West Yorkshire Combined Authority - Integrated Settlement Outcomes Framework 2026/27 to 2028/29

- This document sets out the Outcomes Framework for West Yorkshire Combined Authority's Integrated Settlement for FY26/27 to FY28/29. It includes:
    a) **Strategic priorities** across the whole integrated settlement, including key local and national priorities which have shaped the development of the outcomes.
    b) **Outcomes, indicators, and targets,** including the baselines and trajectories that will be used to assess progress.
- The Outcomes Framework reflects pragmatic considerations that have emerged in this phase of Integrated Settlement rollout. The government and MSAs will renegotiate all outcomes and targets at the next Spending Review, to ensure that the framework continues to evolve and fully represent the ambition of the I/S policy document.

Strategic priorities for the West Yorkshire Combined Authority Integrated Settlement
West Yorkshire is shaped by its history and geography. For West Yorkshire to deliver on its potential it needs to build on the institutions and attributes that provide the backdrop for a diverse, young region of 2.4 million people supporting a £67 billion economy. West Yorkshire is an established functional economic geography with 91% of employed residents working in the region. In recent years, the region has experienced faster growth in the overall business stock than nationally. Leeds also has the UK's highest concentration of High Growth businesses outside London. GVA per head is around 84% of the national average although it varies hugely across the region. West Yorkshire should be more productive, with the productivity gap between West Yorkshire and the UK at 13.9%, equivalent to £9.7 billion in 2021 (around £4,100 per resident). Barriers to Growth are clear: • **Transport infrastructure:** particularly between Leeds and Bradford is a key constraint. • **An under-skilled workforce** with too many people having low or no qualifications, barriers to labour market participation. 15% of people in West Yorkshire have no qualifications or are qualified at a low level, in comparison to the England average of 12%. • **Underinvestment:** public and private investment in West Yorkshire diverged from the national average following the financial crash of 2008, and particularly in the last decade.

The vision and missions of the West Yorkshire Plan provide a framework for the priorities and actions of the Local Growth Plan to address the challenges and opportunities to create a brighter West Yorkshire that works for all. Growth will not be pursued at any cost. Every action and priority in the Local Growth Plan is driven by the principles of inclusion, health, wellbeing, and sustainability. Key to the delivery of West Yorkshire ambition are the shared priorities we have agreed with Government.

Transport – Improve public transport in the corridors of opportunity, to ensure existing communities and new commercial and residential developments in the region are well linked to growth opportunities. This will include a focus on connectivity between Leeds and Bradford, where the first mass transit route plus rail station investments offers significant opportunity.

Skills – Transform the skills base, especially via technical qualifications, and reduce economic inactivity, to enable residents to rejoin or increase participation in the workforce and support them into better employment opportunities.

Places – Increase business and housing density in the corridors of opportunity and spatial priority areas, aligned to transport investment, to support regeneration, business growth and affordable housing with retrofit of existing homes at scale.

West Yorkshire brings these priorities to reality through the Corridors of Opportunity which connect people to opportunity and Drives Growth in our Vibrant Places.

As West Yorkshire we want an Outcomes Framework that unlocks our role as a Mayoral Strategic Authority to give us the freedom and flexibility to act as a:

- **Regional champion at home and abroad:** representing and promoting West Yorkshire through partnerships and trade missions, and working with Government to shape policy and activity
- **System Leader/Convener:** Setting the strategic direction and bringing together several actors to set regional policy and work towards collective missions.
- **Delivery body/Strategic Commissioner:** Delivery/Commissioning of infrastructure and services within our areas of competence.

Through this transformation to a Mayoral Strategic Authority West Yorkshire will:

- Revolutionise our transport network to ensure people and business can maximise the advantages of better connectivity e.g. improving the connectivity of our region will boost confidence for others to invest. We have taken back control of our bus network with the first Weaver Network buses due to be on the streets of Leeds in 2027.
- Push our regional economy forward and close our region's productivity gap creating High Growth Clusters in Health and Life Sciences, Digital and Technology, Advanced Manufacturing, the Green Economy and the Creative Industries.
- Ensure that we help people to access the jobs we are creating, delivering inclusive growth and tackling poverty and inequality. Central to that is creating pioneering partnerships and investing in skills and employment support, giving people the support to move into good, well-paid jobs.

West Yorkshire's Local Growth Plan Yorkshire aligns with national priorities /missions including;

- The **Economic Growth Mission -** by developing cluster action plans for growth sectors like green economy, advanced manufacturing, and digital, which also support and align with the Modern Industrial Strategy's goals.

- **Skills and Innovation -** the development of new institutes, like the Advanced Institute for Robotics Engineering, and the focus on skills development contribute to the national goal of fostering innovation and a skilled workforce to support the Industrial Strategy. Our plans also align with the **Opportunity Mission:** the region aims to break down barriers by developing skills and creating opportunities in sectors like green jobs and digital, ensuring that everyone can benefit from economic growth.

- Our strategic objectives also align to the Plan for Change's economic and net-zero targets - **Clean Energy Superpower Mission:** the Green Economy Cluster Action Plan specifically supports this by fostering innovation and developing supply chains for renewable energy, heat pumps, and other low-carbon technologies needed for the Net Zero transition helping to deliver the UK's broader net-zero commitments under the Plan for Change.

Outcome 1: Improved business productivity to support growth, prosperity and thriving communities

Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
1.1. Improved productivity of supported businesses – Number of enterprises supported with improved turnover/workers (FTE) Local priority sectors that will be targeted – aligned to IS8 and local growth plans - • Financial and Professional Services • Digital • Health Innovation	24	213	22	95	MIS

• Advanced Manufacturing • Green Economy • Creative Industry					
1.2. Jobs created by MSA interventions in local priority sectors - Number of Full time equivalent (FTE) jobs created as a result of support Local priority sectors that will be targeted – aligned to IS8 and local growth plans - • Financial and Professional Services • Digital • Health Innovation • Advanced Manufacturing • Green Economy • Creative Industry	133	1,200	120	540	MIS
1.3 No. of supported businesses demonstrating improved practice. i. Engaged in new markets ii. Adopting new to firm technologies/processes iii. Scaling iv. With new-to-market products/services v. Accessing better finance and funding	60	563	57	253	MIS
1.4 Additional floorspace unlocked because of intervention	N/A	6,500	0	2,508	MIS

Output indicator	Target March 2029	Trajectory		Data source
		March ‘27	March ‘28	
1.a. Number of supported businesses	2,696	269	1,213	MIS

Outcome 2: Infrastructure and regeneration needed to support place-based growth and affordable, quality housing delivery					
Outcome indicators	**Baseline**	**Target March 2029**	**Trajectory**		**Data source**
			March '27	**March '28**	
2.1. Unlocked Housing Capacity (measured via contracts agreed between MSA and funding recipients).	N/A	2275	207	1,034	WYCA Data
2.2 Number of new homes started on site	N/A	1427	0	973	WYCA Data
2.3 Number of homes completed	N/A	247	0	0	WYCA Data

Outcome 3A: An integrated and inclusive Weaver Network to secure a better-connected West Yorkshire					
Outcome indicators	**Baseline**	**Target March 2029**	**Trajectory**		**Data source**
			March '27	**March '28**	
3A.1 Public transport connectivity score to key services (education, health, workplaces)	69	Increase in connectivity scores	No target	No target	DfT connectivity tool
3A.2. Bus patronage (millions of passenger journeys per year)	116.5m	119.9m[1]	-	-	DfT Annual Bus Statistics
3A.3. Bus punctuality: % of buses departing from stops no more than one minute early and no	83.58%	87%	84.72%	85.48%	Analyse Bus Open Data (ABODS)

[1] HMG and the West Yorkshire Combined Authority recognise this is an ambitious target in the context of evidence which has informed the MSA's Bus Franchising Scheme Assessment.

more than five minutes 59 seconds late across all routes					
3A.4. Bus reliability: % of journeys cancelled	3.1% Baseline year = 2024	2.0%	3.1%	2.5%	Vix operator reporting tool
3A.5. Bus passenger satisfaction: % total of all bus passengers very and fairly satisfied with bus journey	77.3%	85%	-	-	Transport Focus – Your Bus Journey (YBJ)
3A.6. Bus passenger satisfaction: % satisfaction of passengers with personal security on the bus	79.6%	85%	-	-	Transport Focus – Your Bus Journey (YBJ)
3A.7 Bus passenger satisfaction: % total of disabled passengers very and fairly satisfied with bus journey	75%	85%	-	-	Transport Focus – Your Bus Journey (YBJ)
3A.8. Average number of walking, wheeling and cycling journey stages per year cycling (per person per year)	To be agreed following the publication of the third cycling and walking investment strategy (CWIS3)				DfT National Travel Survey
3A.9. Miles of compliant new / improved active travel network delivered	To be agreed following the publication of the third cycling and walking investment strategy (CWIS3)				LTA Reporting through Active Travel Update Your Capital Scheme (UYCS)
3A.10. Local Authority managed roads where maintenance should be considered (categorised as red): A roads and Motorways	To be agreed following the publication of PAS2161 (due in Autumn 2027).				DfT Road Condition Statistics
3A.11. Local Authority managed roads where maintenance should be considered (categorised as red): B + C roads					DfT Road Condition Statistics

3A.12. Local Authority managed roads where maintenance should be considered (categorised as red): Unclassified roads	21.1%	Improve	-	-	DfT Road Condition Statistics
3A.13. Delivery of transport capital programme: I. The number of schemes in development / delivery / completed II. The percentage of capital spend in development / delivery / completed	N/A	To be reported in year			LTA Reporting

Outcome 3B: A cleaner, safer, and more sustainable Weaver network					
Outcome indicators	**Baseline**	**Target March 2029**	**Trajectory**		**Data source**
			March '27	**March '28**	
3B.1. % mode share of trips made by public transport	5.2%	6.5%	6.1%	6.3%	DfT National Travel Survey
3B.2. Number of road casualties killed or seriously injured (KSI)	1,394	830	Decrease	Decrease	DfT Road Casualties statistics
3B.3. Number of child road casualties killed or seriously injured (KSI)	179	110	Decrease	Decrease	DfT Road Casualties statistics

3B.4. Number of NO2 roadside monitoring sites in exceedance of the statutory concentration limit	Annual mean Automatic Monitoring Sites: 0 Non-automatic monitoring sites: 13 1-hour mean: 0	Zero exceedances	Zero exceedances	Zero exceedances	Local Authority Monitoring Data and Defra National Monitoring Network
3B.5. Estimated annual transport carbon impacts up to 2050, disaggregated by user emissions	N/A	≤0	≤0	≤0	LTA Reporting
3B.6. Estimated annual transport carbon impacts up to 2050, disaggregated by infrastructure carbon emissions	N/A				LTA Reporting
3B.7. % of the bus fleet that is zero tailpipe emission	7%	32%	-	32%	Based on local reporting
3B.8. Provision of government-subsidised Electric Vehicle Supply Equipment and charging devices, including pavement channels, on LA controlled land	1,528	4,500	2,700	3,500	DfT EV public charging infrastructure statistics

Outcome 4: More residents with the skills they need for life and work, and increased labour market participation					
Outcome indicators	**Baseline**	**Target March 2029**	**Trajectory**		**Data source**
			March ‘27	**March ’28**	
4.1 Number of MSA-funded residents progressing to Level 3+ qualifications (funded learners achieving a Level 3+ qualification for the first time) (cumulative)	460	1,300	450	880	Internal DfE analysis
4.2 Share of total supported employment programme starts to achieve first earnings	N/A	40.5% (4,466)	20.4% (703)	33.7% (2,518)	HMRC / PRaP
4.3 Share of out of work supported employment participant starts to achieve a lower threshold job outcome	N/A	29.3% (3,226)	9.5% (328)	22.0% (1,646)	HMRC / PRaP
4.4 Share of out of work support supported employment participant starts to achieve a higher threshold job outcome	N/A	19.7% (2,174)	4.4% (150)	13.7% (1,024)	HMRC / PRaP
4.5 Share of in work retention supported employment participants to achieve a higher threshold job outcome	N/A	69.2% (1,345)	40.9% (248)	60.6% (799)	HMRC / PRaP

4.6 Number of construction course achievements (cumulative)[2]	309	1,770 (3 years)[3]	590 (Academic year 26/27)	1,180 (Academic year 27/28)	ILR

Output indicator	Target March 2029	Trajectory		Data source
		March '27	March '28	
4.a. Number of enrolments (all supported levels) (cumulative)	192,000	65,000	129,000	Further Education and Skills publication
4.b. Number of achievements on L2 and L3 courses (cumulative)	30,110	10,500	20,500	Further Education and Skills publication
4.c. Number of achievements on English, Maths and Digital qualifications (cumulative)	31,860	10,620	21,240	Further Education and Skills publication
4.d. Supported employment programme starts	12,970	4,049	8,796	HMRC / PRaP
4.e. Provision of supported employment	Annual assessment	Annual assessment	Annual assessment	External
4.f. Number of additional construction training places taken up (enrolments) (cumulative)[2]	2,340 (3 years)	780 (Academic year 26/27)	1,560 (Academic year 27/28)	Further Education and Skills publication
4.g. Number of teaching days delivered by industry professionals within FE settings (cumulative)[2]	488	92 (March 27)	198 (March 28)	WYCA data

[2] Government and West Yorkshire Mayoral Combined Authority recognise these are ambitious targets in the context of local labour market conditions and, reflecting the pilot status of the Construction Skills Package in the settlement, have agreed to review targets and flexibilities after the first year of delivery. The pilot status and additional monitoring/reporting requirements will also be reviewed at this time.
[3] These targets relate to outcomes achieved by the end of the 28/29 academic year. HMG and the MSA will work together to agree what proportion of this should be achieved by March 2029.

4.h. No of industry placements completed (cumulative)[2]	3,419	1,086 (March 27)	1,139 (March 28)	ILR

Outcome 5: Effective local leadership of local nature recovery strategy					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
5.1 Leadership of the local nature recovery strategy	N/A	On track	On track	On track	MSA narrative report

Outcome 6: To develop and lead regional partnerships to support the prevention and alleviation of homelessness					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
6.1 More coordinated strategic approaches to tackling homelessness across the region.	N/A	On track	On track	On track	MSA narrative reporting