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**Report to:** West Yorkshire and York Investment Committee

**Date:** 3 January 2018

**Subject:** WY+TF Transformational Programme Update

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## 1 Purpose

- 1.1 To bring forward proposals and capital funding approvals for the West Yorkshire Plus Transport Fund (WY+TF) and Growth Deal Transformational Fund.

## 2 Information

### Background

- 2.1 The Growth Deal approved WY+TF programme includes £12.5m allocated to the development of 'transformational projects'. When the programme was originally endorsed by WYCA in December 2014 the following scope was included regarding transformational projects:

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

- 2.2 On 25 January 2017 a workshop, involving Investment Committee members and local authority officers, was held to consider delivery and expenditure on the Growth Deal Programme, in particular Transport and Housing and Regeneration activity.
- 2.3 Following this workshop, at the Investment Committee on the 8 March 2017 it was agreed that each individual Authority should bring forward their priority transformational scheme for development through the WY+TF Transformational Fund. Since this time, three schemes were approved on 3 August 2017 by WYCA:
- Wakefield MDC selected **South Featherstone Link Road** as their priority transformational scheme: £0.284m of funding has been allocated for a pre-feasibility study to identify and evaluate options for a link road intended to bypass around Ackworth, Featherstone and Pontefract.
  - York City Council identified the **York Outer Ring Road Dualling** as their priority transformational scheme: £0.295m of funding has been allocated for pre-feasibility study to identify and evaluate options for upgrading the A1237 between the A64 at Askham Bar and A64 at Hopgrove to a dual carriageway.

- Kirklees MBC identified **North Kirklees Orbital Route** as their priority transformational scheme: £0.248m of funding has been allocated for a pre-feasibility study to identify and evaluate options for a proposed 16.5km carriageway with an alignment proposed to follow the existing orientation of the A644 and A638 respectively and incorporate a new 9km section.

2.4 In terms of the remaining Authorities:

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

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

Proposed way forward

2.6 To ensure this funding stream identifies the full future transformational pipeline of schemes which meet the aspirations of the region, it is proposed to build on the schemes already in development and also develop the broader strategic pipeline, based on the emerging conclusions of the LCR HS2 Connectivity Strategy.

2.7 The LCR HS2 Connectivity Strategy will establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City Region. The strategy has three emerging strands and stakeholder led public consultation is currently on-going<sup>1</sup>. The strands can be summarised as follows:

- a) Embracing technology to create an integrated network
- b) Continued Government support for delivering our existing transport priorities
- c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest

2.8 Through developing these strands, the funding will help create a clear pipeline of projects/interventions which form the priorities for the City Region. To achieve this, the funding will develop each strand but with a focus on strand (c) *“Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest”*. For this strand, based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport

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<sup>1</sup> Further details on the LCR HS2 Connectivity Strategy and ongoing consultation can be found here: <http://www.westyorks-ca.gov.uk/hs2growthstrategy/>

indicators. These corridors will connect major communities, including some of the most deprived to HS2. Some corridors are pan-northern, others are regional and some are local to Leeds and Bradford, with the work expanded to include additional non-Leeds/Bradford priority city region corridors.

- 2.9 Following consideration of the details of the Strategy by Transport Committee in November, WYCA also considered the Strategy on 14 December 2017 and approved as the next stage of work development of the 'Inclusive Growth Corridor Plans' on a phased/staggered basis for each of these prioritised corridors.

#### Inclusive Growth Corridor Plans

- 2.10 Having defined the corridors which need the greatest intervention, we now plan to examine in detail the transformative solutions that are most suited to maximise the benefits and deliver value for money. The principles for developing the 'Inclusive Growth Corridor Plans' will bring together bespoke proposals building on existing plans on each corridor to deliver the necessary infrastructure for growth. The plans will cover housing and employment, flooding and social policy as well as the transformational connectivity and the opportunities around new technologies required to support each of these. It is anticipated that the 'Inclusive Growth Corridor Plans' will:
- Be locally-led, with strong partnerships including the local authority, communities and neighbourhood groups, city region, Transport for the North, other public bodies (such as housing, skills, health agencies and infrastructure providers) and others who can ensure plans are tailored to local circumstances and opportunities.
  - Identify how to create the sense of place with the available corridor space, through adopting a 'healthy streets' approach.
  - Be coordinated across the city region and pull together a compelling and transformative plan of action. Based on the social demographics and economic geography, each corridor will require bespoke solutions, timelines and business cases. This will integrate regeneration, land use and transformational transport schemes required in a short, medium and longer term.
  - Be accountable to local people for improving social and economic outcomes.
- 2.11 Each corridor will be developed in the context of an overall network ambition. This will embed the principles of the network and begin to develop investment plans which are needed to achieve the ambition. Schemes which have been identified through the recent call for projects and are in scope for the prioritised corridors (for example, Huddersfield Gateway and York Masterplan) will be considered as part of the relevant Inclusive Growth Corridor Plans.
- 2.12 The corridors defined here are only the start of the overall ambitious network solution. We are setting a bold ambition for the future network and will develop an incremental approach to achieving it. Each corridor will require a bespoke solution and timeline for

delivery. Development of corridors will need to be prioritised, considering their value for money, deliverability and acceptability. Development of the corridors will be phased/staggered during 2018, with the intention that by the end of financial year 2018/19, the outputs of the work will set the clear pipeline of short, medium and longer term projects/interventions across each of the policies areas described above.

2.13 From a transport perspective the choice of transport modes on each of these corridors will be influenced by a range of factors including the characteristics of each corridor, the potential to enhance the quality of the places within the corridor, the scale of capacity required and the city's aspirations in terms of transformative impact. A bespoke approach will be needed for each corridor – some may be better suited to rail or car, others to a blend of modes including city/mass transit and active modes to deliver the future capacity required. The corridors plans will also consider the opportunities for embracing new technologies. Delivering the capacity has to be achievable within the constraints of the geography – which will favour modes with higher space efficiency. In establishing the technology we will also need to look at the how we can improve the experience for the customer and improve the performance of the network.

2.14 It is proposed that up to £7m is made available from the Transformational Fund to develop the LCR Connectivity Strategy Priority pipeline taking into account the recent call projects and Inclusive Growth Corridor Plans (Paras 2.6-2.13) and subject to approvals through the WYCA Assurance Process. Proposals to allocate the remaining £3m will be considered by a future meeting of the Investment Committee.

### **3 Financial Implications**

3.1 The report seeks endorsement to expenditure from the available WYCA funding as set out in this report and in the recommendations.

### **4 Legal Implications**

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

### **5 Staffing Implications**

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

### **6 External Consultees**

6.1 All districts across the Leeds City Region have been supporting WYCA in developing the LCR HS2 Connectivity Strategy.

### **7 Recommendations**

7.1 The Investment Committee recommends that WYCA approves:

- The revised approach for the West Yorkshire Plus Transport Fund Transformational Fund (as set out in section 3 of this report)
- Capital expenditure of £7.00m is allocated for the WY+TF to develop the LCR Connectivity Strategy Priority pipeline taking into account the recent call projects and Inclusive Growth Corridor Plans (Paras 2.6-2.13) and that Expressions of Interest (Activity 1) be invited for consideration through the WYCA Assurance Process.

## **8 Background Documents**

8.1 None.