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Dear Ben

LEEDS PUBLIC TRANSPORT PACKAGE

Following my letter of 23 June 2016 and the submission of your Strategic Outline Case I am pleased to say that Ministers are now content to release funding for the package and have approved the detail of the funding agreement as set out below.

The funding is for public transport improvements in Leeds as outlined your Strategic Outline Case and the terms under which the funding is granted are as follows:-

1. Funding will be granted according the following profile, unless amended under paragraph 8 below.

<i>2017/18</i>	<i>2018/19</i>	<i>2019/20</i>	<i>2020/21</i>
£21m	£48.7m	£49.1m	£54.7m

2. Funding is granted on the assumption that the local authority contributions are at least £9.8m from West Yorkshire Combined Authority (WYCA) and Leeds CC as stated on the bid.
3. Investment decisions on individual components of the package will be made locally in accordance with the WYCA Assurance Framework which itself must be compliant with the requirements of the Local Enterprise Partnership national assurance framework or any successor document. However:-
 - a. Any individual scheme decision involving funding of £50m or over will also require the approval of DfT.
 - b. Individual scheme business cases and funding approval documentation must be made available to DfT on request.
 - c. DfT reserves the right to attend, with observer status, programme board meetings where funding approval decisions are being considered
 - d. Proposals for new rail stations within the package will need to be fully discussed with Network Rail, Train Operating Companies and DfT and Rail North as co-managers of the relevant franchise and the funds of any net revenue impact agreed as is the case with any third party funded rail scheme. DfT agreement to the funding package as a whole should not be taken as signifying support for the rail station schemes nor future support for


incorporating new services at these proposed stations in any relevant DfT franchise.

4. While the Department is not taking a view one way or the other on the merits of a proposal to develop plans for a future mass transit system, such work is outside the scope of the DfT funding contribution, which is only for projects that can be substantially delivered by 2020/21.
5. Throughout the period of the funding agreement WYCA should ensure that the proposals take due account of wider strategic developments, for example in the scale or location of housing or employment development. In particular, WYCA should ensure, in discussion with the Department, that the City Centre Package proposals take due account of the overall impact on city centre traffic flows and the implications for the proposed HS2 station.
6. WYCA will develop a Benefits Realisation Plan and an Evaluation Plan to a timetable to be agreed with the Department and make reports available to the Department.
7. WYCA will provide a quarterly progress report to the Department in a format to be agreed. This will track progress against milestones for individual schemes (e.g. approval decision, start of construction, completion), spending data, and a brief narrative commentary.
8. An annual review meeting will take place between WYCA/Leeds CC and DfT to discuss progress with delivery and decision making. Following the review, the annual profile of funding may be adjusted to match the expected profile of delivery if this changes.

Finally, thank you for the constructive way that you and your fellow Leeds CC and WYCA officers have engaged with the Department during the development and assessment of this package and I look forward to the delivery of significant improvements that will provide real benefit to the travelling public of Leeds.

Bob Collins will be in touch with your colleagues to discuss the formal grant documentation and payment details. Please do not hesitate to get in touch if I can be of any further assistance.

Yours sincerely



Graham Pendlebury

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