, Network Rail has proposed to improve Huddersfield, Deighton, Mirfield and Ravensthorpe stations to modern standards so that the stations could be fully accessible. The Combined Authority supports this aspect of the TRU scheme.

5. Equality and Diversity Implications

5.1 Consideration of equality issues have been incorporated in the engagement and design of the TRU programme. We have also urged Network Rail to incorporate the principles of inclusivity, diversity and equality in the design of the stations and the network, mitigation measures, disruption planning, employment of the workforce and the operation of the railway as part of our TWAO response.

6. Financial Implications

6.1 The Combined Authority has to date borne the legal costs associated with preparing an agreement with Network Rail together with a proof of evidence submitted for submission to the Public Inquiry. Recovery of the Combined Authority's legal costs will form part of the formal agreement with Network Rail.

6.2 The legal agreement will also seek protections against the risk of third party financial claims from tenants or other third parties affected by the works.

7. Legal Implications

7.1 The recommendations in this report have been developed with advice from lawyers with experience of the TWAO process and associated Public Inquiries

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1 Combined Authority officers are working closely with counterparts in Kirklees Council which is also seeking safeguards and assurances within the TAWO process.

10. Recommendations

- 10.1 That the Combined Authority delegates to the Managing Director, authority to enter into a binding legal agreement which safeguards the Authority's interests in and around Huddersfield Bus station and provides appropriate measures to manage travel disruption during the construction phase of the Trans Pennine Route Upgrade
- 10.2 That, in the event that a binding legal agreement cannot be made with Network Rail, the Combined Authority shall participate in the Public Inquiry regarding the Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the proposed improvements to the railway between Huddersfield to Westtown (Dewsbury) to present the specific matters relating to impacts in and around Huddersfield Bus Station.
- 10.3 That, in the event that a binding legal agreement can be made with Network Rail, the Managing Director submits a letter to the Public Inquiry reaffirming the Combined Authority's support for the Trans Pennine Route Upgrade and advises that the matters relating to Huddersfield Bus Station have now been resolved.

11. Background Documents

- 11.1 Transport and Works Act Order (TWAO) application to the Secretary of State for Transport by Network Rail for the proposed improvements between Huddersfield to Westtown (Dewsbury).

12. Appendices

None.



Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Bus Service Improvement Plan**

Director: Dave Pearson, Director - Transport and Property Services

Author: Kate Gifford, Head of Future Mobility and Thomas Lock, Policy Officer

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	3
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

- 1.1 The purpose of this paper is to provide Combined Authority members with an overview of the content included in our Bus Service Improvement Plan (BSIP) and request approval for its submission to the Department for Transport.

2 Information

WYCA's Bus Service Improvement Plan overview

Context within wider bus reform

- 2.1 As per the requirements of the National Bus Strategy, all local transport authorities (LTAs) must submit a Bus Service Improvement Plan (BSIP) to Government by 31 October 2021.
- 2.2 The BSIP must provide an overview of the Combined Authority's ambition for better buses across West Yorkshire and how the plan works to achieve the overarching goals of the National Bus Strategy – to rebuild and grow bus patronage and buses' modal share.

- 2.3 Transport Minister Baroness Vere wrote to LTA Leaders on 7 September encouraging BSIPs to provide “transformational changes” to bus services (**Appendix 2**). Guidance from the Department for Transport suggests that the main purpose of the BSIP is to get everyone thinking about what questions need to be addressed in the area, to explore possible answers, and to provide an early basis for funding decisions in the autumn and winter in preparation for the financial year 2022/3 when transformational funding begins’. The Guidance also recognises that because BSIPs have had to be produced within six months, ‘they will necessarily be outlines. We do not expect vastly detailed and granular documents running to hundreds of pages. Nor will we take them as definitive or immutable commitments or statements of intent on your part.’
- 2.4 The BSIP will set out the Combined Authority’s ambition regardless of the delivery model needed to achieve this – i.e., an Enhanced Partnership or Franchising. However, the BSIP will set out a high level implementation plan for the schemes identified, with early deliverables to be included as part of the Enhanced Partnership. Longer term aspirations will be delivered through the bus reform process.
- 2.5 The Enhanced Partnership Plan and Scheme(s) which will outline in further detail the approach to delivering the BSIP’s ambition, in partnership with operators, is due for publication as DRAFT at the end of 2021 - allowing time for an operator objection period and public consultation before being agreed and operational by April 2022, as per the DfT’s deadlines.
- 2.6 Furthermore, the assessment of a Franchising Scheme will provide additional scope for development of the Combined Authority’s vision for buses in West Yorkshire, and to understand how far the current offer aligns or falls short of this.

Vision and Objectives

- 2.7 WYCA’s Bus Service Improvement Plan builds on the ambitions set out in the West Yorkshire Transport Strategy (2040), the West Yorkshire Bus Strategy (2017) and the West Yorkshire Connectivity Infrastructure Plan (2021) which put connectivity and sustainable travel at heart of a thriving and inclusive regional economy where everyone can build great businesses, careers and lives.
- 2.8 The BSIP’s vision and objectives were approved by Transport Committee in June 2021 and are as follows:

To support our vision for West Yorkshire, the Bus Service Improvement Plan must:

- Be gender neutral and free from any inherent bias.
- Support inclusive growth and social well-being ambitions of West Yorkshire.
- Contribute to improved economic productivity in West Yorkshire.
- Provide cleaner, greener buses supporting sustainable travel and contributing to the environmental targets of West Yorkshire.

- Be as competitive as possible against private car use in urban areas.
- 2.9 To achieve this, the objectives of the Bus Service Improvement Plan are to:
- Establish bus as a key mode of choice for travel in West Yorkshire.
 - Establish a financially sustainable bus service.
 - Improve operational delivery to provide the passenger with a service they can feel confident in using.
 - Improve connectivity for communities facing deprivation, inequality, and exclusion.
 - Ensure the bus service is integrated to deliver sustainable connectivity.

Content Overview

- 2.10 The BSIP aims to present a bold plan which will deliver radical change to local buses, positioning them as an essential public service for all West Yorkshire's citizens, and one which is crucial to realising our wider ambitions for the region.
- 2.11 The strategy and initiatives included in the BSIP has been developed through analysis of passenger insight, internal workshops and engagement with stakeholders, including District partners and bus operators. It has also been driven by key Mayoral and other political priorities.
- 2.12 Supporting '**a safe and inclusive bus system**', '**better connected communities**' and '**decarbonisation and integrated sustainable travel**' are three key strategic themes that are worked in throughout all elements of the plan.
- 2.13 In summary, the initiatives included within the BSIP work to deliver:
- **A radically enhanced, gender neutral and more cohesive bus and wider public transport network** – which takes people where they need to go, when they need to go, and caters for the complexity of modern travel patterns.
 - **Clear and simple fares** - to make paying for bus travel more affordable, easier, convenient and flexible.
 - **Improved, more inclusive customer service and support** – so all passengers have the rights tools to travel with confidence and the help they need if their journey does not go to plan.
 - **Priority for buses on our road** – so journeys by bus are quicker, with less time spent stuck in traffic, and are a viable alternative to the private car.
 - **More green and better vehicles** – to improve the onboard experience and make bus the sustainable choice for travel in West Yorkshire.
- 2.14 The draft Executive Summary of the Combined Authority's BSIP is included as (exempt) **appendix A** to this paper.
- 2.15 Table 1 provides a more detailed overview of specific initiatives included with the BSIP, under our six key internal workstreams areas (and an additional 'Other' section for miscellaneous issues).

Table 1 – BSIP key content

Workstream	Key content
<u>Network Design</u>	<ul style="list-style-type: none"> • Replanning the bus network (especially where public money being spent) to ensure the travel needs of communities are being met. • 5 year network plan – evolution of the existing offer to deliver improved consistency, connectivity and convenience for the passenger, with core principles including: <ul style="list-style-type: none"> ○ Expanding the number of services and routes so that more people can access a bus that runs every 15 minutes or quicker. ○ Ensure buses running on our less frequent networks are more consistent and regular so they can still be relied upon for travel. ○ Ensure service frequencies extend throughout the day from early morning until evening and are designed to serve the particular needs of families with children, shift workers and those working in the night-time economy • Expand and enhance the Core Network, and improve consistency of the Secondary and Community (rural) networks. • Use of FlexiBus (Demand Responsive Transport) where appropriate - using outcomes from current East Leeds trial. • Superbus - locality based pilots of enhanced services and local fare discounts linked to measures to promote bus use to local facilities.
<u>Fares and ticketing</u>	<ul style="list-style-type: none"> • Easier to understand fares offering better value for money and convenient payment systems – including a reduction in the maximum price for a day’s bus travel in West Yorkshire • Introduction of multi-operator “tap and go” capping system by 2023 • Developing app-based barcode ticketing including a trial of a ticket buying travel time rather than distance. • A Mobility Credits scheme to provide travel tokens for those who need support accessing employment, training and education. • Adapting concessionary fare schemes to ensure they support inclusion and encourage young people to travel more by bus, as well as improved access to key facilities and amenities • Fare zone boundaries to meet actual travel demands rather than administrative boundaries.

<p><u>Customer Service and Information</u></p>	<ul style="list-style-type: none"> • ‘Passenger Charter’ and customer guarantees – setting standards that should be expected on all buses, including: <ul style="list-style-type: none"> ○ ‘No quibble’ money back guarantee if unhappy with the service ○ Last journey promise • Better coordination of customer complaints and queries across all operators – with new service level agreements and processes so customers get a timely response no matter who they ask. • Step change in provision of passenger information across bus network, including: <ul style="list-style-type: none"> ○ ‘next bus’ real time information screens at more bus stops ○ Audio passenger announcements and retrofitting audio visual information on buses ○ Facility to track bus through M Card mobile app will mean less waiting at stop • Improved consistency and more shared training for customer-facing staff (driver & bus station) across Alliance partners – and a joint mystery shopper programme to highlight issues and reward good customer service. • Enhance online journey planners to enable ticket purchase and real time disruption information. • Expansion of the CA’s role over management of network disruption messaging’.
<p><u>Communications and marketing</u></p>	<ul style="list-style-type: none"> • The Metro brand will unify the West Yorkshire bus network and signifying the standard of service passengers should expect. To be implemented consistently, alongside service and area branding, across customer-facing channels including: <ul style="list-style-type: none"> ○ Tickets and apps ○ Bus stop displays and in stations ○ On board vehicles ○ Websites and social media • Joint marketing campaigns and shared key messaging across all operators • Behaviour change activity plan – to encourage bus travel as sustainable option and choice for life.
<p><u>Air Quality and Decarbonisation</u></p>	<ul style="list-style-type: none"> • Retain commitments to all buses being EURO VI or alternative by 2026 and transition to a fully zero-emission bus fleet by 2036 (as part of wider ambition for the region to be a net-zero carbon economy by 2038) • Zero Emission Bus Regional Area (ZEBRA) scheme bid – for 121 new vehicles to deployed and operational across the region by 2024. • Replacement of our Access Bus Fleet with high quality, zero emission vehicles. • Update and maintain ZERO emissions roadmap

<u>Bus priority and highway infrastructure</u>	<ul style="list-style-type: none"> • Region-wide approach to improving bus journey times and reliability • Costed and prioritised pipeline of highway infrastructure schemes: <ul style="list-style-type: none"> ○ To include bus lanes, bus gates, traffic signal priority and improved kerb space and access.
<u>Other</u>	<ul style="list-style-type: none"> • Multi-agency approach to addressing safety of customers especially women and girls, including infrastructure enhancements – such as CCTV and improved lighting at stops and stations – as well as new incident reporting tools and better promotion of the existing support available, such as information, to make people feel safer while they travel. • Targeted engagement with key customer groups including women and girls, young people, people with protected characteristics • Monitoring of passenger satisfaction (in total, and disaggregated, including by age and gender)

2.16 The proposed customer service offer, as enabled by the BSIP, will be summarised in a ‘Passenger Charter’ which will set of the standards of services and guarantees all passenger should expect when travelling on any bus in the region. A draft of this Charter will be included in the BSIP but will be further developed and formally agreed with operators as part of the Enhanced Partnership process.

2.17 To highlight the Combined Authority as a viable partner for significant investment, case studies of existing best practice and innovation will also be included throughout the BSIP document, including:

- Network Navigation
- Fare deal for under 19s.
- Journey planner and use of open data
- MCard ticketing scheme and app
- East Leeds Demand Responsive Transport pilot
- Transforming Cities Fund schemes

Key Performance Indicators (KPIs)

2.18 A number of KPIs have been developed to measure performance in delivery of the different themes within the BSIP. The primary KPIs identified are included in Table 2. A list of secondary KPIs has also been developed will be included as part of the final BSIP document. As per DfT guidance, the KPIs will be reported on a twice-yearly basis and there is an opportunity for making any revisions to the KPIs when the BSIP is updated each year.

Table 2 – West Yorkshire BSIP primary KPIs

	Baseline		Targets	
	Mar-19	Mar-21	2025	2030
Improved journey times	TBC		10% reduction in average journey time	15% reduction in average journey time
Improved punctuality	TBC		95%	99.5%
Improved reliability	98.47%	99.02%	99.5%	99.5%
Increased bus patronage	11,001,345	TBC	2019 levels + 6%	2019 levels + 16%
Increased customer satisfaction with local bus services (West Yorkshire RESIDENTS survey - Tracker)	6.71	6.96 (Jan/Feb 21)	8.5	9.5
Increased bus passenger overall journey satisfaction (Transport Focus BUS USER survey)	85% (2019)	N/A	90%	95%
Weekday mode share on radial routes into district centres moved from car to bus	Bus: 18%, Car 61% (2018/19)	N/A	Reduce car share by 2%, increase bus share by 5%	Reduce car share by 4%, increase bus share by 10%
Improved environmental performance and reduced carbon emissions of the bus network	39% Euro VI, 0% zero emission (Q3 19/20)	59% Euro VI, 1% zero emission	100% EuroVI fleet	50% zero emissions fleet
To serve vulnerable users and those travelling in non-peak times, increased number of bus miles in the early morning and evening (after 6pm) services	TBC		TBC	TBC
Improved housing accessibility by bus via the core bus network	TBC		TBC	TBC
Improved employment accessibility by bus via the core bus network	TBC		TBC	TBC

Satisfaction with personal security while on the bus	81% (very/fairly satisfied)	N/A	90%	95%
Improved passenger satisfaction with value for money	62% (very/fairly satisfied)	N/A	75%	90%

Engagement overview

- 2.19 The BSIP is also building on a sound base of passenger insight gained through public consultations on the West Yorkshire Transport Strategy and Bus Strategy (2017) and Connectivity Infrastructure Plan (2021), as well as the ongoing work conducted by WYCA’s Research and Intelligence department and Transport Focus.
- 2.20 Furthermore, extensive engagement with District officers and bus operators has taken place specifically to support development of the BSIP proposals over the last six months.
- 2.21 Additionally, the BSIP has been consulted on at meetings including, but not limited to:
- Transport Committee Working Group (2nd August)
 - Joint District Consultation Subcommittee (26th August)
 - Bus Expert Panel (31st August)
 - Mayoral roundtable with bus user groups and other stakeholders (September 14th)
 - Transport Committee (17th September)
 - Leaders / Chief Executive briefings (w/c 11th October)
 - Alliance Executive Board (20th October)

Stakeholder feedback and support for our BSIP submission

- 2.22 DfT guidance requires that the BSIP is supported by local bus operators.
- 2.23 A working draft BSIP document was shared with members of the Bus Alliance in September for comment.
- 2.24 Letters of Support have since been requested from Bus Operators and other stakeholders and will be included as an appendix to the BSIP submission.

3. Tackling the Climate Emergency Implications

- 3.1 A well-used and attractive bus service will support the shift in travel from private cars to more sustainable modes needed to reduce carbon emissions from transport. The Bus Service Improvement Plan will set out a roadmap towards a zero-carbon bus fleet ahead of the Combined Authority’s net zero target of 2038.

4. Inclusive Growth Implications

- 4.1 Buses are important provide and enable access to employment and training opportunities across West Yorkshire. The 5-year network plan will consider the needs of communities with higher levels of deprivation. The fares and ticketing workstream will consider the needs of less affluent passengers

5. Equality and Diversity Implications

- 5.1 The BSIP will seek to establish a fully inclusive and gender-neutral bus system and provide an attractive and viable option for all members of the community, regardless of where they live or their personal characteristics.
- 5.2 As well as being an inherent to the strategic direction of the plan, the BSIP will include specific measures to address inequalities and support Equality and Diversity including:
- Multi-agency approach to addressing safety of customers especially women and girls, including infrastructure enhancements – such as CCTV and improved lighting at stops and stations – as well as new incident reporting tools and better promotion of the existing support available, such as information, to make people feel safer while they travel.
 - Targeted engagement with key customer groups including women and girls, young people, people with protected characteristics
 - Monitoring of passenger satisfaction (in total, and disaggregated, including by age and gender)
 - Improved, more inclusive customer service and support – so all passengers have the rights tools to travel with confidence and the help they need if their journey does not go to plan.
 - Ensure service frequencies extend throughout the day from early morning until evening and are designed to serve the particular needs of families with children, shift workers and those working in the night-time economy.
- 5.3 A full Equality Impact Assessment will be conducted and included as an appendix to the final plan.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report. At the time of writing, BSIP funding guidance was awaited from the Department for Transport. It is expected to include revenue funded elements. Government has indicated that capital elements would be funded from City Region Transport Settlement which is the subject of a separate report on this committee.

7. Legal Implications

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

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 This report has been prepared in consultation with bus operators and local Council officers.

10. Recommendations

10.1 The Combined Authority approves the BSIP and agrees to delegate any final changes to the Managing Director in consultation with the Mayor. The BSIP will be submitted to DfT before the deadline of 30th October 2021.

11. Background Documents

11.1 None

12. Appendices

Exempt Appendix 1 – DRAFT Bus Service Improvement Plan Executive Summary

Appendix 2 – Letter from Baroness Vere dated 7 September 2021

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Department
for Transport

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk

Web site: www.gov.uk/dft

To: To Local Transport Authority Leaders
(in England, outside London)

6 September 2021

Dear Councillors,

Bus Service Improvement Plans and future government funding

I am writing to you today with regards to the development of the Bus Service Improvement Plans (BSIPs), which I have asked all Local Transport Authorities (LTAs) to publish and send to the Department by 31 October.

The National Bus Strategy, published in March, sets out why a BSIP is essential. It is a shared vision for transformed bus services which are key to delivering wider societal and economic goals, and the extent of its ambition will influence how the £3 billion of funding for buses is allocated. I expect your authority to produce an ambitious and challenging Improvement Plan, in keeping with the notification of intent it published on the 30 June.

Where LTAs are not also highways authorities, please forward this letter to elected leaders of your Local Highways Authorities, since they will be crucial in delivering bus priority measures. As stated in the BSIP guidance, close co-operation with authorities that have relevant highways and traffic powers is essential.

Buses support the local economy by improving connectivity and reducing congestion, which affect all road users and cost urban economies at least £11 billion a year. Buses can be key to levelling-up, with users disproportionately drawn from less advantaged social groups and places.

However, buses should not be seen or promoted only as transport for those without an alternative. There is clear evidence that they can be made attractive enough to draw people away from their cars, for example by installing bus priority lanes, reviewing parking policies and increasing frequency of services. For this reason, buses are also vital in ensuring the economy meets its target for Net Zero carbon emissions.

Buses can also play a greater role in enabling access to work. In cities outside London, 77% of jobseekers do not have regular access to a car, van or motorbike. Having found employment, affordable bus travel helps ensure that work pays and can be sustained for everyone.

There is no 'one size fits all' approach here. The crucial test is whether the BSIP delivers for the community it serves, and whether the views of operators have been listened to and taken into account. In assessing the overall quality of BSIPs, the Government will give particular weight to measures which support local bus markets as they emerge from the pandemic, for example bus priority and targeted fares reductions. This will help to ensure the best outcomes for current and future bus users.

I look forward to seeing your plans for genuinely transformational changes to bus services, which should ensure everyone finds travel by bus simple, quick and affordable. I would like to thank you for all of your efforts in developing your BSIPs at pace to meet the deadline for submission of 31 October 2021.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON



Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Minutes for Information**

Director: Angela Taylor, Director of Corporate and Commercial Services

Author: Dominic Martin, Governance Services Officer

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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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](#):

- Business Investment Panel held on 2 September 2021
- Place, Regeneration and Housing Committee held on 6 September 2021
- Finance, Resources & Corporate Committee held on 8 September 2021 and 6 October 2021
- LEP Board held on 15 September 2021
- Transport Committee held on 17 September 2021
- Economy Scrutiny Committee held on 22 September 2021
- Transport Scrutiny Committee held on 23 September 2021
- Corporate Scrutiny Committee held on 24 September 2021

- Governance and Audit Committee held on 30 September 2021

3. Tackling the Climate Emergency Implications

3.1 There are no implications directly arising from this report.

4. Inclusive Growth Implications

4.1 There are no inclusive growth implications directly arising from this report.

5. Equality and Diversity Implications

5.1 There are no equality and diversity implications directly arising from this report.

6. Financial Implications

6.1 There are no financial implications directly arising from this report.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the minutes of the Combined Authority's committees and panels be noted.

11. Background Documents

11.1 There are no background documents referenced in this report.

12. Appendices

None.