

Scheme Summary

Name of Scheme:	LCR Inclusive Growth Corridor Plans
PMO Scheme Code:	
Lead Organisation:	West Yorkshire Combined Authority (Programme Lead)
Senior Responsible Officer:	Liz Hunter
Lead Promoter Contact:	Tom Gifford
Case Officer:	Martin Fox

Applicable Funding Stream(s) – Grant or Loan:	Grant - Transformational Fund
Growth Fund Priority Area (if applicable):	SEP Priority 4: Infrastructure for Growth

Approvals to Date:	<u>Approvals</u>		
	<p>The table below provides a summary of the reports and committee approvals associated with the development of the Inclusive Growth Corridor Plans. The Investment Committee held on 3 January 2018 has recommended to the Combined Authority that the Inclusive Growth Corridor Plans be taken forward as proposed and this was approved by the Combined Authority at the 1 February 2018 meeting. The programme will be set up to undertake the necessary feasibility studies to identify the projects that will support the Inclusive Growth Corridor objectives, each scheme will then be developed in accordance with the Assurance Framework.</p>		
	Committee	Date	Overview
	LEP Board	19 September 2017	Discussed the principles of the HS2 Growth Strategy, as well as the connectivity and skills workstreams, and the forthcoming engagement around the Strategy documentation.
PAT	15 November 2017	Considered approach to taking forwards WY+TF Transformational Fund set out in a Discussions Paper. PAT endorsed the proposed approach set out for taking forwards the 'Transformational Projects' funding allocation.	
Transport Board (CHOs)	21 November 2017	Considered approach to taking forwards WY+TF Transformational Fund set out in a Discussions Paper. Endorsed the proposed approach set out for taking forwards the 'Transformational Projects' funding allocation.	

	Transport Committee	25 November 2017	Approved LCR Connectivity Strategy and the development of the Inclusive Growth Corridors
	Directors of Development	1 December 2017	DoDs were provided with a presentation on the LCR HS2 Connectivity Strategy and considered approach to taking forwards WY+TF Transformational Fund as well as the approach to developing the Inclusive Growth Corridor Plans
	LCR Heads of Planning	8 December 2017	Considered approach to update on the LCR HS2 Growth Strategy, an overview of the LCR HS2 Connectivity strategy, and to seek support to the development of Inclusive Growth Corridor Plans as part of the next stage in work.
	LCC Executive Board	13 December 2017	Approved LCR Connectivity Strategy and the development of the Inclusive Growth Corridors on the Leeds local corridors
	Combined Authority	14 December 2017	Approved LCR Connectivity Strategy and the development of the Inclusive Growth Corridors Approved the scope and '3 big ideas' for the Local Inclusive Industrial Strategy' which include the Inclusive Growth Corridors
	Investment Committee	3 January 2018	Considered the way forwards for the LCR Connectivity Strategy, WY+TF Transformational Fund and the development of the Inclusive Growth Corridors. IC recommended that the Combined Authority approve the approach at 1 Feb meeting
	LEP Board	16 January 2018	To consider the way forwards for the LCR Connectivity Strategy, WY+TF Transformational Fund and the development of the Inclusive Growth Corridors.
	Combined Authority	1 February 2018	Following IC on 3 January 2018, the Combined Authority considered the way forwards for the LCR Connectivity Strategy, WY+TF Transformational Fund and the development of the Inclusive Growth Corridors from through a £7m allocation in the WYTF Transformational Fund. The approach was approved by the Combined Authority on 1 Feb 2018.
	Approvals (Immediate Term)		
	<i>PAT</i>	<i>7 February 2018</i>	<i>PAT to consider the EOI and recommend to IC/Combined Authority that the capital approval be granted for the £7m allocation in the WYTF Transformational Fund</i>
	<i>Investment Committee</i>	<i>21 March 2018</i>	<i>To recommend to the Combined Authority capital approval of £7m from the Combined Authority Transformational Fund.</i>
	<i>Combined Authority</i>	<i>4 April 2018</i>	<i>To provide capital approval of £7m from the Combined Authority Transformational Fund.</i>
Forecasted Full Approval Date (Decision Point 5):	The plan is to establish a programme approach to the Inclusive Corridor Plans, initially undertaking feasibility of schemes for the programme to identify the future pipeline activity.		
Forecasted Completion Date (Decision Point 6):	The programme will look to identify the schemes within the Inclusive Growth corridors that could form a TF 2 bid. Once		

	identified, the schemes will be progressed through the Combined Authority Assurance Framework, subject to funding.
Total Scheme Cost (£):	7 million
Combined Authority Funding (£):	Combined Authority Transformational Fund
Total other public sector investment (£):	N/A
Total other private sector investment (£):	N/A – Note £300k from DCLG Grant for HS2 GS Corridor Plans has been expended
Is this a standalone Project?	No
Is this a Programme?	Yes – The funding is to establish the LCR Inclusive Growth Corridor Plans through feasibility studies and formulation of a programme for onward development
Is this Project part of an agreed Programme?	No – This funding is for undertaking the feasibility studies to identify and establish the programme of projects to take forward as the Inclusive Growth Corridor plans

Current Assurance Process Activity:



Scheme Description:

The aim of the Inclusive Growth Corridor Plan work is

To paint a vision of what the world might be like living or travelling along each priority corridor in the future

The Objectives are:

- To create a single, integrated 'Plan of Action' for each corridor
- To bring together the key policy priorities on each key corridors - from which the transformational connectivity required is identified
- To build and expand on existing plans, projects and strategies (e.g. Local Plans, WYTF, LPTIP)
- To be locally led in partnership between the Combined Authority and district partners, and other stakeholders

- Create the outputs to and the future pipeline of major schemes and:
 - Form One of the 'big ideas' of the Local Inclusive Industrial Strategy
 - Create the content for the LCR Connectivity Strategy
 - Set the ambition for future Growth Deal / Transport Fund 2 programmes.

The following activities would be funded from the £7 million:

1. Developing Inclusive Growth Corridor Plans on each of the prioritised Corridors, including identifying the pipeline of future projects/programmes/priorities. This includes undertaking any necessary initial feasibility and development works required in advance of Activity Stage 2 submission being made through PAT process.
2. Undertaking any necessary initial feasibility and development works for priority Call for Projects Schemes which are on Inclusive Growth Corridors

Business Case Summary:

Strategic Case

The programme will undertake the feasibility studies to identify the measures and schemes that complement investment in HS2 and Northern Powerhouse Rail and distribute the benefits across the city region. There is a very strong fit with the SEP, and the Inclusive Growth Corridors Plan will deliver against several of the strategic priorities and headline indicators, in particular Strategic Priority 4, Infrastructure for Growth, and Headline Initiative 9, whilst also supporting other strategic priorities and initiatives.

The Strategic Case is summarised in three sections:

1. Strategic Context
2. Problems and Opportunity facing the City Region
3. Option Development Process to address the Problems and Opportunities

Strategic Context

The work proposed to be undertaken reflects the strategic priorities of the Combined Authority and its partners as set out below:

West Yorkshire Transport Strategy

The West Yorkshire Transport Strategy which was adopted by the Combined Authority in July 2017.

LCR HS2 Growth Strategy and the LCR HS2 Connectivity Strategy

Through the Leeds City Region HS2 Growth Strategy, the LCR HS2 Connectivity Strategy sets out that *"To 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"*.

LCR Local Inclusive Industrial Strategy

The Combined Authority agreed in December 2017 to start the move away from a SEP and towards a bold new City Framework centred around a

	<p>Local Inclusive Industrial Strategy. The Local Inclusive Industrial Strategy has three Big Ideas to Boost Productivity:</p> <ol style="list-style-type: none"> 1. A 'Productivity Revolution' 2. The Tech Region, with Med Tech as Proof of Concept 3. Delivering Inclusive Growth – Transforming Connectivity on the corridors with the greatest economic need <p><u>Problems and Opportunity facing the City Region</u></p> <p>LCR has big plans for economic growth and HS2 is a catalyst to transform the economic landscape of the city region. Around 300,000 jobs are expected to be created over the period covered by the Leeds City Region HS2 Growth Strategy including 41,000 from proposals set out in the plan, 5,000 from construction and a further 40,000 from the broader economic impact of HS2 which has the potential to add more than £54bn to the region's economic output.</p> <p><u>Option Development Process</u></p> <p>The purpose of the LCR HS2 Connectivity strategy is to address the problems and opportunities set out above and 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.</p> <p>Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport 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. A number of additional non-Leeds (non-HS2) based Corridors will also be included within the assessment process.</p>
<p>Commercial Case</p>	<p>The programme seeks to deliver the Inclusive Growth Corridors plan and addresses a number of key problems including economic and social performance, a transport network that can accommodate growth. It is also anticipated to distribute the benefits from HS2 and Northern Powerhouse Rail across the City Region and meet the economic growth aspirations.</p> <p>The programme would assist to support the aspiration for job creation, unlock development sites for employment and housing, and would complement other WY+TF funds. It is likely to formulate the basis for a future 'Transport Fund 2' and future Growth Deals/Devolution deals.</p> <p>At this stage a detailed commercial case has not been developed.</p>
<p>Economic Case</p>	<p>The Inclusive Growth Corridors programme is expected to contribute positively to a number of the SEP indicators. Analysis of 21 corridors has been carried out against economic criteria and this has identified the areas where feasibility studies will be progressed to deliver against the expected outcomes and outputs. The programme contributes to the aspiration to create 300,000 jobs across the Leeds City Region up to 2050, alongside supporting businesses with regional connectivity and bringing forward a range of development sites across the region.</p>

	At this stage a detailed economic appraisal has not been developed as the pipeline / outputs have not been developed.
Financial Case	A spend profile has been provided for the development funding being sought, and this needs refinement as the programme and control mechanisms are established. At this stage a detailed financial case has not been developed as the pipeline / outputs have not been determined.
Management Case	<p>A Project Plan for the work has been developed and is included as Appendix 1.</p> <p>The programme management controls are not yet in place, however a plan is in development and captured in the document Leeds City Region Inclusive Growth Corridor Plans: Project Plan at Appendix 1 to this Case Paper. At this stage a spend profile has been provided for the feasibility work, and a high level programme detailing key milestones. High level risks are detailed, but a risk register has not yet been produced. A benefits register will need to be established building on the expected outputs and outcomes set out in the EOI.</p>