

**Report of: Assistant Chief Executive (Customer Access and Performance) and the Director of City Development**

**Report to: Executive Board**

**Date: 17<sup>th</sup> October 2012**

**Subject: Review of Governance Arrangements in West Yorkshire**

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

**Summary of main issues**

1. The Leeds City Region (LCR) 'City Deal' with the Government, concluded in July, includes significant devolved powers and funding covering: transport; an economic infrastructure investment fund; trade and inward investment; and skills and worklessness.
2. As a condition, the Government's requirement is that West Yorkshire local authorities put in place a Combined Authority for the area by spring 2014. In order to secure Government approval for a Combined Authority the West Yorkshire Local Authorities, including the Integrated Transport Authority (ITA), are required to undertake a review of specified functions to ensure these are sufficiently visible, stable and accountable, at the West Yorkshire level and also to consider whether a Combined Authority for West Yorkshire would be the most appropriate governance model moving forward.
3. The process of establishing a Combined Authority will require formal consideration by each local authority affected, including the ITA, which would be abolished with the introduction of a Combined Authority.
4. This report therefore seeks authorisation of the Executive Board for the review to be undertaken. A further report will also be prepared in due course, including a draft

scheme of governance for a Combined Authority, should the Review conclude that there would be likely to be an improvement in the following:

- the exercise of statutory functions relating to transport;
- the effectiveness and efficiency of transport; and
- the effectiveness and efficiency of arrangements to promote economic development and regeneration.

5. The process of moving forward with a Combined Authority for West Yorkshire is likely to take up to 18 months, which includes undertaking the statutory Review, submitting an agreed Scheme of governance to the Secretary of State, and an Order to enable its creation being approved by Parliament.

## **Recommendations**

1. Agreement that the Council should be party, together with other West Yorkshire Authorities (including the ITA), to a Review of governance arrangements relating to transport, economic development and regeneration in West Yorkshire pursuant to S108 of the Local Democracy, Economic Development and Construction Act 2009 and Sec 82 of the Local Transport Act 2008.
2. Authorise the Chief Executive in consultation with the Leader to commission the preparation of the Review, in consultation with the other West Yorkshire Authorities.
3. Authorise the Chief Executive in consultation with the Leader to commission the preparation (in consultation with the other West Yorkshire Authorities) of a draft Scheme for a Combined Authority for consideration by Executive Board and Council, if the Review recommends that a Combined Authority would be the most beneficial option for West Yorkshire.
4. Note the provisional timetable and next steps on the governance review process including, if appropriate, the submission of a draft Scheme to Executive Board and Council by January 2013 and a final scheme which takes account of consultation and submitted to the Secretary of State by July 2013, in order to be in a position by April 2014 to receive significant devolved powers and funding via the City Deal.

## **1 Purpose of this report**

- 1.1 The Leeds City Region (LCR) City Deal, concluded in July, includes significant devolved powers and funding. As a condition, the Government's requirement is that West Yorkshire local authorities put in place a Combined Authority for the area by spring 2014. In order to secure Government approval for a Combined Authority the West Yorkshire Local Authorities, including the Integrated Transport Authority (ITA), are required to undertake a review of specified functions to ensure these are sufficiently visible, stable and accountable, at the West Yorkshire level and also to consider whether a Combined Authority for West Yorkshire would be the most appropriate governance model moving forward.
- 1.2 This report seeks the authorisation of Executive Board for a review to be undertaken, and for a further report to be prepared in due course, including a draft Scheme of governance for a Combined Authority, should the Review conclude this is the most beneficial option for the area and that it satisfies the statutory tests.

## **2 Background information**

- 2.1 The LCR Partnership previously engaged in conversations with the last Government on the economic development and transport agenda, which culminated in the signing of a Multi-Area Agreement in 2008 and being awarded Pilot City Region Status in 2009.
- 2.2 The Minister for Cities (Rt Hon Greg Clark MP) has recently concluded negotiations with the English Core Cities and their associated Local Enterprise Partnerships (LEPs) in order to strike a number of local 'Deals' which will enable greater freedoms and flexibilities for cities to promote economic growth. This process started in September 2011 and gained momentum in December 2011 following the launch of the 'Unlocking Growth in Cities' policy document.
- 2.3 The LCR Leaders Board and LEP Board agreed to work together on the development of 'asks' covering: transport; an economic infrastructure investment fund; and trade and inward investment; and skills and worklessness.
- 2.4 West Yorkshire local authorities have worked closely with the Cities Unit in the Cabinet Office and a number of meetings were held in spring 2012, which aimed to progress negotiations, including a Ministerial level meeting in March 2012. At this meeting, Ministers emphasised the importance of putting in place sufficiently robust governance arrangements in the form of a Combined Authority. Our City Deal was formally signed off by the Government on 5<sup>th</sup> July 2012. Government has also recently consulted on national proposals to provide suitably robust local governance arrangements to administer devolved post 2014 major transport scheme funding.
- 2.5 The Deputy Prime Minister signed off implementation plans for the individual agreed City Deals at Number 11 Downing Street on 18<sup>th</sup> September 2012.

### **3 Main issues**

3.1 The following section provides for information a short summary of our main City Deal proposals; a description of the Combined Authority model; the process for its establishment; the area of the proposed Review; the Review scope; and the key elements of any governance Scheme:

#### **3.2 City Deal proposals**

3.2.1 **Transport:** a transformed transport system across the north:

- Our vision: a transformed transport system for the city region and the North of England to accelerate the growth of jobs, output and productivity.
- Our offer: to establish a Transport Fund of at least £1bn, and to commit to establishing a Combined Authority to manage the Fund. This could create a 2% uplift in LCR's economic output and in excess of 20,000 extra jobs in the medium term.
- Our asks: Government to grant freedoms to manage the Fund, and to match our commitment to a 10 year programme of investment.

3.2.2 **Investment:** Transforming our infrastructure – an LCR Investment Fund:

- Our vision: transformation of LCR infrastructure to deliver the right environment for business growth.
- Our offer: to pool funds of £200m over 10 years into a Leeds City Region Investment Fund; to establish a robust appraisal system for our investment priorities.
- Our asks: Government to give us the freedoms to move towards a single capital pot.

3.2.3 **Trade and inward investment:** Closing the LCR balance of payments gap:

- Our vision: to eliminate the LCR trade deficit and create a much more internationally-focused business sector.
- Our offer: to commit existing (and additional) LCR resources of up to £2m to deliver an agreed set of projects to increase exports and attract inward investment – projects to be delivered jointly with UK Trade and Industry (UKTI).
- Our asks: commitment from UKTI to match our resources (of up to £2m) and to work with us to deliver the proposed LCR Trade and Investment Plan.

3.2.4 **Skills and worklessness:** Skills pathways for a vibrant economy:

- Our vision: a NEET-free Leeds City Region; thousands of new opportunities for the young unemployed; a skills system that works for businesses in growing industries.

- Our offer: new 14-24 Apprenticeship Academy; new Apprentice Training Agencies (ATAs) and Apprenticeship Hubs; campaigns to encourage apprenticeships; a greater focus of mainstream skills provision on economic priorities.
- Our asks: approval to set up Academy and ATA/Hubs (latter costs £8m); confirmation of LEP leadership role to articulate employers' skills needs; £15m from Employer Ownership of Skills fund.

3.2.5 Following the conclusion of the City Deal in July 2012, devolution proposals relating to the additional policy areas of planning and low carbon are currently under development.

### 3.3 Combined Authority model

3.3.1 In order to secure the above devolved powers and funding in relation to transport budgets, the Government's requirement is for the creation of a Combined Authority to replace the governance arrangements currently in place, i.e. the West Yorkshire Integrated Transport Authority (ITA), and individual local authority responsibilities. It is envisaged this revised governance arrangement would provide wider, more integrated powers and functions, to deliver more effective and efficient transport and related economic development and regeneration across West Yorkshire. The process of establishing a Combined Authority will require formal consideration by each local authority affected, including the ITA.

3.3.2 The Combined Authority model allows groups of relevant Authorities to work closely together on a voluntary basis to deliver improvements in transport across their sub-regions and appropriate economic development and regeneration activity. They are intended to support improved strategic decision making on these issues. As the areas covered by functional economic market areas (illustrated by, for example, travel to work areas) are typically much larger than the areas of individual local authorities, there is considered to be scope for improvements to be made to economic outcomes through joint decision making and close coordination of delivery activity across these economic areas.

3.3.3 By establishing a Combined Authority, a group of relevant Authorities is able to create a sub-regional 'body corporate' with legal personality that can act across their combined area. This body will be able to take on functions and responsibilities for transport and appropriate economic development and regeneration functions operating at the West Yorkshire level providing a mechanism for governing and managing these activities across the sub-region. As a Combined Authority has a separate legal identity from the constituent authorities it will be able to hold budgets, employ staff and enter into contracts. The activities of the Combined Authority will be governed by its members, a majority of whom must be elected members of the constituent local authorities, ensuring its local democratic mandate.

3.3.4 Combined Authorities have a number of features including the following:

- provide a formal structure to lead collaboration between relevant authorities on sub-regional economic development, regeneration and transport;

- provide a stable mechanism for long-term, strategic decision making on economic issues across the whole of a sub-region;
- can take a strategic view of economic development and where investment should be made to support long-term, sustainable economic growth across the whole of a sub-region;
- enable trade-offs to be made at a strategic level, taking into account what is best for the area as a whole;
- provide a means of giving strategic direction to the development of a low carbon economy;
- provide a single body that can represent the needs and strengths of the sub-region to partners and investors;
- enable partnerships of authorities to demonstrate that they are committed to long-term joint working;
- provide a means of overseeing and steering significant programmes of work/ investment in the area;
- facilitate transparency, accountability and visible leadership for sub-regional areas;
- allow for the streamlining of sub-regional arrangements; and
- provide a means of fully aligning and coordinating transport planning and wider economic development and regeneration across a sub-region.

3.3.5 Notwithstanding the above, careful consideration will need to be given to the potential implications of a Combined Authority model on the existing transport, economic development and regeneration decision making powers within individual authorities. Members will be aware that many transport, economic development and regeneration issues often have a significant impact on a particular local area. On that basis, it is considered to be very important to ensure that any proposals for a Combined Authority model maintain an appropriate balance between the strategic needs and aspirations of the sub-region and how they may impact at a local level. In the context of localism this will be an important factor to consider as part of the proposed review, in addition to the scope of the transport, economic development and regeneration activities considered.

3.3.6 The following key conditions must be met in order for a Combined Authority to be established in an area:

- the area must consist of the whole of two or more local government areas. These could be the areas of county councils, district councils or unitary authorities.
- the area must be contiguous, i.e. an Authority may not be part of a Combined Authority unless it has an adjoining boundary, nor can a Combined Authority surround another authority that is not part of the Combined Authority.
- no part of the area can be part of the area of another Combined Authority,

i.e. Combined Authorities may not overlap or coexist across the same geographical area. It is also not possible for the area of a Combined Authority to overlap with the area of an ITA.

- The draft statutory guidance indicates that where the proposed Combined Authority affects the area of an existing ITA, the ITA should form part of the Review as it will be replaced by the Combined Authority for that area.

3.3.7 The area of West Yorkshire fulfils the above key conditions. The City Deal requires West Yorkshire local authorities to consider developing a Combined Authority in order to secure the benefits of significant devolved powers and funding.

### 3.4 **Process for establishing a Combined Authority**

3.4.1 The Local Democracy, Economic Development and Construction Act 2009 (LDEDC Act 2009) prescribes a statutory process for establishing a Combined Authority which must be followed. This includes a requirement for the Secretary of State to place a draft statutory Order before Parliament before the new body can be brought into being. The process for creating a Combined Authority is shown below in the flow chart and is described in further detail. The process is a challenging one, if, as anticipated as part of the City Deal, new governance arrangements are to be in place by Spring 2014, particularly as a significant part of the process is not under the control of the relevant local authorities.

3.4.2 Annex A contains a timeline which outlines the key decisions and estimated timescales involved in establishing a Combined Authority for West Yorkshire. This shows that the Combined Authority could be formally created by 1<sup>st</sup> April 2014.

3.4.3 The process falls into the following three broad steps.

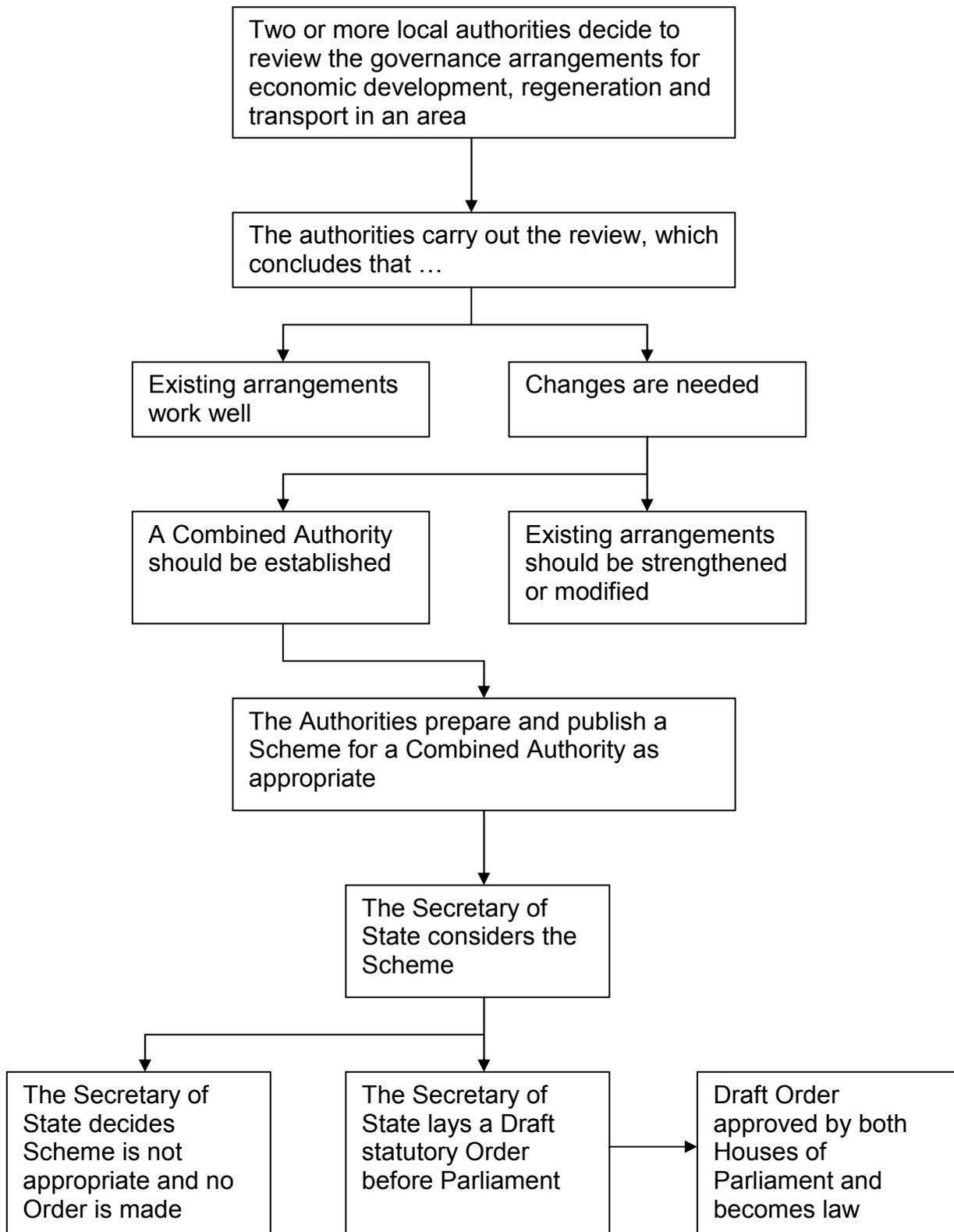
3.4.4 In the first instance, two or more relevant Authorities would need to agree to carry out a Review under section 108 of the LDEDC Act 2009 to assess the effectiveness and efficiency of existing arrangements for delivery of transport, economic development and regeneration in a contiguous area, and take a view as to whether there is scope to improve outcomes by making changes to these arrangements. A related review would also need to be carried out under Section 82 of the Local Transport Act 2008.

3.4.5 If the Review concludes that a Combined Authority would be likely to improve the exercise of statutory functions relating to transport, economic development and regeneration in the area, the effectiveness and efficiency of transport, and the economic conditions in the area, the West Yorkshire Authorities, including the ITA, would then need to draw up a draft Scheme for a Combined Authority. The Scheme would be required to set out the detail of its proposed constitutional and operating arrangements.

3.4.6 Once the Scheme is completed and published, the Secretary of State would consider whether creating a Combined Authority will meet the tests set out in the relevant legislation and will consult, including with the Authorities concerned. If the Secretary of State considers that creating a Combined Authority will be beneficial, i.e. reflecting the interests of local communities and securing effective and

convenient local government, a draft Order will be placed before Parliament. This must be approved by a resolution in each House before the Order which brings the new body into being may be made.

### Process for creating a Combined Authority



- 3.5.1 The proposed area of the governance review is the West Yorkshire sub region which comprises the local authority districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield and aligns with the local transport authority area. It is therefore anticipated that all the West Yorkshire Authorities, including the ITA, whose area is covered by the statutory Review, will be involved in the Review process.
- 3.5.2 To ensure that links to wider governance arrangements and economic areas are captured, and including the wider City Region geography of Barnsley, York and North Yorkshire's district areas of Harrogate, Selby and Craven, for example, it is anticipated that the Review should explore the potential for a West Yorkshire Combined Authority, once established, to have a key role in working with City Region authorities outside West Yorkshire, and that the Review would explore the range of opportunities available. These may include strategic transport and areas of economic development activity, where the prospective benefit of the City Deal can be maximised.
- 3.5.3 It is anticipated that the Review may therefore help identify opportunities for partnership working such as with City of York Council which currently is unable to form part of a Combined Authority with West Yorkshire due to a statutory requirement for constituent authorities to have shared boundaries.

### **3.6 Arrangements for undertaking the review and preparing a draft scheme**

- 3.6.1 It is proposed that the Review and preparation of any draft Scheme of governance for a Combined Authority are commissioned by the West Yorkshire Chief Executives and the Clerk to the ITA. The work will be undertaken by a task group of officers from the West Yorkshire Authorities, including the ITA. Recognising the initial transport focus for a Combined Authority, it is proposed the group is led by the Chief Executive of Kirklees Metropolitan Council who has been nominated as the senior officer lead on delivering the transport element of the City Deal. The task group will be multi-disciplinary and provide expertise including on transport, economic development and the relevant legislation.

### **3.7 Review scope**

- 3.7.1 To fulfil the requirements of the City Deal, the Review will be required to test the proposition, including by drawing on evidence from stakeholders that the creation of a Combined Authority for the West Yorkshire area would be likely to improve:
- the exercise of statutory functions relating to transport;
  - the effectiveness and efficiency of transport; and
  - the effectiveness and efficiency of arrangements to promote economic development and regeneration.
- 3.7.2 The Act does not provide a definition of 'economic development and regeneration' However, it is recognised that there is a wide range of economic development and regeneration challenges across the City Region, however they are not all considered to fall in scope for Review because their solutions are essentially local and not sub regional in nature. For example, many of the challenges relate directly

to Leeds District, such as development and enhancement of the city centre and south bank, achieving economic growth and tackling deprivation, reducing unemployment, and supporting businesses and promoting enterprise in specific parts of the city..

- 3.7.3 However, some of our economic development and regeneration issues have cross-boundary significance, for example promoting inward investment and trade, developing a skilled labour market, and supporting business sectors such as textiles or financial services which have strong city region networks. It is this type of cross-boundary issue which is considered to be within the scope of the Review.
- 3.7.4 Specifically, the Review would need to consider the relevant systems, structures and procedures that are in place across the area to make decisions, set strategy, manage delivery, assess performance and report on progress. Analysis of options is required, such as leaving existing governance unchanged, strengthening or restructuring existing governance arrangements, and establishing a Combined Authority.
- 3.7.5 At the same time as the Review under the LDEDC 2009, a Review under the Local Transport Act (LTA) 2008 should be carried out, as there is significant overlap in the remit of both. One of the conclusions of the LTA Review, amongst others, would have to be a recommendation to transfer the functions and powers of the ITA to the Combined Authority, and then formally dissolve the ITA.
- 3.7.6 Any final report of the Review process which concludes that a Combined Authority would be the most beneficial option in terms of improved outcomes would in effect provide the business case for the new body corporate and inform the preparation of a draft Scheme of governance.

### 3.8 **Scheme of governance**

- 3.8.1 The draft Scheme of governance for a West Yorkshire Combined Authority would form the basis for the creation of the new body corporate and would contain information on:
- the area it will cover (whose local government areas must be contiguous), its membership, voting and any other constitutional arrangements;
  - its agreed functions (exercised by the Combined Authority or concurrently with constituent local authorities);
  - the way in which it will be funded, including the transport Levy and prudential borrowing powers for transport;
  - practical arrangements, including staffing, property transfer, structure including any executive arrangements, Committees, and advisory groups, and ensuring transparency, e.g. via scrutiny arrangements; and
  - the powers, functions and duties of the WY Passenger Transport Executive (PTE) and how these would be exercised and structured.

- 3.8.2 It will be important to ensure that any new sub regional arrangements are designed to ensure effective working arrangements with the constituent local Councils and their democratic arrangements to ensure there is a joined-up and collaborative approach.
- 3.8.3 With regard to next steps, it is proposed that if the findings of the statutory Review recommends the establishment of a Combined Authority, then a draft Scheme will be prepared for consideration by both Executive Board and Council prior to its wider consultation with stakeholders. Following this, a final draft Scheme will be brought back to both Executive Board and Council for approval before being submitted to the Secretary of State. Details of the Scheme would then be included in the draft statutory Order that is needed to create the new body.
- 3.8.4 Given the significant period of time between starting the review and the formal creation of a Combined Authority, it is proposed that the Review considers the establishment of an interim Shadow Combined Authority. Any proposed Shadow arrangements will also be considered by Executive Board and Council in due course.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.2 The draft statutory guidance states that relevant Authorities will need to engage partners and stakeholders very closely both to receive their input into the design of the Combined Authority and to determine how it will interact with these organisations. Whilst there is no requirement to carry out a formal public consultation on any draft Scheme of governance, the Authorities may wish to consider doing so, and the Secretary of State will wish to see evidence that the views of stakeholders have been sought and taken into account when preparing the Scheme. The proposed approach to consultation will be the subject of a future report.

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

- 4.2.1 Due regard will be had to Equality Impact Assessments undertaken where appropriate on any specific projects and areas of expenditure as and when these arise.

### **4.3 Council policies and City Priorities**

- 4.3.1 The 'City Deal' will bring powers and resources that will support [the Vision for Leeds; Children and Young Peoples City Priority Plan; Sustainable Economy and Culture City Priority Plan; the Housing and Regeneration City Priority Plan; and the Leeds Growth Strategy]. Also the LCR Transport Strategy, and WY Local Transport Plan.

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

- 4.4.1 Any advice to support the work of the Group outlined in section 3.6.1 would be commissioned in line with Standing Orders and within existing agreed Council / ITA budget headings.
- 4.4.2 It is not currently anticipated that that there will be a call on additional resources arising as a direct consequence of Executive Board's approval of the key recommendations of this report, i.e. the preparation of a Review and draft Scheme of governance.
- 4.4.3 In due course, the establishment of a Combined Authority may lead to efficiency savings through re-organisation and this will be covered as appropriate in future reports. It is also envisaged that capacity for the Combined Authority, if established, would primarily be drawn from the member Authorities and existing ITA and PTE.

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

- 4.5.1 There are no specific legal implications arising from this report. If, however, a Combined Authority is established in due course this will have a separate legal identity from the Council and the other constituent authorities and will have separate statutory powers and duties.

#### **4.6 Risk Management**

- 4.6.1 The devolution in relation to powers and funding on transport contained in the LCR City Deal are contingent upon the establishment of a Combined Authority. Failure to establish a Combined Authority may therefore constitute a risk to the economic recovery of the City Region.
- 4.6.2 In addition, the process for establishing a Combined Authority is not fully under this Council's control and its establishment against the timeline set out in this report is subject to approval by the other West Yorkshire Authorities, including the ITA, and also by both Houses of Parliament.
- 4.6.3 The recommendations of the Review should be consistent with the Council's commitment to accountability and decision making at the local level and this will be an important element to consider during the review to achieve an appropriate balance between sub-regional and local need.

### **5 Conclusions**

- 5.1 The LCR City Deal will bring significant powers to the City Region and provide resources that will assist the delivery of activity aimed at boosting the local economy, improving transport and boosting the employment prospects for young people.
- 5.2 The significant devolved powers and funding which the 'Deal' will bring will only be provided in full if sufficiently strong, stable and visible local governance is put in place, including to deliver our shared ambition on transport. Therefore this report

proposes that a Review is undertaken to test the business case or otherwise for a Combined Authority for West Yorkshire. A key part of this review will be to consider carefully the balance between devolution at a sub-regional level and existing decision making at an individual authority level. The scope of a Combined Authority model will also be an important consideration to consider as part of the proposed review.

## **6 Recommendations**

### **6.1 Executive Board are asked to:**

- 1 Agree that the Council should be party, together with other West Yorkshire Authorities (including the ITA), to a Review of governance arrangements relating to transport, economic development and regeneration in West Yorkshire pursuant to S108 of the Local Democracy, Economic Development and Construction Act 2009 and Sec 82 of the Local Transport Act 2008.
- 2 Authorise the Chief Executive in consultation with the Leader to commission the preparation of the Review, in consultation with the other West Yorkshire Authorities.
- 3 Authorise the Chief Executive in consultation with the Leader to commission the preparation (in consultation with the other West Yorkshire Authorities) of a draft Scheme for a Combined Authority for consideration by Executive Board and Council, if the Review recommends that a Combined Authority would be the most beneficial option for West Yorkshire.
- 4 Note the provisional timetable and next steps on the governance review process including, if appropriate, the submission of a draft Scheme to Executive Board and Council by January 2013 and a final scheme which takes account of consultation and submitted to the Secretary of State by July 2013, in order to be in a position by April 2014 to receive significant devolved powers and funding via the City Deal.

## **7 Background documents<sup>1</sup>**

- 7.1 There are no background reports.

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

## West Yorkshire Combined Authority – Timeline

Decision	Timescale
Executive Boards of West Yorkshire Authorities (including the West Yorkshire ITA) consider authority for: <ul style="list-style-type: none"> <li>• a governance review to be undertaken; and</li> <li>• receipt in due course of a draft scheme of governance for a Combined Authority</li> </ul>	By October 2012
Executive Boards and Councils of West Yorkshire Authorities (including ITA) consider the findings of the review and the proposals for a Combined Authority set out in a consultation draft scheme of governance	By January 2013
Following stakeholder consultation, Executive Boards and Councils of West Yorkshire Authorities (including the ITA) to: <ul style="list-style-type: none"> <li>• consider a final draft Combined Authority scheme and business case;</li> <li>• authorise submission of business case and scheme to the Secretary of State; and</li> <li>• consider the establishment of a Shadow Combined Authority.</li> </ul>	By July 2013
Based on the submitted scheme and business case, DCLG: prepare and consult on a draft order for the creation of a West Yorkshire Combined Authority; and prepare a final draft order	By September 2013
Executive Boards and Councils of West Yorkshire Authorities (including ITA) consider the final draft order	By November 2013
The Secretary of State lays a statutory order before Parliament	By December 2013
Draft order approved by both Houses of Parliament and becomes law	By March 2014
West Yorkshire Combined Authority established	1st April 2014