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Department for Transport
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30 June 2017

Dear Mr O'Hara

NATIONAL PRODUCTIVITY INVESTMENT FUND FOR THE LOCAL ROAD NETWORK 2018-2020

The West Yorkshire Combined Authority is pleased to support the submission of five applications to the DfT National Productivity Investment Fund 2018-2020. The five schemes aim to rebalance productivity for our City Region by unlocking job creation, easing congestion and increasing economic performance of our urban areas through targeted interventions.

The five applications support our Leeds City Region Strategic Economic Plan's (SEP) vision for 'good growth' in our economy and delivery of 36,000 extra jobs and £3.7bn of economic output by 2036.

The schemes are aligned to our draft West Yorkshire Transport Strategy that delivers the SEP's vision by creating the infrastructure for growth, ensuring best use of our existing transport assets and encouraging sustainable, healthy travel. These applications build on our local highway authority 'DfT Challenge Fund' applications that collectively support increased productivity by ensuring our region has a resilient road network.

Economic productivity in the Leeds City Region is considered 90% of the UK average and is growing at a slower pace than elsewhere. Our region suffers from significant congestion on our roads which costs £600m in annual economic output. Without this NPIF investment, there is potential for the productivity gap to widen. The five targeted proposals address key constraints on productivity for the region by increasing employment opportunities, reducing congestion and creating the right conditions for a shift towards sustainable travel to employment and urban centres.

The five schemes have been shortlisted through their strategic importance and fit with the City Region SEP and Transport Strategy as well as alignment with government's critical and desirable criteria for NPIF schemes. They have been selected by WYCA due to their high BCR assessment values which range from 3.1 to 1.66.

As set out in the bid guidance, WYCA has appraised the schemes and provided the following prioritisation to be considered by DfT:

1. **Clifton Business Park Transport Network**
2. **Getting Huddersfield to Work - Huddersfield Town centre improvements**
3. **Bradford Transport Management Upgrade**
4. **Bus SCOOT for Leeds**
5. **Leeds Outer Ring Road Cycle Route**

An appraisal note has been provided which explains how WYCA has prioritised the schemes submitted to the NPIF programme.

All our local authority partners have ensured adequate resourcing is in place to ensure delivery of these schemes within the two year delivery timeframe of 2018-2020 and have confirmed a significant level of match funding.

The Clifton Business Park scheme will unlock employment at a key site within the M62 Corridor Enterprise Zone through highway and cycling and walking infrastructure. The scheme will address multiple DfT criteria by improving sustainable access to the site and nearby Brighouse town centre, reducing congestion on the key adjacent arterial route. NPIF funding is required to unlock 80% of the development site and realise its employment potential.

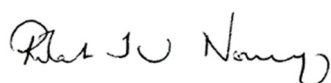
The Getting Huddersfield to Work scheme looks to enhance productivity in Huddersfield town centre through removing vehicle traffic and improving its economic vibrancy. The scheme improves sustainable access to the retail quarter and the University of Huddersfield through pedestrianisation and removing conflict between different road users.

The Bradford Transport Management Upgrade will improve the management of traffic flow in the Bradford district by including SCOOT and MOVA at 72 junction locations as well as VMS signs in Keighley and CCTV across the district. The scheme will help to reduce vehicle and bus delay and improve air quality and safety to create a more productive and cleaner Bradford.

The Bus SCOOT for Leeds scheme targets one of the busiest and most congested arterial corridors into Leeds city centre through smart traffic signals to reduce congestion and delay. The scheme covers some 25 junctions to improve journey time for bus services as well as vehicle users.

The Leeds Outer Ring Road Cycle Route provides a real alternative to car travel for movement around Leeds, targeting high quality cycling and walking infrastructure to instil mode shift away from car travel, reducing congestion and improving air quality and public health.

Yours sincerely



Rob Norreys
Director Policy, Strategy & Communications

Appendix – NPIF Technical Appraisal Note

The West Yorkshire Combined Authority (WYCA) has been requested by the Department for Transport to produce an appraisal note of schemes submitted by the West Yorkshire Local Authorities to the National Productivity Investment Fund.

WYCA has used the DfT NPIF guidance plus the Leeds City Region Strategic Economic Plan and West Yorkshire Transport Strategy to appraise the schemes against national, regional and local strategic priorities and their fit with the fund profile.

We scored each scheme against the criteria stated below which has given us the ranking mentioned in the letter. We gave a small weighting to the ones in italics.

- *Scheme BCR*
- *Deliverability*
 - *ensure on-site works in 18/19*
 - *Match funding , percentage, scale, source*
 - *Aligned to other funding sources (e.g. Local Growth Fund)*
- *How far does the application increase and rebalance productivity by;*
 - *1) Easing congestion and provide upgrades on important national, regional or local routes (e.g. KRN)*
 - *2) Unlocking economic and job creation opportunities*
 - *3) Enabling the delivery of new housing developments*
- *Scale of Impact (local-region wide)*
- Impact of the scheme on
 - Air Quality
 - Carbon Emissions
 - Skills Development
 - Road Safety
 - Bus Services
 - Sustainable Modes
 - Accessibility
- How far does the scheme -
 - a) avoid simply unlocking latent demand
 - b) improve the efficiency of the existing space allocated to transport
 - c) use smart technology to ease congestion and to provide a service to road users.
- WYCA Criteria - SEP Objectives Fit – how far does the scheme contribute to:
 - High productivity, innovation and output
 - Quality places, environments and connections
 - Good jobs, incomes and less inequality
 - Inclusive Growth
 - Accessibility for disadvantaged communities