

Question Time responses

The following questions were submitted for the LEP 'Question Time' session which was held at the AGM meeting on 6 June. In total we 21 questions were submitted.

A representative sample of questions were answered at the session on the 6 June. Questions submitted in the lead-up to the AGM have been answered in the table below. Where responses are currently unavailable, an updated version of this document will be produced.

Key themes of the questions were:

- Climate change
- Transport
- Channel 4
- LEP impact
- Skills and business growth

*For transparency questions have been kept in their original verbatim format.

No.	Question	Answer
1	<p>My location is overlapped by two LEPs but the location I would like to ask a question about is mostly in Leeds City Region.</p> <ul style="list-style-type: none"> • Could the Panel please explain how I would apply for a grant to pay for a feasibility study into reinstating a railway line that would connect two large towns and a city directly into Leeds and create a second strategic passenger route to the 	<p>The Combined Authority does not currently run a grant fund for feasibility studies into the reopening of railway lines. The Combined Authority's resources are currently focused on the development of High Speed 2, Northern Powerhouse Rail and new rail stations at Elland, Leeds Bradford Airport Parkway, White Rose and Thorpe Park. We are also considering our rail strategy and what is needed to help us achieve our rail patronage growth targets. Should opportunity arise where there could be potential for significant central government funding, the Combined Authority will consider whether there is a case for new or reopened railway lines.</p>

	<p>north providing West Yorkshire with resilience in an emergency?</p> <p>It will also attract commuting motorists into Leeds and address congestion and platform blocking in the West End bay platforms of Leeds station.</p>	
2	<p>With China set to build hundreds of airports, over £1 billion to be invested for Manchester's airport, London looking at options for an additional runway and worldwide air capacity increasing dramatically Leeds City Region once again is being left behind with its short runway low capacity bucket and spade airport.</p> <p>Offering an additional rail halt at a bus stop near to Leeds Bradford airport is the least ambitious we could possibly be. The airport cannot handle Long Haul and operators are reluctant to commit to a short runway airport at the top of a hill with rival airports nearby. Anywhere else in the world ambitions would be much higher - Leeds City Region needs a new better located and better-connected runway else risk being left behind the Northwest and other European cities. Vague statements about HS3 connecting to a rival city's airport or offering a bus to a rail halt are not answers.</p> <ul style="list-style-type: none"> • Has the LEP any ambition for or even explored the option of a new runway South or East of Leeds by the Motorways? 	<p>Leeds Bradford Airport already plays a significant role in our economy. It remains one of the UK's fastest growing airports contributing £336 million to the local economy and supporting 5,000 jobs with passenger numbers expected to double over the next 30 years. Its importance is recognised as a major factor in the growth of the City Region and improving access to the airport is key to opening up new international connections and supporting tourism and international trade. A new airport parkway station will provide this and is the most deliverable option given the airport's geographical location. We are therefore not currently looking at whether a new airport should be built in the area.</p> <p>Once complete, HS2 will provide direct access from the City Region to Birmingham International in 46 minutes and with Northern Powerhouse Rail (HS3) direct services to Manchester Airport in 30 minutes. Over the next five years £1.5billion is being invested in both airports to improve facilities for passengers and boost the number of long haul routes offered. Doncaster Sheffield Airport, which can cater for long haul operators, has so far been unable to attract any operators in the long haul market with these are competitors. Both Birmingham and Manchester have plenty of spare capacity and could alleviate capacity issues at Heathrow and Gatwick.</p> <p>We must also be alive to the impacts on local communities and the environment of air travel. Unmanaged or un-mitigated air travel growth is inconsistent with international and national reduction targets and the climate emergencies declared by local authorities and the Combined Authority. Greater clarity is now needed from Government about how aviation can assist us to reach our net zero carbon targets nationally, and in-turn, regionally.</p>

	<ul style="list-style-type: none"> • Could China or Dubai fund a hub for the North of England here? • Why are we so unambitious on such an economic driver? • Could HS2 connect a new airport to London and solve their capacity issues? 	
3	<ul style="list-style-type: none"> • What has the WYCA / LEP ever done for me? 	<p>It depends if you:</p> <ul style="list-style-type: none"> • are one of the employees of the 10,000 companies that we have supported since 2015 • are employed in one of the 27,500 jobs that our investment has helped create or safeguard in the last four years • might be one of the 10,000 people who will work in jobs that will result from our current investment programme, or have opportunities to work for companies like Channel 4 • are one of the 4,000 apprentices getting a great start to their career through the opportunities we've created • are a parent to one of the 80,000 we've helped inspire through our employability, enterprise and careers campaigns • are able to get to work, education or leisure more easily as a result of the 17 major transport improvement projects we've delivered so far • are enjoying a warmer home and lower energy bills thanks to our Better Homes Yorkshire scheme • are a business owner, saving money on your energy bills thanks to our Resource Efficiency Fund <p>We're growing the economy and making lives better for people in all parts of our region. In the past year alone we've invested in services and projects worth £319 million to benefit local people and the economy.</p>

		<p>We want to do more to communicate the difference we're making to individual local communities and which we'll be doing in the next few months – so stay tuned for more.</p>
4	<ul style="list-style-type: none"> How many new jobs, open to applications from the public, and not those transferring from other Channel 4 offices including London, will there be at Channel 4's new Leeds offices? 	<p>We are working with Channel 4 to ensure the new national HQ in our City Region offers maximum benefits for people in our region. Channel 4's announcement of their new bases in Leeds, Glasgow and Bristol makes clear that their "4 All the UK" strategy is about attracting and developing talent across the whole of the country, and is set to create over 300 jobs in the three regions directly. The breadth of roles set to be based in Leeds demonstrates the scale of Channel 4's commitment to our region.</p> <p>We believe this is a conservative number when the wider impact of the new Channel 4 national HQ is taken into account. Our bid, called "Be the Spark", focused on the difference Channel 4 could make to the creative industries in our region, and young people who will now have the opportunity to work for a national broadcaster without the financial or other barriers of moving to London.</p> <p>Channel 4's move to the region has already resulted in five companies locating to or expanding their presence in the region, providing further opportunities and jobs for local people.</p> <p>Our forecasts suggest Channel 4's decision could directly contribute to the creation of more than 1,200 jobs and an economic impact of more than £1 billion over the next decade across the Leeds City Region although the true impact, taking into account all the added value being home to a major international broadcaster will bring, will be much larger.</p>
5	<ul style="list-style-type: none"> What is the single most important thing that LEP can do to support small businesses? 	<p>We know that if you are running a small business time is money, and that the business support landscape can be complex and confusing. Many small businesses just do not have the time and knowledge of where and how to look for the support that might be critical to their future success. So the single most</p>

		<p>important thing the LEP can do for small businesses is to provide a free, impartial single point of contact to help them to navigate their way.</p> <p>Our Growth Service offers a comprehensive one stop shop for advice and support to help small businesses to grow and thrive. Our team is skilled and experienced at helping businesses to identify and access the specific support they need from a range of partners across the City Region and beyond. In fact, we have supported more than 10,000 individual businesses since we launched in July 2015, and 86% of businesses we've asked would recommend our service.</p>
6	<p>I'd like to ask how the LEP is considering the implications of the #ClimateEmergency, recently declared by #Leeds City Council amongst others. How does it/ will it impact on decision making, investment decisions etc? #AsktheLEP</p>	<p>The Combined Authority and the LEP are committed to making Leeds City Region the first UK's first zero carbon city region. On 27th June 2019 we declared a formal climate emergency in line with our partner councils and we're working with a broad coalition of partners across business and academia to plot our path towards zero carbon emissions. The policy team is holding a series of workshops with key stakeholders and partners across a range of industries and sectors to explore how Leeds City Region can become the UK's first carbon neutral city region.</p> <p>We have a significant role to play in responding to the national declaration of a climate emergency and similar declarations by our partner councils. Our region currently generates 20 per cent of the UK's renewable energy and 75 per cent of energy from biomass – meaning we have the potential to go further and faster than other areas in rising to the challenge.</p> <p>We're already delivering a range of measures to reduce carbon emissions in the region. These include support for businesses to reduce their waste, water and energy bills, measures to improve the energy efficiency of homes and combat fuel poverty, investment in local, low carbon energy schemes such as the Leeds PIPES district heat network, and the introduction of electric vehicle charging points and low emission buses in partnership with local councils and bus operators.</p> <p>We predict that investment in clean energy could be worth £11 billion in economic growth and create 100,000 extra skilled jobs. This will also lead to lower energy</p>

		<p>bills and better health for everyone in the region thanks to warmer, more efficient homes, greener transport and cleaner air.</p>
7	<p>Will the LEP Board commit to de-carbonise the LCR economy by 2030?</p>	<p>Becoming a zero carbon economy has been our goal since we produced our first Strategic Economic Plan in 2014, and last year the LEP Board agreed an ambition for Leeds City Region to become the first UK city region to meet the Paris Climate Agreement targets.</p> <p>Since then we've done further detailed work to explore exactly what we need to do to achieve this and, in response to the national declaration of a climate emergency and similar declarations by our partner councils, we think we can be even more ambitious given the significant energy assets we have here. Our region currently generates 20% of the UK's renewable energy and 75% of energy from biomass – we feel we can go further and faster than other areas.</p> <p>We predict that becoming a zero-carbon energy economy could add £11 billion to the region's economy and create 100,000 extra jobs through investment in clean energy.</p> <p>Initiatives we've led have already contributed to an overall 38% reduction in carbon emissions in the City Region since 2005, compared to 27% nationally. These initiatives include support for businesses to reduce their waste, water and energy bills, measures to improve the energy efficiency of homes and combat fuel poverty, investment in local, low carbon energy schemes such as district heat networks and the introduction of electric vehicle charging points and low emission buses in partnership with local bus operators.</p> <p>Together, these measures plus the initiatives identified in our Energy Strategy will take the City Region two thirds of the way towards meeting the Paris Climate Agreement targets. Now we are committed to identifying what the region needs to do to complete the final third and beyond. The policy team is holding a series of workshops with key stakeholders and partners across a range of industries and sectors to explore how Leeds City Region can become the UK's first carbon neutral city region.</p>

<p>8</p>	<p>Leeds' transport network appears to be heavily weighted in favour of motorised transport with pedestrians and cyclists left bottom of the pecking order. A lot of journeys could be made by these means were people made to feel safe travelling by their own means without having to resort to the car - but, by way of example, the "ring of fire" that engulfs the city centre is scary and offputting to many.</p> <ul style="list-style-type: none"> • What plans do you have to make it easier and safer for people to access the city centre, rather than cars? 	<p>The Combined Authority and LEP are working in partnership with West Yorkshire's five districts councils and Leeds City Region's businesses to ensure that everyone can benefit from a strong, successful economy underpinned by a modern, accessible transport network that supports.</p> <p>Since securing over £18 million of funding by the Department for Transport's Cycle City Ambition Grant, West Yorkshire Combined Authority has been delivering schemes that supporting sustainable and active travel through its CityConnect programme.</p> <p>Completed projects include the 14km, segregated Cycle Superhighway connecting Bradford and Leeds' city centres, which people have used to make approaching one million journeys by bike or on foot, and its recently opened extension between Bradford and Shipley.</p> <p>In York, people are using the recently-opened, £4.4 million, CityConnect upgrade of the Scarborough Bridge - the first new city centre bridge over the Ouse in York for 137 years starts - to make 4,000 trips per day. This is already an increase of 1,000 additional journeys per day on the old footbridge.</p> <p>Construction is also underway on 4km of further segregated extensions to the Cycle Superhighway in Leeds city centre. These will link the existing Bradford to Leeds and Leeds to Seacroft sections creating a continuous 23km route. Details of the wide range of CityConnect schemes which are also taking place across Leeds, York, Bradford, Wakefield and Huddersfield centres and the region's canal towpaths, along with the introduction of a number of 20mph zones to create safer surrounding streets, can be found at www.cyclecityconnect.co.uk/projects</p> <p>In addition to infrastructure schemes, CityConnect has also supported training and advice sessions to help people get into the habit of cycling and walking and giving them the practical experience and confidence to do so.</p>
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9	<p>The LEP recognised the contribution that could be made by extending the Aire Valley rail line through Skipton to Pendle and Burnley, when it jointly helped fund a study with NYCC and LCC. Not surprisingly, neither the Strategic Plan (dated 2014) nor the Transport Plan (2009) reflect this development.</p> <ul style="list-style-type: none"> • When are these plans to be bought up to date? • Should there not be a rolling annual update program to keep these plans current? 	<p>The Combined Authority is currently preparing a new Rail Development Strategy in collaboration with our partner councils to help set out clearly what we need from the rail network and the services it provides to achieve our policy objectives. The strategy will look at the Leeds City Region and follows Railplan 7 published in 2012.</p>
10	<ul style="list-style-type: none"> • Is it possible for LEP to provide large scale investment for reducing carbon dioxide discharges by improving insulation and excessive air changes from homes sufficient play their part in avoiding a 1.5 degree rise in global temperature? <p>The amount of insulation installed must be enough to avoid repeatedly returning to do more to each property as building regulation requirement are increased. There should be a</p>	<p>The LEP, along with its partner councils, has provided large-scale investment for the improvement of homes in the City Region through its Better Homes Yorkshire programme. Through the programme, 4,670 homes have been upgraded with a variety of different measures ranging from loft and cavity insulation to the installation of new efficient heating systems.</p> <p>The knowledge and expertise built up as part of the Better Homes Yorkshire has enabled the Combined Authority and LEP to successfully secure funding for further domestic energy efficiency projects such as the Warmer Homes Fund operated by National Grid.</p>

	<p>huge incentive for owners to take up the offer so grants should be interest free for the full cost of installation. There should be a programme of investigation to find properties that are not adequately insulated. Local Authorities should be responsible for implementing the work. If necessary other capital budgets such as highway improvements should be reduced as we should reduce private car use particularly with the use of AI cars.</p>	<p>While the Better Homes Yorkshire programme has been very successful, we know we need to do more. There are approximately 1.3 million dwellings in the City Region, of which around 156,000 are considered to be in fuel poverty. There are plans for approximately 132,000 more dwellings to be built in the City Region over the next 10 years.</p> <p>To ensure the City Region meets its ambitions of becoming a zero carbon economy, emissions from domestic, public and commercial buildings will need to be reduced to virtually zero. We acknowledge this factor within our Energy Strategy and are currently working to scale up our existing Better Homes Yorkshire programme to ensure more dwellings are improved and a greater amount of funding can be accessed.</p>
11	<p>1. Will shared space schemes where vehicles and road traffic including cyclists be cancelled?</p> <p>It's unreasonable to ask those with sensory impairments to negotiate with vehicles particularly buses, coaches and goods vehicles when navigating shared space road schemes. Pedestrians must be kept separate and segregated from traffic with pedestrian controlled traffic crossings with networked computer controlled traffic lights.</p> <p>2. How many injuries from shared space schemes would it take for shared space schemes to be abandoned and replaced?</p> <p>It's outrageous to expect assistance dogs and assistance animals to understand the intricacies of the Highway Code in determining priority of</p>	<p>1. Any highways schemes currently being developed by our partner councils through our investment programmes will be subject to the direction from the Ministers in their letters to Local Authority Chief Executives on 28 September 2018. This followed the publication of the Inclusive Transport Strategy.</p> <p>These letters directed local authorities to pause introduction of new shared space schemes that feature a level surface, and which are at the design stage.</p> <p>The clarification letter of 28th September went on to say that by level surface, the ministers meant “a level surface is a design feature in which the level difference between the footway and the carriageway is removed” and that the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones)”.</p> <p>We expect that any schemes being proposed or developed by our partner councils will be in compliance with the letters from ministers. We are not currently aware of any schemes being developed within our investment programmes that include</p>

<p>pedestrians and traffic regulations in shared space road schemes where traffic and pedestrians are not segregated particularly when kerbs are removed or lowered to road height.</p> <p>3. Will cycle lanes be removed from passing behind bus shelters?</p> <p>It's dangerous for pedestrians and passengers waiting and accessing bus stops, bus shelters and buses to be alert for cyclists travelling at any speed whilst people await buses.</p> <p>4. How many people must be injured before action is taken to segregate cyclists from pedestrians?</p> <p>It's a serious hazard to place cycle lanes where passengers alighting buses cannot see oncoming cyclists.</p> <p>5. Pedestrianisation of Leeds City Centre reduces access by those with sensory and/or mobility impairments</p> <p>Vehicle access must be maintained to support access for those with impaired sensory and/or mobility and this could be provided by free access bus operating on a circular route around key areas of Leeds City Centre with controlled access to areas restricted to normal traffic.</p>	<p>areas of level surfaces where there are significant numbers of pedestrians and vehicles that might interact.</p> <p>2. It is the local authorities who have statutory responsibilities for road safety and collaborate to produce West Yorkshire data on road collisions and casualties. Existing processes in place such as the Road Safety Audit process will identify any problems with collisions and injuries resulting from a new scheme design of any type – for example through the stage 4 post-opening monitoring of the Road Safety Audit. Any remedial action required would be taken as part of this step by the local authorities.</p> <p>3. There are no plans to remove bus stop bypass features where implemented in West Yorkshire as part of cycle routes. Schemes delivered through our CityConnect programme are designed and delivered by our partner councils in accordance with national guidance and best practice and have been subject to public consultation, including with accessibility groups. The road safety audit process has also been followed in developing and implementing these schemes.</p> <p>Based on our own monitoring we have no evidence to suggest that these features present a danger to pedestrians or cyclists. We understand that monitoring carried out to date nationally around these features including in London, Manchester and Cambridge draws similar conclusions to our own experience.</p> <p>4. The local authorities have statutory responsibilities for road safety and collaborate to produce West Yorkshire data on road collisions and casualties. Existing processes in place such as the Road Safety Audit process will identify any problems with collisions and injuries resulting from a new scheme design of any type – for example through the stage 4 post-opening monitoring of the Road Safety Audit. Any remedial action required would be taken as part of this step by the local authorities.</p> <p>5. Plans for Leeds City Centre are being developed by Leeds City Council and we expect that they would follow their normal practice in considering the needs of</p>
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<p>6. Will LEP stop narrowing road space and stop narrowing pavement areas to build cycle lanes?</p> <p>Cycle lanes greatly increases congestion, greater pollution, increased delays in travel time, increased costs to the economy and lost regional investment.</p> <p>New cycle lane networks must be constructed from new additional road space without narrowing pavements and without reducing existing road capacity for vehicles.</p> <p>7. Will traffic calming measures be redesigned to reduce noise, reduce vehicle emissions pollution, reduce damage to vehicles and protect vehicle users health?</p> <p>Traffic calming measures such as road humps increase vehicle pollution and results in increased damage to vehicles and worsens health for vehicle users with increased healthcare costs, and lost productivity in addition to increased vehicle emissions and road noise.</p> <p>8. Will LEP increase bus service frequency for buses in areas with population increases?</p> <p>Examples include bus service 74 and 74A in South Leeds that should operate at the same frequency as 12/13/13A with a frequent service during daytime Monday - Saturday with minimum</p>	<p>people with sensory and/or mobility impairments. The Combined Authority is working closely with Leeds on the plans to ensure that the needs of all bus passengers are considered.</p> <p>6. Schemes delivered through our investment programmes are designed and developed by our partner councils. In order to provide safe space for cycling, efforts are made to minimise the impact on vehicular capacity or pedestrian space. For example, reducing the lane width of the carriageway can create space for cycle provision without removing traffic capacity.</p> <p>However, the creation of new cycle routes within existing road layouts can require changes to the road layout that might mean a reduction in vehicular capacity or pedestrian space. Where this is the case our partner councils consider the impact on pedestrians and general traffic to ensure any impacts are considered reasonable.</p> <p>7. Traffic calming measures are designed and implemented by our partner councils, and are subject to consultation with local residents. The specific design solutions implemented as part of traffic calming programmes may vary between partner councils based on their preferred design solutions and feedback from consultations.</p> <p>8. Bus services are provided by commercial companies operating in a de-regulated environment. They are free to decide the frequency of the services they operate. Service 74/ 74A are provided by First on this basis and it would be up to that company to decide on increasing their frequency or extend their route.</p> <p>The Combined Authority is the Local Transport Authority and has powers to fund additional bus services that are needed by communities but are not viable on a commercial basis – we spend £19 million each year doing this. The Combined Authority is currently undertaking a review of bus services in the region to ensure they can meet changing demands and will share this information with the bus companies to assist their planning.</p>
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<p>half hourly service during evenings, Sundays and bank holidays. 74 and 74A could also reinstate White Rose Centre as a destination.</p>	<p>9. The bus service that operates from the new site at Stourton will be self-contained and will not impact on the services that provide links to nearby communities.</p>
<p>The population of South Leeds particularly in Middleton has greatly increased over 30 years (population doubled in size?) with new estates and so should bus services.</p>	<p>The current Leeds Park & Ride services bring passengers to stops close to the rail station in Leeds. Where feasible, future schemes will seek to link to rail stations however current customer feedback indicates that most Park & Ride users are seeking to access the City rather than make onward journeys.</p>
<p>8. Will Stourton park and ride result in reduced bus services for surrounding areas?</p>	<p>10. The Combined Authority is working to improve air quality, reduce congestion and boost inclusive growth by investing £31.5 million into the first phase of our Rail Park and Ride programme across West Yorkshire. Investment will add a potential extra 2,000 parking spaces facilitating more park & ride at West Yorkshire rail stations. We will work closely with the Train Operating Companies and the DfT/ Rail North partnership to shape the timetabling development in the short, medium and long terms to maximise the economic benefits of rail services.</p>
<p>Stourton park and ride scheme does not allow direct access for bus services 74 and 74A and any Stourton park and ride scheme must not affect funding, quality, reliability and frequency of nearby bus services.</p>	<p>11. The Combined Authority is not currently planning to develop a new railway line and station at Leeds City Bus and Coach Station. Interchange for buses at Leeds Rail Station is being considered as part of the <u>Leeds Station Integrated Masterplan</u> to create a new integrated station between existing rail services and HS2. There are no plans to build a new rail station in the east of the City Centre. The rail line east of Leeds station as it passes the bus station is elevated and there would be significant engineering difficulties in such a scheme.</p>
<p>9. Will future park and ride schemes integrate rail services with park and ride schemes?</p>	<p>12. The <u>Leeds Station Integrated Masterplan</u> will improve access to Leeds station by all modes of transport. As part of the current proposals buses will be removed from New Station Street to open up the front of the station and make it more accessible for all users. Facilities for bus passengers will be provided elsewhere in the vicinity of the station as part of the 'Connecting Leeds' proposals.</p>
<p>Future park and ride schemes should allow for future integration with rail services.</p>	
<p>10. Will a new railway station be built to form a direct transport interchange under a covered transparent roof shared with Leeds City Bus and Coach Station?</p>	
<p>Bradford has a large transport interchange and Leeds could have two bus and rail interchanges</p>	

<p>with one located at Leeds Railway Station and the other Leeds City Bus and Coach Station.</p> <p>11. Do redevelopment plans for Leeds City Railway Station include space for new bus and coach interchange under covered sheltered space with transparent roof?</p> <p>Future expansion of Leeds City Railway Station should include space for future expansion and redevelopment.</p> <p>12. Will Leeds Bradford Airport be relocated to facilitate airport expansion and enable larger aircraft access?</p> <p>Leeds Bradford Airport expansion could involve relocation to current East Leeds Airport site with the current East Leeds Airport relocating to existing Leeds Bradford Airport.</p> <p>The site of the current East Leeds Airport (former RAF Church Fenton) would require construction of new high capacity road access, new motorway link roads, on-site parking, bus lanes, cycle lanes, additional comprehensive drainage and occasional flood protection.</p> <p>However the current East Leeds Airport site has two large runways that with new additional taxiways and new Airport terminals could provide regional investment and economic development</p>	<p>There are no plans to provide bus and coach interchange at the current station but may be an opportunity to integrate facilities within the proposed HS2 station.</p> <p>13. As mentioned above, Leeds Bradford airport already plays a significant role in our economy. It remains one of the UK's fastest growing airports contributing £336 million to the local economy and supporting 5,000 jobs with passenger numbers expected to double over the next 30 years.</p> <p>Its importance is recognised as a major factor in the growth of the city region and improving access to the airport is key to opening up new international connections and supporting tourism and international trade. We are therefore not currently looking at whether a new airport should be built elsewhere in the area.</p> <p>We must also be alive to the impacts on local communities and the environment of air travel. Unmanaged or un-mitigated air travel growth is inconsistent with international and national reduction targets and the climate emergencies declared by local authorities and the Combined Authority. Greater clarity is now needed from Government about how aviation can assist us to reach our net zero carbon targets nationally, and in-turn, regionally.</p> <p>14 & 15. Our ambition is to deliver excellent transport infrastructure for the future which supports the Leeds City Region to ensure all our communities are connected to good transport links and can benefit from economic growth.</p> <p>We are preparing for future growth (of both the economy and population) through the development of a new Connectivity Plan for the region, to complement and maximise the positive impact of High Speed Two (HS2) opening in Leeds in 2033 and the planned Northern Powerhouse Rail network.</p> <p>We have identified a number of gaps in our current infrastructure, for example places that will need improved transport in the future that are not fully catered for</p>
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<p>for Leeds City Region and allow for larger aircraft to arrive and depart.</p> <p>Furthermore were Leeds Bradford Airport to relocate to East Leeds Airport then it would allow the airport to act as alternative for both Manchester and Sheffield Doncaster airports for diversions between these airports as and when needed.</p> <p>The current Leeds Bradford Airport is at a high altitude with issues of bad weather affecting services particularly in autumn and winter.</p> <p>The current East Leeds Airport is situated between two main line rail lines and new direct rail station interchanges could be built both to West and East of the runways to new airport terminals with one of the existing rail lines serving Sheffield and Doncaster.</p> <p>13. Will Supertram/Tram Trains be on new lines without replacing existing heavy rail?</p> <p>Leeds is poorly served by heavy rail access particularly in Leeds areas with large populations and Leeds needs both Supertram/Tram Trains and new heavy rail access in addition to enhanced and additional bus services.</p> <p>14. Does LEP support the principle of integrated and coordinated orbital railways, underground networks and Supertram/Tram Trains for all large West Yorkshire cities?</p>	<p>by planned investment. We feel that improving connectivity to and from these communities will offer the greatest economic and social benefits to local residents.</p> <p>Proposals are at a very early stage of development. At this stage, no decisions have been taken around modes of transport or detailed routes – it is anticipated that there will be a number of consultation phases over the coming years as plans develop.</p> <p>If you wish to be kept informed please visit our engagement website and sign-up https://www.yourvoice.westyorks-ca.gov.uk/connectivityplan</p> <p>16. The Combined Authority has a programme of improving toilet facilities at its bus stations across the region; improvement schemes at Bradford and Huddersfield were completed in 2018. We do impose a 20p charge for use of these facilities, this enables us to maintain them to a high standard at a lower cost to the taxpayer.</p> <p>We have seen a reduction in anti- social behaviour following the introduction of charges and customers tell us they are willing to pay a small charge for a cleaner toilet they feel safe using</p> <p>Decisions about the design and use of road space, and the type and nature of traffic calming are made by local Councils, not the Combined Authority. New schemes usually involve consultation with local people</p> <p>Bus services are provided by commercial companies operating in a de-regulated environment. They are free to decide the frequency of the services they operate. Service 74/ 74A are provided by First on this basis and it would be up to that company to decide on increasing their frequency or extend their route.</p>
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	<p>Large cities should have underground networks, orbital railways and Supertram/Tram Trains.</p> <p>Medium sized cities could have orbital railways and Supertram/Tram Trains.</p> <p>Small cities could have Supertram/Tram Trains.</p> <p>15. Will LEP increase free provision of toilets, accessible showers, disabled toilets and changing spaces access across all LEP regions?</p> <p>New free toilets, disabled toilets, accessible showers, changing spaces access should be provided as free access to such facilities have greatly reduced over time.</p>	<p>The Combined Authority is the Local Transport Authority and has powers to fund additional bus services that are needed by communities but are not viable on a commercial basis – we spend £19 million each year doing this.</p> <p>The Combined Authority is currently undertaking a review of bus services in the region to ensure they can meet changing demands and will share this information with the bus companies to assist their planning.</p> <p>The bus service that operates from the new site at Stourton will be self-contained and will not impact on the services that provide links to nearby communities.</p> <p>The current Leeds Park & Ride services bring passengers to stops close to the rail station in Leeds. Where feasible, future schemes will seek to link to rail stations however current customer feedback indicates that most Park & Ride users are seeking to access the City rather than make onward journeys.</p> <p>There are no plans to build a new rail station in the east of the City Centre. The rail line east of Leeds station as it passes the bus station is elevated and there would be significant engineering difficulties in such a scheme.</p> <p>The redevelopment plans for Leeds Rail Station do include improved bus interchange facilities.</p>
12	<p>In response to your request for questions for the LEP please see below. I'm asking these as a concerned member of the public but I'm also a consultant in public health working for Public Health England. I would be interested in engaging with the LEP in these issues in a professional capacity if that could be arranged.</p>	<p>People who have good jobs, breathe clean air and are physically active are less likely to get sick. The LEP contributes towards the health of the region by helping businesses to create good jobs that pay fair wages, by building infrastructure that improves air quality, and encouraging people to use their cars less and cycle and walk more.</p> <p>Some of the specific actions we are taking are:</p> <ul style="list-style-type: none"> • Focusing the City Region Connectivity Strategy on the transport and connectivity requirements of our most disadvantaged communities.

	<ul style="list-style-type: none"> • How does the LEP see its role in improving the health of the local population? • How will the LEP lead the development of a fairer, more inclusive, environmentally sustainable future for the region? • How is the LEP leading the way to reduce emissions, improving AQ and reducing the region's contribution to climate change? 	<ul style="list-style-type: none"> • Working with local authority partners to address poor air quality e.g. £4.2 million Clean Bus Technology Fund; £2 million Ultra-Low Emissions Taxi Scheme and £5 million Healthy Streets Demonstration programme. • Being a signatory to the West Yorkshire Low Emissions Strategy. • Incorporating trees into the urban environment to capture pollutants as part of our infrastructure delivery, supporting our ambition for everybody within the City Region is within easy reach of an outstanding and well-used network of green and blue infrastructure. <p>The Combined Authority and LEP are taking the lead through their Energy and Green and Blue Infrastructure Strategies (adopted December 2018) to place clean growth at the heart of the future economic direction of the City Region. The LEP is striving to be one of the world's first zero carbon energy economies and the policy team is holding a series of workshops with key stakeholders and partners across a range of industries and sectors to explore how Leeds City Region can achieve this ambition. The LEP is also acutely aware that a transition to a zero-carbon economy needs to take into account the needs of all aspects of society.</p>
13	<ul style="list-style-type: none"> • How are the LEP ensuring they support the drive towards a cleaner, greener environment? • Does the LEP aspire to lead by example and create exemplar good practice areas where sustainability projects generate economic vitality? <p>Does the LEP need help and support in achieving AQ quality targets?</p>	<p>People who have good jobs, breathe clean air and are physically active are less likely to get sick. The LEP contributes towards the health of the region by helping businesses to create good jobs that pay fair wages, by building infrastructure which improves air quality, and encouraging people to use their cars less and cycle and walk more.</p> <p>Some of the specific actions we are taking are:</p> <ul style="list-style-type: none"> • Focusing the City Region Connectivity Strategy on the transport and connectivity requirements of our most disadvantaged communities. • Working with local authority partners to address poor air quality e.g. £4.2 million Clean Bus Technology Fund; £2 million Ultra-Low Emissions Taxi Scheme and £5 million Healthy Streets Demonstration programme. • Being a signatory to the West Yorkshire Low Emissions Strategy.

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14	<p>85 billion in subsidies for business why is it that where safety of the community on the York road east and west. Where we have requested help on this issue from the local highways department. Cannot do what we have requested due to the finance involved and close the subways down which are not sustainable and are a constant mess due to flooding. Plus a danger to women. The on costs of maintenance is a real problem. The loss of life due to children going across the York road climbing over the railings to go to school repeated requests have been ignored.</p> <p>Here is the localism act local people, local consultation, local decision making being put in place and still not carried out for the safety of the families crossing the York road can you help.</p>	<p>The following response was provided by Leeds City Council:</p> <p>Nationally and locally there is recognition that the provision of general practice services needs to transform to ensure sustainability for the future. The major areas of focus are workforce, workload, estates and technology. The provision of high quality modern healthcare facilities is a challenge for the future and in order to support improved access we need to utilise other technologies such as video and e consultations for those patients that are able to use this.</p> <p>During the past 5 years, 3 practices in the Burmantofts and Richmond Hill area have closed; both of these practices were small single handed practices with less than satisfactory accommodation. An alternative provider was sought in one of the instances but was not a sustainable solution. In making any decision around practice closures / new practices the CCG will consider a number of factors including:</p> <ul style="list-style-type: none"> • registered list size and patient demographics • condition, accessibility and compliance to required standards of the premises • the Commissioner's strategic plans for the area

	<p>Burmantofts area Richmond hill area six GP surgeries closed down not fit for purpose we have been to as many meetings as we can to voice our opinion where the clinical commissioning group have not even taken this issue to plans for a new build medical centre after three years. The delay is not acceptable when patients are being redirected to other surgeries for treatment can you help when there is finance being put in to the NHS and delays like this effects investment in construction. And small local business. A new trauma centre finance can suddenly be found to ease the pressure on the accident and emergency rout into hospital can the LEP help on this case.</p>	<ul style="list-style-type: none"> • other primary health care provision within the locality (including other providers and their current list provision, accessibility, dispensaries and rural issues) • financial viability. <p>All practices in the area have open lists and therefore no patients should be redirected to other surgeries so would welcome any further information you have on this matter so that we can appropriately investigate.</p> <p>The practices in the area are now working as part of a Primary Care Network which are based around natural communities with a particular focus on providing resilience and support the development of integrated teams we will discuss the concerns you raise with the primary care network.</p> <p>In relation to the Highways matter, funding for road safety schemes generally comes from the Local Transport Plan Integrated Transport Block. This is capital grant received by WYCA from Government. This funding block has been significantly reduced in recent years.</p> <p>Leeds City Council monitors road safety across its network and produces “Sites of Concern” and “Lengths of Concern” documents on a regular basis, which highlight those locations and lengths of road that are in priority need of remedial works.</p>
15	<p>The 4.8 million pounds of money that went into the failed Leeds Arena Hotel contributed via the LEP;</p> <ul style="list-style-type: none"> • Where did that money enter the LEP from? What was the original source of the funding? • Who were the board members at the time and how did each member vote? 	<p>The LEP’s initial £35.5m loan funding pot came from the Government’s Growing Places Fund (GPF), which was created at the height of the financial crisis to kick-start schemes that had stalled due to a lack of bank finance.</p> <p>Unlike many other local enterprise partnerships, the Leeds City Region Enterprise Partnership (LEP) took a strategic decision to allocate its £35.5 million Growing Places Fund (GPF) investment as loans rather than grants. This has created an ongoing investment fund, through which loan repayments can be reinvested in projects that will support economic growth, jobs and communities in Leeds City Region.</p>

	<ul style="list-style-type: none"> • Who were the politicians on the board at the time of the decision, what parties did they represent and were they for or against this injection of capital? • Who (organisation and name please) carried out the due diligence exercise? 	<p>The nature of the original Government funding meant that projects coming forward for support typically carried higher risk than those eligible for bank finance. Although the LEP takes numerous measures to protect taxpayer investment – including a rigorous due diligence process and investing in a portfolio of schemes to reduce overall risk – regrettably the Wakefield-based developer that was leading the development of the Arena Hotel went into administration. Every effort was made by the LEP, Combined Authority and Leeds City Council to ensure the economic benefits of this important development site were realised, and in 2017 the site was sold to a developer to build student flats – helping to meet the demand for high quality student accommodation in the city as well as creating jobs.</p> <p>The LEP Board has changed since this time, and the West Yorkshire Combined Authority became the accountable body for the LEP in 2015 – after the loan decision was made. As a result we do not hold information on the political make-up of the sub-committee that recommended this decision and how individual members voted. The make-up of our current committees is available at: https://www.westyorks-ca.gov.uk/committees-and-members/</p> <p>In 2018 The LEP Board requested a comprehensive review of the GPF programme so that lessons could be learned from earlier rounds of funding and repaid loans can be reinvested to benefit the region’s economy, local people and businesses. All projects seeking funding from the LEP and Combined Authority must pass through a series of gateway checks before funding is approved, as well as a detailed due diligence process. You can read more about this in our Assurance Framework. All decisions about LEP and Combined Authority investment are taken in public meetings – details are available at https://westyorkshire.moderngov.co.uk/mgCalendarMonthView.aspx?GL=1&bcr=1</p>
16	<ul style="list-style-type: none"> • How can the LEP help higher education institutions to improve and grow? 	<p>Our careers campaigns raise awareness of growth sectors including STEM, creative and digital sectors, all of which align our talent provision with the needs of the economy and support our ambitions to eliminate our City Region’s skills</p>

<ul style="list-style-type: none"> • What is it doing to make sure skills and education gained in the region stay in the region? • What is the LEP doing to support higher education institutions to help support learners in setting up and developing their own businesses in the region? 	<p>shortages. They provide individuals with the right skills and experience to start work or change career.</p> <p>The #futuregoals campaign, which launched in February 2017, has made labour market information accessible, fun and easy to understand, allowing young people to take control of their own understanding of the labour market and workplace whilst providing a valuable resource to teachers and career leaders.</p> <p>Following the success of the Discover Digital and EarnIt campaigns, both aimed at encouraging adults to develop new skills and take on new employment, #futuregoals will become a careers platform for all ages by September 2019 offering inspiration, courses and careers advice.</p> <p>Businesses are offered support to upskill their employees through the Skills Service, access apprenticeship support through the LEP Apprenticeship Grant for Employers, and a talent matching service (ESF Employment Hub).</p> <p>Through Labour Market Information and by working closely with schools, training providers and businesses, we are able to understand the key growth areas and skills gaps within our local economy.</p> <p>Businesses are regularly consulted through the Skills and Employment Panel and other means, where strategic decisions are made about the future of education and employment in Leeds City Region. This provides vital links between businesses and local schools, colleges and training providers.</p> <p>The LEP and Combined Authority are also supporting the national Future-Ready Skills Commission, which will take Leeds City Region as a case study to develop a blueprint for all of the UK on how devolution to local areas can better address the skills needs of specific local areas like ours.</p>
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		<p>The Commission is still in the early stages of reviewing evidence about what does and doesn't work in the current skills system and what we can do better with a more localised approach. We're looking forward to publishing our interim findings later this year and our full report with recommendations in early 2020.</p>
17	<ul style="list-style-type: none"> • What has been the most transformational project the LEP has worked on? • Where would you like the LEP to make more progress and why do you think it hasn't been made so far? • What does success look like for the LEP in 2020? 	<p>Response from Roger Marsh, chair, Leeds City Region Enterprise Partnership:</p> <p>Given the breadth of our work it's really hard to pick just one, so I'm going to cheat slightly and say securing – and now delivering – our £1 billion Growth Deal.</p> <p>Securing this investment has been game-changing for our City Region. Following successive rounds of Growth Deal funding, this remains the largest Growth Deal settlement secured by any LEP in the country. At the time it also represented a major leap forward in terms of devolution to our region by making us the first City Region to secure “gainshare” powers over transport investment. This has allowed us to create an overall £1 billion Transport Fund to improve road, rail and other transport infrastructure across West Yorkshire and York.</p> <p>As a result of the Growth Deal we are now delivering well over 250 projects in all parts of our City Region that are making a tangible difference to people's lives and to our economy.</p> <p>These include:</p> <ul style="list-style-type: none"> • world-class new college facilities such as the Springfield Centre in Dewsbury and Nordec dental training centre in Bradford and new hubs for innovation and research such as Nexus at the University of Leeds and the Huddersfield Incubation and Innovation Project at the University of Huddersfield. • improving roads across the region, easing congestion and making it easier for people to get to work and study through schemes such as the Wakefield Eastern Relief and major investment in Kirkees and Calderdale.

- addressing our **zero carbon ambitions** by taking close to 10,000 cars a week off the road through our Leeds Park and Ride investment, investment in rail station park and ride schemes, and our support for low carbon energy generation such as the landmark Leeds PIPES district heat project.
- **protecting communities and businesses from flooding**, through developments such as the Skipton flood alleviation scheme in Craven and the innovative new natural flood management programme in Hebden Bridge
- **helping businesses grow and create jobs** through our Growth Service

None of this would be possible without our Growth Deal which has created or safeguarded 27,500 jobs so far with many more to come. This has also set us on the journey to secure further investment for the City Region – both from government, and from businesses such as Channel 4 and Burberry who can see what we’re building here and want to be part of our success.

Where would you like the LEP to make more progress and why do you think it hasn’t been made so far?

The Growth Deal has been a tremendous start, and it shows just what can be achieved when investment is devolved to local areas, to deliver projects that respond to local needs.

It is only a start though, and what we really need if we are to deliver the extraordinary economic growth that will make our region an overall contributor to national prosperity, is a meaningful devolution deal.

This is vital to ensuring the success we’ve had so far can continue well into the future.

I’ve long argued that the North is central to maintaining a globally competitive national economy beyond Brexit.

		<p>The North currently receives £45 billion in taxpayer support annually. This is why a successful, productive Northern Powerhouse that creates good quality jobs for people to prosper is critical to growing our economy, while also tackling the national deficit.</p> <p>A meaningful devolution deal in our region is fundamental to realising this ambition. With it, we can be the engine behind the Northern Powerhouse – rather than the missing piece. Without it we are unlikely to close our productivity gap or address stalling living standards and stubborn deprivation that are holding so many people back.</p> <p>Our civic leaders have been united in their efforts to secure a One Yorkshire devolution deal. I hope that we can see similar efforts from Government to securing an interim deal for our City Region until these One Yorkshire ambitions can be realised in full.</p> <p>What does success look like for the LEP in 2020?</p> <p>My top five goals for the coming year are:</p> <ol style="list-style-type: none"> 1. Continuing to deliver our Growth Deal investment, which is entering the final stages, ensuring this has the biggest possible positive impact on people, businesses and communities in Leeds City Region 2. Work with Channel 4 to deliver on the tremendous promise the location of their national HQ in the City Region offers our economy and local people – particularly young people, who have been so energised by the bidding process 3. Support local politicians to secure meaningful devolution for the region 4. And, in my role as Chair of the NP11, bring ownership of the Northern Powerhouse agenda back to the North so that we can set our own destiny and deliver on the North’s massive potential to be a second engine for growth to compete globally for the UK alongside London and the South East
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		<p>5. Create more opportunities for people to build good jobs, and therefore good lives, through our work on skills and apprenticeships, and our support for businesses in the region</p>
18	<ul style="list-style-type: none"> • Is the LEP pushing government to ensure a mayor is in place for the Leeds City Region? • If so what timescales are they hoping for and how does this fit with the LEP's support for Yorkshire Devolution? 	<p>The LEP and Combined Authority are supportive of efforts to secure a devolution agreement that supports the City Region's economic ambitions.</p> <p>The Government's recent positive response to the constructive approach for unlocking the Sheffield City Region devolution deal set out by South Yorkshire leaders represents an opportunity to further discussions on a settlement that ensures all parts of Yorkshire can benefit from devolution, including appropriate interim arrangements.</p>
19	<ul style="list-style-type: none"> • With Channel 4 inspiring other TV companies to move to Leeds? • What is the LEP doing to encourage them to recruit local people, rather than relocating people from London? 	<p>Channel 4 is well known for its approach to increasing the diversity of its workforce, supply chain and screen output. In fact, access to a range of communities was one of the contributing factors for the decision to come to our region.</p> <p>We are working closely with Channel 4 on its recruitment strategy, which is very much in line with our own inclusive growth approach to opening up opportunities to people from all backgrounds, communities and geographies including LGBT, BAME, disability groups and networks.</p> <p>Recruitment is at a very early stage. We have provided details of routes into reaching the most diverse workforce and will work closely with Channel 4 as the recruitment process ramps up. We expect this to be over the summer months.</p> <p>We are also working closely with our local authority partners, Screen Yorkshire, education networks and training providers to ensure that the right courses are available and accessible so Channel 4, the production companies and their supply chains that have already chosen to locate here have a skilled workforce now and in the future.</p>

20	<p>Reducing car dependency and encouraging more us to travel in ways which benefit our health, the environment and the economy play an important role in making our region not only a great place to live, work and play, but also somewhere that attracts more talent.</p> <ul style="list-style-type: none"> • What is the role of the LEP, and the businesses it supports, in driving increases in sustainable travel, particularly cycling and walking, across our region? 	<p>The LEP’s Growth Service is responsible for the Travel Plan Network. This is a formal offer for all employers across West Yorkshire, with the aim of encouraging businesses to embed sustainable travel in to their daily business.</p> <p>Through the Network’s relationships with businesses they have seen the benefits of gained by employers when they have taken sustainable travel seriously – from improved staff retention to improved staff wellbeing.</p> <p>The Travel Plan Network helps businesses look at ways to encourage behavior change to help people think and act differently when traveling for business purposes and commuting. They look at simplifying options and removing barriers to help people travel differently. The team also offer tailored services such as personalized journey planning and travel clinics in local businesses to ensure the best possible fit for employees in terms of providing the best value and solutions for staff.</p> <p>The Network works in partnership with transport operators and looks for opportunities to share and learn best practice from other areas that have received EU funding to further improve the LEP’s offer.</p>
21	<p>In Nottingham, Derby, Derbyshire and Nottinghamshire, the D2N2 LEP have a workplace levy which is intentionally designed to support investment in cycling and infrastructure supporting the economy and the ability for people to make journeys to work actively, e.g. supporting the Nottingham Cycle City Ambition Programme through the local growth deal.</p> <ul style="list-style-type: none"> • What do you see as the role that the LCR LEP can play in supporting this investment and what value is there to the 	<p>The LEP’s Growth Service is responsible for the Travel Plan Network. This is a formal offer for all employers across West Yorkshire, with the aim of encouraging businesses to embed sustainable travel in to their daily business.</p> <p>Through the Network’s relationships with businesses they have seen the benefits of gained by employers when they have taken sustainable travel seriously – from improved staff retention to improved staff wellbeing.</p> <p>The Travel Plan Network helps businesses look at ways to encourage behavior change to help people think and act differently when traveling for business purposes and commuting. They look at simplifying options and removing barriers to help people travel differently. The team also offer tailored services such as personalized journey planning and travel clinics in local businesses to ensure the</p>

	economy to support people to travel more sustainably?	best possible fit for employees in terms of providing the best value and solutions for staff. The Network works in partnership with transport operators and looks for opportunities to share and learn best practice from other areas that have received EU funding to further improve the LEP's offer.
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