

**Report of: Chief Executive**

**Report to: Full Council**

**Date: 13<sup>th</sup> Sept 2017**

**Subject: Devolution**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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### Summary of main issues

1. This report is intended to update Members on matters in the Leeds City Region Local Enterprise Partnership (LEP) and through the West Yorkshire Combined Authority (WYCA).
2. The main issues described in this report are from the latest public WYCA meeting in August.

### Recommendations

1. Members are asked to consider the content of this paper and action that might be needed from Leeds City Council as a result.

### Purpose of this report

- 1.1 This report is intended to update Members on matters in the Leeds City Region LEP and the West Yorkshire Combined Authority.

- 1.2 Specifically, this report provides details of the latest public combined authority meeting in August.

## **2. Background information**

- 2.1 Following cross party agreement, this is the twelfth report to Full Council to provide an update to Members on the work of the WYCA and Leeds City Region LEP.
- 2.2 Devolution remains an issue of significant importance to the city region; both in terms of using the powers and flexibilities already devolved, and in making progress towards further devolution. The WYCA continue to be in negotiations with Whitehall officials regarding the freedoms and flexibilities of a possible devolution deal that would build on those deals previously concluded, most recently in March 2015.

## **Main Issues**

- 3.1 The following items were among those discussed at the Combined Authority meeting on the 3<sup>rd</sup> August 2017

- 3.2 Appointment of WYCA Chair

Due to his recent appointment as head of the Key Cities Group, the previous Chair of WYCA, Cllr Peter Box, wrote to WYCA's managing Director on the 19<sup>th</sup> July 2017 to tender his resignation from office.

WYCA have appointed a new Chair for the remainder of the 2017/18 municipal year, in accordance with the statutory timescales set out in the WYCA Order 2014.

Following the meeting it was announced that Cllr Susan Hinchcliffe is to become the new Chair.

- 3.3 Capital Spending and Project Approvals

The combined authority was asked to approve the progression of, and funding for, schemes from the West Yorkshire Plus Transport Fund (WY+TF) and also the Pothole Action Fund that has been allocated directly to WYCA from the Department for Transport. Projects progress through a three stage process from Pipeline Eligibility, to Pipeline Development, to Delivery and Evaluation.

Project recommendations outlined included:

(Pipeline Eligibility)

- York Outer Ring Road Dualling

- North Kirklees Orbital Route
- Wakefield South Featherstone Link Road

(Pipeline Development)

- Implementation of WYCA's Portfolio Information Management System

(Department for Transport Pothole Action Fund)

- Pothole funding is now paid directly to WYCA who are to distribute funds to the Districts using the formulae/allocation specified by the DfT. The amount of money allocated for 2017/18 totals £2.231m.

### 3.4 A City Region Policy and Funding Framework for Inclusive Growth

WYCA discussed broadening its policy remit to ensure it can make a positive impact on both direct and indirect drivers of inclusive growth. This is intended to lead to the future consideration of a broader range of investment interventions relating to WYCA investment.

The outcomes that the project intends to work towards include:

- Reducing the number of people in poverty by 20%
- Increasing the earnings of workers at the 20<sup>th</sup> percentage of earnings distribution faster than those at the median.
- Tripling the number of inclusive/anchor organisations

The paper outlined the following actions agreed to deliver Inclusive Growth:

- Refocussing WYCA activity, reorienting established services to make a bigger impact for those suffering the greatest disadvantage.
- Utilising WYCA's economic assets and creating an enhanced procurement deal with business.
- Refreshing WYCA's Strategic Economic Plan/Industrial Strategy to develop a single city region strategy that will guide decision-making over a programme of activity tailored to inclusive growth.
- The creation of an Inclusive Growth Panel.

### 3.5 West Yorkshire Transport Strategy Adoption

WYCA discussed the approval of the West Yorkshire Transport Strategy 2040. The strategy is to update and replace the previous West Yorkshire Local Transport Plan (WYLTP) agreed in 2011. The strategy covers the geography of West Yorkshire and is set in the context of the City Region's Strategic Economic Plan and Transport for the North's Strategic Transport Plan for the North.

The desired outcomes for the plan if delivered successfully are as follows:

- The region would become known for the quality of the experience for all transport users, the quality and liveability of its places and as a great, safe place for cycling and walking
- People who live and work in the region will be healthier, happier and more productive
- A focus on inclusive growth will make a tangible difference to disadvantaged communities and individuals

### 3.6 Bus Strategy Adoption

The combined authority discussed the approval and adoption of the West Yorkshire Bus Strategy. This is to support the overall Transport Strategy (see 3.5) and seeks to develop, with Local Authorities and Operators, a new, long term Bus Strategy to set the ambition and policies of the bus system for the next 20 years.

The strategy sets an ambition of 25% patronage growth from 2016 levels over the next 10 years, with research undertaken showing that this has the potential economic uplift to the region's economy of £455million over a 20 year period.

The first steps towards delivering the strategy have already commenced with the Temple Green Park and Ride site opened in June 2017 proving successful. The £173.5m of funding allocated by the Department for Transport to improve transport infrastructure in Leeds will also serve in part to meet the aspirations of the Bus Strategy.

### 3.7 Transport for the North

It is anticipated that Transport for the North (TfN) will be established as a statutory body with effect from 1 April 2018. WYCA agreed to the following actions in relation to TfN moving forwards:

- To re-affirm its commitment to the agreed Transport for the North (TfN) priority areas (see below for details)
- To consent to the Secretary of State for Transport to establish TfN as a Sub National Transport Body (STB).
- Subject to TfN being established as a Sub-National Transport Body, the Combined Authority agreed for the transfer of Rain North Limited to TfN.

WYCA's TfN Priorities:

- Implementation of Northern Powerhouse Rail (NPR), with Bradford & York Included as part of the Core Network
- To enable NPR trains to run from Sheffield, through Leeds and further North.
- Continued investment in the existing networks including the Calder Valley Line and East Coast Mainline
- Reducing congestion and reliability on the M62

## **4. Corporate Considerations**

### **4.1 Consultation and Engagement**

As this report is providing an update from a WYCA meeting, there hasn't been any specific consultation and engagement.

### **4.2 Equality and Diversity / Cohesion and Integration**

Point 3.4 discusses the City Region's Policy and Funding Framework for Inclusive Growth. The objectives and actions referred to in the report are specifically intended to positively impact upon those who are in the lowest earning distributions percentiles in the Leeds City region.

### **4.3 Council policies and Best Council Plan**

The Best Council Plan priorities refer to aspects of the WYCA work and are undertaken in that context.

### **4.4 Resources and value for money**

There are no specific implications for this report.

### **4.5 Legal Implications, Access to Information and Call In**

There are no specific legal implications arising from this report.

### **4.6 Risk Management**

There is currently a risk identified regarding Devolution on the Corporate Risk Register. This is to ensure that any deal to be considered is in the best interests of the people of Leeds.

### **4.7 Recommendations**

Members are asked to consider the content of this paper and action that might be needed from Leeds City Council as a result.

### **4.8 Background documents**

None