

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON WEDNESDAY, 18 APRIL 2018
IN COMMITTEE ROOM A, WELLINGTON HOUSE, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND
YORK INVESTMENT COMMITTEE HELD ON 21 MARCH 2018**
Copy attached.
(Pages 1 - 12)
- 5. LEEDS CITY REGION GROWTH DEAL DELIVERY**
(Pages 13 - 24)
- 6. CAPITAL SPENDING & PROJECT APPROVALS**
(Pages 25 - 68)

Signed:



**Director of Resources
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE
HELD ON WEDNESDAY, 21 MARCH 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Peter Box CBE (Chair)
Roger Marsh OBE (Deputy Chair)
Councillor Barry Collins
Councillor Ian Gillies
Councillor Denise Jeffery
Councillor Peter McBride
Councillor Alex Ross-Shaw

Wakefield Council
Leeds City Region Enterprise Partnership
Calderdale Council
City of York Council
Wakefield Council
Kirklees Council
Bradford Council

In attendance:

Councillor Eric Firth
Paul McKeown
Melanie Corcoran
Mark Auger
Sara Brook
Chris Brunold
Charlotte Churnside
Caroline Farnham-Crossland
Tom Gifford
Jess McNeill
Ruth Chaplin

Deputy Chair, Transport Committee
Network Rail
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
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West Yorkshire Combined Authority
West Yorkshire Combined Authority

41. Apologies for Absence

There were no apologies for absence.

42. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared by members.

43. Exclusion of the Press and Public

There were no items on the agenda requiring the exclusion of the press and public.

44. Chair's Comments

In accordance with the Combined Authority's Procedure Standing Order 16.2, the Chair accepted the late report for Item 6, Capital Spending and Project Approvals, by reason of special circumstances. This was because at the time of the agenda publication the report was awaiting a number of late requests that needed to be considered before the end of the financial year.

45. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 3 January 2018

Resolved: That the minutes of the West Yorkshire & York Investment Committee held on 3 January 2018 be approved and signed by the Chair.

46. Leeds City Region Growth Deal Delivery

The Committee considered a report of the Director of Delivery which provided an update on progress made on the implementation of the Growth Deal programme and on the changes to the Leeds City Region Assurance Framework arising from its annual refresh.

The dashboards for the Growth Deal and West Yorkshire plus Transport Fund (the Transport Fund) were attached at Appendices 1 and 2 and detailed the latest forecast expenditure and RAG rating of each project.

In respect of annual targets and forecast spend, Members noted the projects where the most significant reductions in expected spend have occurred between original forecast expenditure and estimated outturn. They discussed the contingencies identified in order to address the predicted shortfall and noted the revised value of contingencies is £9.96million, bringing the forecast spend to £91.35million. It was noted that one of the contingencies was to have brought forward spend for the East Leeds Orbital Route Outer Ring Road Junctions but there were delays to the delivery of the scheme following Carillion going into liquidation. Members were advised that the Government would take this into consideration when reviewing performance as it was out of the Combined Authority and partners' control. It was agreed that a Member/officer workshop would be arranged to further consider the approach to over-programming to ensure future targets and forecast spend can be met.

The Committee was provided with details of the review being undertaken of future year expenditure forecasts on the Transport Fund projects and noted the update on project progress and performance.

It was reported that the 2018 review of the assurance framework had been completed and approved by the Combined Authority. Members were advised of the main change in respect of project approvals through Growth Deal and this was outlined in the submitted report.

Resolved:

- (i) That the progress towards the implementation of the Growth Deal and changes to the assurance process be noted.

- (ii) That the current position regarding forecast outturn on the Growth Deal programme and proposed contingencies be noted.

47. Capital Spending and Project Approvals

The Committee considered a report of the Director of Delivery on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including Transport Fund and Growth Deal at Stages 1, 2 and 3 of the Combined Authority's assurance process.

Members considered the following six schemes which were detailed in the submitted report:

- Rail Park & Ride Programme – Garforth Rail Station Car Park project
- Apprenticeship Grants for Employers (AGE) extension
- North East Calderdale Transformational Programme
- Inclusive Growth Corridors and the Transformational Programme
- LEP Loan 319
- The West Yorkshire Urban Traffic Management Control (UTMC) scheme

Members were advised that following feedback from the Combined Authority, a summary of associated risks for each scheme would be included in future reports.

The report also provided further details and outlined proposed recommendations for the following schemes which have had change request reports assessed in line with the Combined Authority's assurance process:

- Bradford to Shipley Corridor Improvement Programme
- A629 Phase 1b
- York Central Access
- Hard Ings Road Improvement, Keighley
- LEP Loan 209
- West Yorkshire and York Broadband Infrastructure Programme
- Halifax Town Centre – Northgate House

In respect of the West Yorkshire and York Broadband Programme, it was agreed that the Committee would recommend the approvals to be made by the Combined Authority and not delegated to the Managing Director.

The Committee was also provided with details of decisions made through delegation to the Combined Authority's Managing Director since the last meeting for the following schemes:

- Rail Park & Ride Phase 1 – Mytholmroyd
- GPF 113
- A6177 Outer Ring Road, Great Horton Road/Horton Grange Road Junction

Summaries of the schemes' business cases were attached as Appendices 1-6 of the submitted report.

Resolved:

- (i) In respect of **Rail Park and Ride Programme – Garforth Rail Station Car Park Project Decision Point 2 (Case Paper)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The Garforth Rail Station Car Park project proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).
 - (b) An indicative approval to the total project value of £0.825 million is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).
 - (c) Development costs of £0.045 million are approved in order to progress the scheme to Decision Point 5 (full business case with finalised costs), taking the total project approval to £0.059 million.
 - (d) The Combined Authority enter into a funding agreement (Section 56) with Arriva Rail North for expenditure of up to £0.045 million from the Transport Fund.
 - (e) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at Decision Point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (ii) In respect of **Apprenticeship Grants for Employers (AGE) Extension Decision Point 2 (Case Paper)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The AGE Extension Programme proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).
 - (b) An indicative approval to the total grant fund value of £1.2 million is given to be funded from the unallocated AGE Programme 2015-2017 funds with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at Decision Point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation

by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

- (iii) In respect of **North East Calderdale Transformational Programme Decision Point 2 (Case Paper)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The North East Calderdale Transformational Programme Study proceeds through Decision Point 2 (case paper) and work commences on the Strategic Case for the Programme.
 - (b) Full approval is given to the total study costs of £0.4 million.
 - (c) The Combined Authority enter into a funding agreement with Calderdale Council for expenditure of up to £0.4 million to be funded from the Transport Fund.
 - (d) Any change requests relating to the study are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iv) In respect of **Inclusive Growth Corridors and the Transformational Programme Decision Point 2 (Case Paper)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The Inclusive Growth Corridors and the Transformational Fund Phase 1 proceeds through Decision Point 2 (case paper) and work commences on the completion of the Corridor Plans and Connectivity Strategy.
 - (b) Indicative approval to the total programme value of £7 million is given and full approval of £2.395 million for Phase 1 is approved.
 - (c) Any change requests relating to Phase 1 are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (v) In respect of **LEP Loan 319 Decision Point 3 (Outline Business Case)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The project proceeds through Decision Point 3 and work commences on Activity 5 (full business case with finalised costs).
 - (b) An indicative approval to the total project value of £1.5 million, and the Combined Authority contribution of a £1 million (to be funded from the Growing Places Fund) with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).

- (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at Decision Point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vi) In respect of **West Yorkshire Urban Traffic Management Control UTMC) Decision Point 3 (Outline Business Case)**, the Investment Committee recommends to the Combined Authority that:
 - (a) The UTMC project proceeds through Decision Point 3 (outline business case) and work commences on Activity 4 (full business case).
 - (b) The project includes the re-organisation of the 4 existing district UTC services into a combined West Yorkshire UTC service.
 - (c) This new combined service will be based at the West Yorkshire Joint Services building in Morley, with Leeds City Council being the accountable body for the new service.
 - (d) An indicative approval to the total project value of £7.49 million is given from the West Yorkshire Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).
 - (e) Development costs of £0.170 million from the Transport Fund are approved in order to progress the scheme to Decision Point 4 (full business case), taking the total project approval to £0.450 million.
 - (f) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £0.450 million from the Transport Fund.
 - (g) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include approval at Decision Point 4 and Decision Point 5 to be delegated to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vii) In respect of **Bradford to Shipley Corridor Improvement Programme (Activity 3 Outline Business Case) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
 - (a) The change request to the Bradford to Shipley Corridor project is approved to increase the timescale for Decision Point 3 (outline

business case) submission from 2015/16 to March 2019.

- (b) The change request to the Bradford to Shipley Corridor project is approved to increase the development costs from £0.341million to £1.597 million (additional £1.257 million) to be funded from the Transport Fund.
 - (c) An addendum to the existing funding agreement between the Combined Authority and Bradford be entered into for the additional expenditure of up to £1.257 million from the Transport Fund, taking the total funding agreement value up to £1.597 million.
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (viii) In respect of **A629 Phase 1b (Activity 3 Outline Business Case) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
- (a) The change request to A629 phase 1b be approved to allow for additional funding to develop the full business case and progress to Activity 4 full business case and Activity 5 full business case with finalised costs on the revised programme as identified.
 - (b) The additional development costs of £4.545 million be approved in order to continue progressing the scheme to Decision Point 4 (full business case), and that the Combined Authority issue an addendum to the existing funding agreement with Calderdale MBC for this additional expenditure.
- (ix) In respect of **York Central Access (Activity 4 Full Business Case) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
- (a) The change request to the York Central Access project be approved to progress the western access (off Water End Bridge) to the York Central Development site as outlined in the submitted report.
 - (b) If required, an addendum to the existing funding agreement between City of York Council and the Combined Authority is signed to reflect the relocation of the highway access to the west of the site.
- (x) In respect of **Hard Ings Road Improvement, Keighley (Activity 4 Full Business Case) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
- (a) The forecast date for Decision Point 4 (full business case) approval is extended from May 2018 to December 2018.
 - (b) Additional development costs of £0.378 million are approved, to be

funded by the Transport Fund. This will take the total approved development costs to £1.142 million.

- (c) The Combined Authority enters into an addendum for £0.378 million to the existing funding agreement with Bradford Council for total development cost expenditure of up to £1.142 million to be funded from the Transport Fund. Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (xi) In respect of **LEP Loan 209 (Activity 6 Delivery) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
 - (a) The GPF loan 209 is converted to maturity terms with a final repayment date of 31 December 2021 with a modest increase in interest rate.
 - (b) That the Combined Authority enters into a variation to change the remaining loan sum to £0.248 million and adjust the repayment schedule in accordance with the recommendations above.
- (xii) In respect of **West Yorkshire and York Broadband Infrastructure Programme (Activity 6 Delivery) Change Request** the Investment Committee recommends to the Combined Authority that:
 - (a) The change request to the West Yorkshire and York Broadband Infrastructure Programme as set out in this report is approved.
 - (b) Expenditure of the increase in external funding from £7.25 million to £17.6797 million to be funded from BDUK, ERDF, BET and BT Contract 1 and Districts as detailed this report, in order to fund Contract 2 deployment of the West Yorkshire and York Broadband programme.
 - (c) That the Combined Authority enter into the Variation to Funding Agreement between the Combined Authority and the Department for Communities and Local Government (DCLG) covering funding from ERDF (current award is £7,299,918 million) for the Broadband Programme.
 - (d) That any future grant variation agreements which are the result of financial re-profiling and are within the total ERDF funding envelope of £7,229,918 million can be approved by the Combined Authority's Head of Legal Services.
- (xiii) In respect of **Halifax Town Centre – Northgate House (Activity 6 Delivery) Change Request**, the Investment Committee recommends to the Combined Authority's Managing Director that:
 - (a) The change request to the Northgate House project be approved to allow for the remaining balance (£0.095 million) of the advance

funds paid to Calderdale Council via an interest free loan (£0.300 million) to be used for pre-feasibility works to develop a strategic case for the project.

- (b) Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

48. Ultra-Low Emission Vehicle (ULEV) Taxi Scheme - Project Progress Report

The Committee considered a report of the Director of Delivery which provided an update on progress of the Ultra-Low Emission Vehicle (ULEV) Taxi Scheme.

At the last meeting the Committee had recommended the approval of additional project development costs and a copy of a letter which had subsequently been sent to the Chief Highway Officers was attached at Appendix 1 to the submitted report. This set out the assistance required from partner councils in order to progress the procurement of a single supplier/operator for electric vehicle charge points (EVCPs) and site identification and preparation. An officer Project Board had been established and it was reported that the Combined Authority was leading the procurement tasks and the partner councils' site identification and preparation. The report provided an update on progress and outlined the key issues for both tasks.

It was noted that the partner councils had provided initial lists of potential charge point sites to the Project Board and further work was needed by them to develop these in detail to form part of the tender documents for a supplier/operator. It was hoped that this would be completed by 31 March 2018 to allow Tender Issue by June 2018 and enable a contract to be awarded by September 2018.

Resolved: That the report be noted.

49. Update on Leeds Station Gateway and Projects Working with Network Rail

The Committee considered a report of the Director of Delivery which provided updates on progress with:

- The Leeds Station Gateway scheme, led by Network Rail, with an approved delivery timeframe in 2018.
- Network Rail on future rail projects, including new rail stations, as part of the West Yorkshire plus Transport Fund (the Transport Fund) and Leeds Public Transport Investment Programme (LPTIP).
- The closure of final accounts for rail legacy projects including Apperley Bridge, Kirkstall Forge, Low Moor and Leeds Station Southern Entrance (LSSE).

Paul McKeown, Network Rail's Director of Route Sponsorship attended the meeting to answer members' questions.

The Committee discussed the proposals and options for the development and funding of new rail stations and Network Rail confirmed that for future schemes the Combined Authority will be able to contract on a fixed cost basis. It was proposed that an officer workshop with partners would be held in the near future to explore options and progress this with Network Rail, Leeds and Calderdale Councils.

Members were advised of the delays against the original timeframe for the Leeds Station Gateway scheme. It was reported that the scheme was included in the Government's 2019 review of the Growth Deal performance and Members expressed their concern that delays in delivering the scheme would have a serious impact on the Combined Authority's ability to drawdown future funding from Government. Details of the latest estimated timescales were outlined in the submitted report and it was reported that Network Rail was working with officers to set out a revised programme of works and understand the implications of any slippage to the scheme.

The Committee was disappointed with the delay to the closure of final accounts for rail legacy projects and the cost overruns anticipated for the new rail stations at Apperley Bridge, Kirkstall Forge and Low Moor and LSSE. Members noted that the financial position/final accounts were still being negotiated with Network Rail. It was noted that a report will be prepared for a future meeting once all contractual negotiations are nearing completion.

Members also asked that discussions be held with the new owners of Leeds Bradford Airport to consider opportunities for improving access by rail and road.

The Committee thanked Mr McKeown for attending and stressed the urgent need for Network Rail to work with the Combined Authority in order to quickly resolve all the issues discussed and outlined in the submitted report.

Resolved: That Mr McKeown be thanked for attending the meeting and the report be noted.

50. Business Planning and Budget 2018/19

The Committee considered a report of the Director of Resources which advised of the work undertaken with regard to business and budget planning for 2018/19.

Members were advised that the budget and outline business plan for 2018/19 were agreed by the Combined Authority on 1 February 2018. Further work was taking place to finalise the detailed business plans and associated key performance indicators which will form the content of the corporate plan due to be considered by the Combined Authority in April 2018.

The Committee noted summary of the approved revenue budget and

indicative three year capital programme which were attached at Appendix 1 and the draft business plans for each directorate which were attached at Appendix 2.

Resolved: That the draft business plan and approved budget for 2018/19 be noted.

51. Minutes of the Business Investment Panel held on 11 December 2017

Resolved: That the minutes of the meeting of the Business Investment Panel held on 11 December 2017 be noted.

52. Minutes of the Business Investment Panel held on 18 January 2018

Resolved: That the minute of the meeting of the Business Investment Panel held on 18 January 2018 be noted.

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Report to: West Yorkshire & York Investment Committee

Date: 18 April 2018

Subject: Leeds City Region Growth Deal Delivery

Director(s): Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper

1 Purpose of this report

- 1.1 To update the Committee on progress made on the implementation of the Growth Deal programme.

2 Information

Growth Deal Monitoring

- 2.1 The table below summarises Growth Deal expenditure totalling £53.48 million to the end of February 2018.

	Target spend 2017/18	Spend to end February 2018	Estimated Outturn 2017/18
Priority 1 - Business	£13.52m	£9.32m	£12.87m
Priority 2 - Skills Capital	£29.33m	£21.27m	£24.97m
Priority 3 - Environmental Infrastructure	£8.07m	£1.24m	£3.27m
Priority 4a - Housing and Regeneration	£3.87m	£2.01m	£5.84m
Priority 4b - West Yorkshire plus Transport Fund	£37.46m	£19.65m	£42.50m
Priority 4c - Flood Resilience	£2.00m	£0	£0
Priority 4d - Enterprise Zones	£4.00m	£0	£0
Combined Authority Programme Management	£1.90m	£0	£1.9m
Total	£100.15m	£53.48m	£91.35m

- 2.2 The attached Growth Deal dashboard at **Appendix 1** and West Yorkshire plus Transport Fund (the Transport Fund) dashboard at **Appendix 2** detail the latest forecast expenditure and RAG rating of each project. It should be noted that the current difference of £37.87 million between expenditure at the end of February and the projected outturn of £91.35 million is made up of the following: contingency payments £12 million, Transport Fund quarter 4 claims circa £12 million (these will be accrued as they will not be received until after the final date for payments in the 2017/18 financial year), Combined Authority management costs £2 million, Skills Capital quarter 4 claims £3m, other claims circa £9 million. The area of greatest risk to achievement of expenditure lies with the Transport Fund claims from partner councils which will not be received until 13 April.
- 2.3 The current forecast spend for 2017/18 is within 10% of the £100.15 million target spend with a projected outturn figure of £91.35 million. Claims for the final quarter of 2017/18 were submitted by partner councils in mid-April and these are currently being reviewed. Considerable progress has been made over the year in driving the programme and its projects forward to delivery and a total of £137 million of Growth Deal funding was approved in 2017 through the assurance process, with £38.84 million of this forecast to be spent in 2017/18.
- 2.4 As agreed at the Investment Committee on 21 March, payments in 2017/18 include three key areas of contingency:
- East Leeds Orbital Route (ELOR) development costs,
 - York Outer Ring Road Phase 1,
 - New Bolton Woods Urban Village, Bradford.
- 2.5 The fourth contingency that was identified in 2017 was to bring forward spend for the planned ELOR Outer Ring Road Junctions. Planned payment against this project would have ensured that achievement of 100% spend against the 2017/18 target. However it was not possible to bring these works forward in 2017/18 as the preferred contractor, Carillion, went into liquidation. Funding will not be lost, but this has caused delays to the delivery of the scheme and resulted in a shortfall against target in Growth Deal expenditure for 2017/18.
- 2.6 One further contingency payment of £2 million was identified and has been paid on the A629 Phase 1a Jubilee Road to Free School Lane.
- 2.7 In considering the Leeds City Region's performance against target spend for 2017/18 the Cities and Local Growth Unit (which manages the Growth Deal Programme) will take into consideration the reasons for underspend particularly where they are out of the control of the Combined Authority and its partners.

Growth Deal 2018/19

- 2.8 The expenditure forecasts for 2018/19 are currently being finalised across all projects and are expected to increase in line with the target of £102 million. These forecasts will take into consideration dates for submission of documentation through the assurance process and will include profiled expenditure and target dates for submission of Expression of Interests for the new projects considered at the Investment Committee workshop held on 14 March 2018 (and due to be further considered at the Investment Committee in June 2018). Sponsors will need to adhere to these submission dates to ensure that the expenditure profile is met.
- 2.9 As part of the Growth Deal the Combined Authority has secured significant funding for the West Yorkshire plus Transport Fund, to which local contributions are also required. The ambition is to deliver a programme of schemes over a shorter timescale than over the twenty years for which funding has been granted. Borrowing will be required in order to achieve this, although not in the current year (this is reflected in the medium term financial strategy and capital resourcing requirements). Discussions have been underway for some time with the European Investment Bank (EIB) who can offer a flexible facility that could be utilised alongside traditional Public Works Loan Board type lending. Many of the schemes within the Transport Fund provide a good strategic fit to the EIB requirements.
- 2.10 Contract negotiations are continuing and upon their conclusion the Combined Authority will be requested to authorise the Director, Resources to enter into a finance contract with the EIB, to the value of £100m, which would enable the Combined Authority to undertake drawdowns over a five year term. The EIB require a specific approval to this effect; the Authority should note that the Director, Resources as the s73 finance officer, already has authority to enter into appropriate borrowing and investment arrangements within the approved treasury management strategy.

Project Progress and Performance

- 2.11 The following projects have been RAG rated as red and represent a risk to the delivery of the Programme:

Projects that continue to be rated at red:

- **Leeds Station Gateway – New Station Street**
The final design option for this project has now been identified but delays over the last year or so have meant that the timescales are outside of tolerances. The Combined Authority is currently working with Network Rail to agree a revised timetable for the implementation of the project.
- **Harrogate Road / New Line**
A compulsory purchase order was made on 25 January 2018 and a number of objections were received, consequently the project will

progress to public inquiry and confirmation of a date for this is awaited.

- **Leeds College of Building**

The forecast expenditure for 2017/18 for this project has reduced by £2 million to £2.79 million. Delays in letting the main contract have led to delays in spend. The majority of expenditure on the project will now take place in 2018/19.

- **York Guildhall**

The project was awarded £2.3 million towards the remodel of the historic Guildhall to create an office hub and café/restaurant. Spend has been lower than forecast to date due to contract savings, sub contract pricing delays and a delay to the start on site.

Escalated to red:

- **Bradford Forster Square**

Spend has been lower than forecast because of delays in development activity due to lack of resources that have now been addressed. The project was originally expected to commence construction in 2018/19 but is not now expected to commence until 2019/20. Currently it is progressing towards full business case.

3 Financial Implications

3.1 Financial implications are set out within the report.

4 Legal Implications

4.1 There are no legal implications directly arising from this report.

5 Staffing Implications

5.1 There are no staffing implications directly arising from this report.

6 External Consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 It is recommended that the Investment Committee notes the progress towards the implementation of the Growth Deal.

8 Background Documents

8.1 None.

9 Appendices

Appendix 1 – Growth Deal Dashboard

Appendix 2 – West Yorkshire plus Transport Fund Dashboard

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Growth Deal dashboard

Figures accurate up to:		End of February 2018
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2017/18	£100,154,776	Total Outturn Forecast	£91,348,634
Target		Actual	£53,484,506

Project name		Project responsibility	Approved budget	Previous years spend		In-year spend and RAG rating (2017/18)					Future forecast spend			TOTAL spend (actual + forecast)
	District	Senior Responsible Officer		2015/16	2016/17	Agreed Annual Forecast	Actual spend to date (February 2018)	Forecast spend (Mar 18)	Total of actual and forecast	RAG rating	2018/19	2019/20	2020/21	
Business Growth Programme	City Region	Sue Cooke	£27,000,000	£6,660,742	£8,327,992	£3,001,516	£3,271,876	£400,000	£3,671,876	GREEN	£2,779,800	£2,779,800	£2,779,790	£27,000,000
Access to Capital Grants Programme	City Region	Sue Cooke	£15,700,000	£0	£1,513,095	£1,671,020	£4,908,131	£0	£4,908,131	GREEN	£3,092,900	£3,092,897	£3,092,977	£15,700,000
Huddersfield Incubation & Innovation Programme	Kirklees	Liz Townes-Andrews	£2,922,000	£0	£0	£2,983,986	£545,353	£2,377,625	£2,922,978	AMBER	£0	£0	£0	£2,922,000
Leeds University Innovation Centre	Leeds	Ceri Williams	£3,000,000	£0	£2,416,585	£613,415	£583,415	£0	£583,415	GREEN	£0	£0	£0	£3,000,000
Business Expansion Fund - Strategic Inward Investment Fund	City Region	Sue Cooke	£12,450,000	£0	£0	£5,250,000	£1,190	£764,766	£765,956	AMBER	£945,650	£5,360,260	£5,378,134	£12,450,000
Business Expansion Fund - Digital Sector Soft Landing Scheme	City Region	Sue Cooke	£1,000,000	£0	£0	£0	£6,200	£10,756	£16,956	GREEN	£159,532	£411,756	£411,756	£1,000,000
Priority 1: Growing Business			£62,072,000	£6,660,742	£12,257,672	£13,519,937	£9,316,165	£3,553,147	£12,869,312		£6,977,882	£11,644,713	£11,662,657	£62,072,000
Shipley College Mill	Bradford	Nav Chohan	£119,000	£119,000	£0	£0	£0	£0	£0	COMPLETE	£0	£0	£0	£119,000
Leeds City College Printworks	Leeds	Lydia Devenny	£8,998,358	£933,800	£7,794,608	£270,167	£0	£269,950	£269,950	GREEN	£0	£0	£0	£8,998,358
Calderdale College	Calderdale	Denise Cheng Carter	£4,977,000	£2,000,000	£2,977,000	£0	£0	£0	£0	COMPLETE	£0	£0	£0	£4,977,000
Kirklees College	Kirklees	Ian Webster	£3,100,996	£3,000,996	£100,001	£0	£0	£0	£0	COMPLETE	£0	£0	£0	£3,100,997
Wakefield College	Wakefield	John Foster	£3,327,000	£0	£3,327,133	£0	£0	£0	£0	N/A	£0	£0	£0	£3,327,133
Selby College	Selby	Liz Ridley	£693,748	£0	£693,748	£0	£0	£0	£0	N/A	£0	£0	£0	£693,748
Shipley College Salt Building	Bradford	Nav Chohan	£300,000	£0	£300,000	£0	£0	£0	£0	N/A	£0	£0	£0	£300,000
Bradford College	Bradford	Andy Welsh	£250,000	£0	£250,000	£0	£0	£0	£0	N/A	£0	£0	£0	£250,000
Leeds College of Building	Leeds	Ian Billyard	£14,000,000	£0	£1,263,639	£7,886,362	£1,530,386	£1,269,329	£2,799,715	RED	£7,836,646	£0	£0	£11,900,000
Leeds City College Quarry Hill	Leeds	Lydia Devenny	£33,400,000	£0	£10,045,152	£14,774,848	£13,310,857	£2,158,300	£15,469,157	AMBER	£5,863,398	£2,022,293	£0	£33,400,000
Dewsbury Learning Quarter	Kirklees	Ian Webster	£15,121,218	£0	£3,367,457	£6,396,761	£6,429,128	£0	£6,429,128	AMBER	£0	£657,524	£667,110	£11,121,218
Priority 2: Skilled People, Better Jobs			£84,287,320	£6,053,796	£30,118,737	£29,328,138	£21,270,371	£3,697,579	£24,967,950		£13,700,044	£2,679,817	£667,110	£78,187,454
Resource Efficiency Fund	City Region	Sue Cooke	£720,000	£0	£0	£323,721	£293,355	£0	£293,355	GREEN	£355,782	£70,863	£0	£720,000
Energy Accelerator	City Region	Jacqui Warren	£820,000	£0	£0	£490,986	£0	£0	£0	AMBER	£256,000	£192,000	£192,000	£640,000
Leeds District Heat Network	Leeds	Neil Evans	£4,000,000	£0	£8,345	£4,867,923	£0	£0	£0	AMBER	£0	£4,000,000	£0	£4,008,345
Tackling Fuel Poverty	City Region	Liz Courtney	£6,000,000	£0	£781,414	£2,392,200	£950,704	£2,030,000	£2,980,704	GREEN	£2,237,882	£0	£0	£6,000,000
Priority 3: Clean Energy and Economic Resilience			£11,540,000	£0	£789,759	£8,074,830	£1,244,059	£2,030,000	£3,274,059		£2,849,664	£4,262,863	£192,000	£11,368,345
East Leeds Housing Growth - Red Hall	Leeds	Martin Farrington	£4,000,000	£2,000,000	£2,000,000	£0	£0	£0	£0	N/A	£0	£0	£0	£4,000,000
East Leeds Housing Growth – Brownfield Sites	Leeds	Martin Farrington	£1,100,000	£0	£1,100,000	£0	£0	£0	£0	N/A	£0	£0	£0	£1,100,000
One, City Park, Bradford	Bradford	Steve Hartley	£5,200,000	£400,000	£0	£0	£0	£0	£0	N/A	£0	£500,000	£4,300,000	£5,200,000
Barnsley Town Centre	Barnsley	David Shepherd	£1,757,000	£1,757,000	£0	£0	£0	£0	£0	N/A	£0	£0	£0	£1,757,000
Kirklees Housing sites	Kirklees	Naz Parker	£1,000,000	£200,000	£205,000	£104,000	£0	£104,000	£104,000	GREEN	£191,000	£300,000	£0	£1,000,000
Bath Road, Leeds	Leeds	Martin Farrington	£575,000	£580,000	£0	£0	£0	£0	£0	N/A	£0	£0	£0	£580,000
Bradford Odeon	Bradford	Steve Hartley	£325,000	£0	£0	£0	£0	£0	£0	N/A	£325,000	£0	£0	£325,000
Forge Lane, Kirklees	Kirklees	Paul Kemp	£4,620,000	£0	£0	£0	£0	£0	£0	N/A	£720,000	£2,400,000	£1,500,000	£4,620,000
York Central	York	Neil Ferris	£2,550,000	£0	£1,421,500	£1,128,500	£722,739	£405,761	£1,128,500	GREEN	£0	£0	£0	£2,550,000
Wakefield Civic Quarter	Wakefield	Andy Wallhead	£1,100,000	£0	£0	£1,085,000	£877,837	£172,163	£1,050,000	GREEN	£50,000	£0	£0	£1,100,000
York Guildhall	York	Neil Ferris	£2,347,500	£0	£791,500	£1,556,000	£408,188	£147,812	£556,000	RED	£0	£1,000,000	£0	£2,347,500
New Bolton Woods	Bradford	Shelagh O'Neill	£3,600,000	£0	£0	£0	£0	£3,000,000	£3,000,000	GREEN	£600,000	£0	£0	£3,600,000
Beech Hill, Halifax	Calderdale	Mark Thompson	pipeline	£0	£0	£0	£0	£0	£0	N/A	£1,000,000	£0	£0	£1,000,000
Wakefield City Fields	Wakefield	Andy Wallhead	pipeline	£0	£0	£0	£0	£0	£0	N/A	£1,300,000	£0	£0	£1,300,000
Halifax Town Centre (Northgate House)	Calderdale	Mark Thompson	pipeline	£300,000	£0	£0	£0	£0	£0	N/A	£1,000,000	£0	£0	£1,300,000
Balance of available funding			pipeline	£0	£0	£0	£0	£0	£0	N/A	£0	£2,000,000	£2,938,616	£4,938,616
Priority 4a: Housing and Regeneration			£28,174,500	£5,237,000	£5,518,000	£3,873,500	£2,008,764	£3,829,736	£5,838,500		£5,186,000	£6,200,000	£8,738,616	£36,718,116
Transport		various	£122,225,746	£19,656,322	£27,839,597	£37,458,371	£19,645,148	£22,853,666	£42,498,814	N/A	£50,792,577	£86,085,148	£107,217,550	£334,090,006
Borrowing														£53,190,006
Priority 4b: Transport			£122,225,746	£19,656,322	£27,839,597	£37,458,371	£19,645,148	£22,853,666	£42,498,814		£50,792,577	£86,085,148	£107,217,550	£280,900,000
Mytholmroyd Flood Alleviation (GD3)	Calderdale	Adrian Gill	£2,500,000	£0	£2,500,000	£0	£0	£0	£0	GREEN	£0	£0	£0	£2,500,000
Leeds Flood Alleviation (GD3)	Leeds	Martin Farrington	£3,786,981	£0	£3,786,981	£0	£0	£0	£0	COMPLETE	£0	£0	£0	£3,786,981
Skipton Flood Alleviation (GD3)	Craven	Adrian Gill	£1,500,000	£0	£1,500,000	£0	£0	£0	£0	COMPLETE	£0	£0	£0	£1,500,000
Natural Flood Management	City Region	Guy Thompson	pipeline	£0	£0	£0	£0	£0	£0	N/A	£336,000	£578,000	£386,000	£1,300,000
Wyke Beck Valley	Leeds	Adam Brannen	pipeline	£0	£0	£0	£0	£0	£0	N/A	£2,600,000	£0	£0	£2,600,000
Priority 4c: Pipeline	TBC	Adrian Gill	pipeline	£0	£0	£2,000,000	£0	£0	£0	AMBER	£0	£3,349,019	£4,942,498	£8,291,517
Priority 4c: Flood Resilience			£7,786,981	£0	£7,786,981	£2,000,000	£0	£0	£0		£2,936,000	£3,927,019	£5,328,498	£19,978,498
Leeds Aire Valley E2	Leeds	Martin Farrington	pipeline			£4,000,000	£0	£0	£0	AMBER	£1,500,000	£2,900,000	£0	£4,400,000
LCR E2s M62 sites	LCR	David Walmsley	pipeline				£0	£0	£0	AMBER	£1,000,000	£4,000,000	£10,600,000	£15,600,000
Priority 4d: Enterprise Zone						£4,000,000	£0	£0	£0		£2,500,000	£6,900,000	£10,600,000	£20,000,000
WYCA Delivery costs				£475,122	£750,465	£1,900,000	£0	£1,900,000	£1,900,000	N/A	£2,000,000	£2,000,000	£0	£7,125,587
Total Growth Deal expenditure			£316,086,547	£38,082,982	£85,061,211	£100,154,776	£53,484,506	£37,864,128	£91,348,634		£86,942,167	£123,699,560	£91,216,425	£516,350,000

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West Yorkshire Transport Fund dashboard

Figures accurate up to: February 2018

Project name	Project responsibility			Previous years spend			In-year spend and RAG rating (2017/18)				RAG rating	Future forecast spend			TOTAL spend (actual + forecast)	TOTAL
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17	Actual spend to date (Feb 2018)	Forecast spend 2018)	Mar	Total of actual and forecast		2018/19	2019/20	2020/21		
Transport Delivery Cost																
Priority 4b (WTF) WYCA Delivery Costs	Melanie Corcoran	Development		0	1,654,577	1,652,280	375,032	1,007,815		1,382,847	N/A	1,377,675	1,530,717	1,900,000	9,498,096	9,498,096
Transport projects Complete																
Wakefield Eastern Relief Road	Neil Rogers	Development	37,593,000	0	0	0	0	0		0	Complete	0	0	0	0	0
		Delivery	0	0	15,284,765	14,435,236	5,363,067	1,837,729		7,200,796	Complete	13,000	0	0	36,933,797	36,933,797
Rail Parking Package - South Elmsall	Melanie Corcoran	Development	670,000	0	0	120,000	0	0		0	Complete	0	0	0	120,000	120,000
		Delivery	0	0	0	0	422,811	0		422,811	Complete	5,000	0	0	427,811	427,811
Aire Valley, Leeds Integrated Transport Package - Phase 1: Aire Valley P&R	Gary Bartlett	Development	9,597,000	0	277,672	245,500	269,000	0		269,000	Complete	0	0	0	792,172	792,172
		Delivery		0	0	5,459,649	2,138,331	445,734		2,584,065	Complete	297,528	0	0	8,341,242	8,341,242
Rail Parking Programme - Fitzwilliam	Neil Rogers	Development	687,000				0	0		0	Complete		0	0	0	0
		Delivery					370,154	134,250		504,404	Complete		0	0	504,404	504,404
Transport projects at Stage 3 that are in delivery in 2017/18																
A629 Phase 1a: Jubilee Road to Free School Lane & monitoring	Mark Thompson	Development	8,354,954	302,000	160,000	1,442,043	731,872	0		731,872	GREEN	0	0	0	2,635,915	2,635,915
		Delivery		0	0	0	1,086,550	1,086,082		2,172,632	GREEN	2,923,029	0	0	5,095,661	5,095,661
Leeds ELOR and North Leeds Outer Ring Road	Gary Bartlett	Development	25,865,000	0	929,199	1,554,106	920,443	1,455,777		2,376,220	AMBER	1,000,000	1,000,000	750,000	7,609,525	7,816,125
		Delivery		0	0	0	0	6,950,046		6,950,046	AMBER	5,000,000	10,000,000	6,000,000	27,950,046	32,359,038
Wakefield City Centre Package Phase 1 Kirkgate	Neil Rogers	Development	5,556,000	0	72,878	76,972	26,000	0		26,000	GREEN	0	0	0	175,850	175,850
		Delivery		0	0	0	2,385,708	2,195,146		4,580,854	GREEN	799,257	0	0	5,380,111	5,380,111
Transport projects at Stage 2 that will commence in 2017/18																
Rail Parking Package - Hebden Bridge	Melanie Corcoran	Development		0	0	0	0	0		0	AMBER	0	0	0	0	0
		Delivery		0	0	0	0	22,000		22,000	AMBER	623,000	0	0	645,000	645,000
Rail Parking Package - Mytholmroyd	Melanie Corcoran	Development		0	0	0	0	0		0	GREEN	0	0	0	0	0
		Delivery		0	0	0	0	20,000		20,000	GREEN	2,413,333	1,206,667	0	3,640,000	3,640,000
Transport projects at Stage 2 that will commence 2018/19																
Leeds Station Gateway - New station Street	Liz Hunter	Development	166,037	0	0	0	11,087	46,198		57,285	RED	0	0	0	57,285	57,285
		Delivery		0	0	0	0	0		0	RED	1,875,630	0	0	1,875,630	1,875,630
UTMC (formerly HNEP)	Richard Hadfield (Kirklees)	Development	280,000	0	0	29,011	66,926	44,000		110,926	AMBER	70,000	0	0	209,937	209,937
		Delivery		0	0	0	0	0		0	AMBER	400,000	1,200,000	2,750,000	4,350,000	4,350,000
Rail Parking Package - Shipley	Melanie Corcoran	Development		0	0	0	0	0		0	AMBER	0	0	0	0	0
		Delivery		0	0	0	0	0		0	AMBER	500,000	2,000,000	0	2,500,000	2,500,000
Rail Parking Package - Steeton and Silsden	Melanie Corcoran	Development		0	0	0	0	0		0	AMBER	0	0	0	0	0
		Delivery		0	0	0	0	0		0	AMBER	500,000	2,000,000	0	2,500,000	2,500,000
Rail Parking Package - Mirfield (A)	Melanie Corcoran	Development		0	0	0	0	0		0	AMBER	0	0	0	0	0
		Delivery		0	0	0	0	0		0	AMBER	298,863	0	10,000	308,863	308,863
Rail Parking Package - Normanton	Melanie Corcoran	Development		0	0	0	0	0		0	GREEN	0	0	0	0	0
		Delivery			0	0	0	0		0	GREEN	440,000	1,000,000	0	1,440,000	1,440,000
A650 Hard Ings Road - Phase 1: Hard Ings Road Only	Julian Jackson	Development	764,000	140,000	137,628	301,133	195,692	0		195,692	AMBER	0	0	0	774,453	774,453
		Delivery	0	0	0	0	0	0		0	AMBER		3,257,235	4,415,000	7,672,235	7,672,235
A629 Phase 1b: Elland Wood Bottom to Jubilee Road	Mark Thomson	Development	1,125,394	0	169,994	198,719	401,298	163,761		565,059	RED		0	0	933,772	933,772
		Delivery	0	0	0	0	0	0		0	RED	4,276,283	6,616,632	0	10,892,915	10,892,915
A629 Phase 2: Phase 2a, 2b and 2c	Mark Thomson	Development	3,016,000	340,000	44,591	280,192	782,114	768,733		1,550,847	AMBER		0	0	2,215,630	2,215,630
		Delivery	0	0	0	0	0	0		0	AMBER	0	4,578,039	5,883,471	10,461,510	29,996,394
A65-LBIA Link Road	Gary Bartlett	Development	810,000	210,000	8,688	266,812	212,491	107,509		320,000	AMBER	4,500	0	0	810,000	810,000
		Delivery	0	0	0	0	0	0		0	AMBER	1,597,239	1,722,799	2,469,603	5,789,641	30,040,162
Castleford Station Gateway	Kate Thompson	Development	338,000	0	0	20,329	4,641	266,083		270,724	GREEN	0	0	0	291,053	291,053
		Delivery	0	0	0	0		0		0	GREEN	1,485,000	1,485,000	730,000	3,700,000	3,700,000
Glasshoughton Southern Link Road	Neil Rogers	Development	723,000	0	80,000	0	333,848	116,272		450,120	GREEN	245,000	0	0	775,120	775,120
		Delivery	0	0	0	0	0	0		0	GREEN	1,300,000	2,492,000	2,479,115	6,271,115	6,271,115
Castleford Growth Corridor Scheme	Neil Rogers	Development	200,000	0	67,000	73,917	0	0		0	AMBER	40,083	0	0	181,000	181,000
		Delivery	0	0	0	0	0	0		0	AMBER	1,850,000	1,000,000	8,990,000	11,840,000	17,343,000
CIP - Phase 1 - Leeds Fink Hill	Gary Bartlett	Development	115,000	0	0	0	0	60,000		60,000	GREEN	4,800	0	0	64,800	64,800
		Delivery	0	0	0	0	0	0		0	GREEN	300,000	573,500	0	873,500	873,500
CIP - Phase 1 - Leeds Dawsons Corner	Gary Bartlett	Development	1,008,000	0	0	0	23,383	280,000		303,383	AMBER	555,000	0	0	858,383	858,383
		Delivery	0	0	0	0	0	0		0	AMBER	2,575,000	4,869,000	7,048,000	14,492,000	14,492,000
CIP - Phase 1 - Kirklees Holmfirth Town Centre	Simon Taylor	Development	250,000	0	0	0	99,358	29,142		128,500	GREEN	150,000	0	0	278,500	278,500
		Delivery	0	0	0	0	0	0		0	GREEN	200,000	500,000	3,800,000	4,500,000	4,500,000
CIP - Phase 1 - Kirklees A62 Smart Corridor	Simon Taylor	Development	250,000	0	0	0	59,730	73,000		132,730	GREEN	100,000	0	0	232,730	232,730
		Delivery	0	0	0	0	0	0		0	GREEN	100,000	2,750,000	0	2,850,000	2,850,000
CIP - Phase 1 - Bradford A6177 ORR/Thornton Road	Julian Jackson	Development	225,000	0	0	0	36,288	90,000		126,288	GREEN	0	0	0	126,288	126,288
		Delivery	0	0	0	0	0	0		0	GREEN	850,000	6,200,000	1,225,000	8,275,000	8,275,000
CIP - Phase 1 - Bradford A6177 ORR/Toller Lane	Julian Jackson	Development	180,000	0	0	0	10,536	50,000		60,536	AMBER	140,000		0	200,536	200,536
		Delivery	0	0	0	0	0	0		0	AMBER	550,000	4,500,000	1,225,000	6,275,000	6,275,000
CIP - Phase 1 - Bradford A6177 ORR/Great Horton Road	Julian Jackson	Development	0	0	0	0	39,549	55,000		94,549	GREEN	110,000	0	0	204,549	204,549
		Delivery	0	0	0	0	0	0		0	GREEN	500,000	1,500,000	320,000	2,320,000	2,320,000
CIP - Phase 1 - Wakefield A650 Newton Bar	Neil Rogers	Development	75,000	0	0	0	25,558	41,442		67,000	GREEN	248,000	5,000	0	320,000	320,000

2017/18	£34,334,918	Total Outturn Forecast	£42,498,814
Target		Actual	£19,645,148

West Yorkshire Transport Fund dashboard

Figures accurate up to: February 2018

2017/18	£34,334,918	Total Outturn Forecast	£42,498,814
Target		Actual	£19,645,148

Project name	Project responsibility			Previous years spend			In-year spend and RAG rating (2017/18)				RAG rating	Future forecast spend			TOTAL spend (actual + forecast)	TOTAL
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17	Actual spend to date (Feb 2018)	Forecast spend 2018)	Mar	Total of actual and forecast		2018/19	2019/20	2020/21		
		Delivery	0	0	0	0	0	11,000		11,000		23,160	2,508,500	0	2,542,660	2,542,660
Rail Park and Ride (Phase 1) Programme	Melanie Corcoran	Development	1,161,306	58,908	108,336	409,181	508,152	0		508,152	AMBER	0	0	0	1,084,577	1,084,577
		Delivery	0	0	0	0	0	0		0		165,000	0	0	165,000	165,000
Rail Parking Package - Knottingley	Melanie Corcoran	Development	474,259	0	0	0	0	0		0	GREEN	0	0	0	0	0
		Delivery	0	0	0	0	0	0		0		1,474,000	0	0	1,474,000	1,474,000
York Central Access	Neil Ferris	Development	2,100,000	0	0	0	236,694	339,945		576,639	AMBER	770,000	339,500	60,625	1,746,764	1,746,764
		Delivery	0	0	0	0	0	0		0		931,462	3,000,000	5,000,000	8,931,462	8,931,462
York Northern Outer Ring Road	Neil Ferris	Development	2,448,000	0	0	0	520,104	242,046		762,150	AMBER	566,000	624,000	220,000	2,172,150	2,172,150
		Delivery	0	0	0	0	0	3,000,000		3,000,000		1,500,000	3,000,000	4,000,000	11,500,000	11,500,000
Transport projects at Stage 2 that will commence post 2018/19																
Bradford Interchange Station Gateway - Phase 1	Julian Jackson	Development	180,000	0	25,000	20,838	80,278	44,000		124,278	AMBER				170,116	170,116
		Delivery	0	0	0	0	0	0		0					0	16,421,000
Bradford Interchange Station Gateway - Phase 2	Julian Jackson	Development	512,000	0	0	0	0	0		0	GREEN				0	0
		Delivery	0	0	0	0	0	0		0					0	0
Bradford FS Station Gateway	Julian Jackson	Development	3,885,314	0	20,000	116,717	53,389	55,000		108,389	RED	1,807,633	0	0	2,052,739	2,052,739
		Delivery	0	0	0	0	0	0		0		0	3,000,000	6,856,853	9,856,853	9,856,853
A650 Tong Street	Julian Jackson	Development	185,000	50,000	0	21,038	13,165	70,000		83,165	AMBER	56,582	0	0	210,785	210,785
		Delivery	0	0	0	0	0	0		0		0	0		0	0
SE Bradford Access Rd	Julian Jackson	Development	91,000	0	0	0	12,140	51,000		63,140	GREEN	17,000	0	0	80,140	80,140
		Delivery	0	0	0	0	0	0		0		0	0	0	0	36,000,000
Bradford to Shipley Corridor	Julian Jackson	Development	341,000	0	30,000	5,011	39,369	266,620		305,989	AMBER	181,081	0	0	522,081	522,081
		Delivery	0	0	0	0	0	0		0		0	0	0	0	40,614,989
Harrogate Road / New Line	Julian Jackson	Development	1,300,000	0	146,399	268,239	584,392	50,000		634,392	RED	257,000	0	0	1,306,030	1,306,030
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Halifax Station Gateway	Mark Thomson	Development	315,000	5,000	156,738	44,171	31,275	64,426		95,701	GREEN	0	0	0	301,610	301,610
		Delivery	0	0	0	0	0	0		0		0	0		0	15,377,398
A641 Bradford - Huddersfield Corridor	Mark Thomson	Development	730,000	0	0	60,829	51,715	15,000		66,715	AMBER	0	0	0	127,544	127,544
		Delivery	0	0	0	0	0	0		0		0	0	0	0	85,734,000
A629 Phase 4: Ainley Top	Mark Thomson	Development	645,000	0	0	51,736	36,304	24,787		61,091	AMBER	528,145	0	0	640,972	640,972
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Huddersfield Station Gateway	Simon Taylor	Development	79,886	0	27,615	22,385	0	0		0	AMBER	0	0	0	50,000	50,000
		Delivery	0	0	0	0	0	0		0		0	0	0	0	5,000,000
M62 Junction 24a	Simon Taylor	Development	70,000	0	0	12,976	31,370	10,154		41,524	AMBER	0	0	0	54,500	54,500
		Delivery	0	0	0	0	0	0		0		0	0	0	0	18,500,000
A629 Phase 5 - Ainley Top into Huddersfield	Simon Taylor	Development	302,000	0	52,000	48,000	84,363	16,000		100,363	GREEN	750,000	750,000	0	1,700,363	1,700,363
		Delivery	0	0	0	0	0	0		0		0	798,000	7,811,869	8,609,869	8,609,869
A62 and A644 Corridors incorporating Cooper bridge	Simon Taylor	Development	500,000	485,000	110,000	15,000	0	82,416		82,416	AMBER	0	0	0	692,416	692,416
		Delivery	0	0	0	0	0	0		0		0	2,250,000	4,750,000	7,000,000	7,000,000
A653 Leeds to Dewsbury Corridor (M2D2L)	Simon Taylor	Development	210,000	80,000	0	59,261	16,750	0		16,750	AMBER	1,500,000	500,000	0	2,156,011	2,156,011
		Delivery	0	0	0	0	0	0		0		0	2,000,000	4,290,000	6,290,000	6,290,000
Leeds Station Gateway - Yorkshire Hub	Liz Hunter	Development	400,000	0	0	108,936	79,663	18,797		98,460	GREEN	203,860	0	0	411,256	411,256
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Thorpe Park Station	Liz Hunter	Development	500,000	0	0	3,382	175,644	55,189		230,833	GREEN	269,294	0	0	503,509	503,509
		Delivery	0	0	0	0	0	0		0		0	0	10,000,000	10,000,000	10,000,000
A6110 Leeds Outer Ring Rd	Gary Bartlett	Development	268,000	0	0	0	3,674	25,000		28,674	AMBER	199,699	0	0	228,373	228,373
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Leeds City Centre Network and Interchange Package	Gary Bartlett	Development	3,455,000	319,000	31,337	278,000	273,420	110,000		383,420	AMBER	979,678	1,033,776	126,749	3,151,960	3,151,960
		Delivery	0	0	0	0	0	0		0		0	0	5,340,672	5,340,672	32,128,076
Wakefield City Centre Package Phase 2 Ings Road	Neil Rogers	Development	270,000	0	0	0	18,216	65,000		83,216	GREEN	277,000	84,783	0	444,999	444,999
		Delivery	0	0	0	0	0	0		0		0	1,540,000	1,477,593	3,017,593	3,017,593
CIP - Phase 1 - Leeds Dyneley Arms	Gary Bartlett	Development	402,000	0	0	0	5,365	180,000		185,365	GREEN	174,300	0	0	359,665	359,665
		Delivery	0	0	0	0	0	0		0		781,800	1,300,000	3,800,000	5,881,800	5,881,800
CIP - Phase 1 - Kirklees Huddersfield Southern Gateways	Simon Taylor	Development	300,000	0	0	0	130,559	53,000		183,559	GREEN	148,000	0	0	331,559	331,559
		Delivery	0	0	0	0	0	0		0		0	1,270,000	3,330,000	4,600,000	4,600,000
CIP - Phase 1 - Calderdale A58/A672 Corridor	Mark Thompson	Development	235,000	0	0	0	28,836	64,281		93,117	AMBER	29,323	0	0	122,440	122,440
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
CIP - Phase 1 - Calderdale A646/A6033 Corridor	Mark Thompson	Development	195,000	0	0	0	23,154	71,696		94,851	AMBER	31,323	0	0	126,174	126,174
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Rail Park and Ride (Phase 2) Programme	Melanie Corcoran	Development	138,000	0	0	137,997	0	0		0	AMBER	0	0	0	137,997	137,997
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Rail Park & Ride (Phase 2) - Apperley Bridge	Melanie Corcoran	Development	113,100	0	0	0	0	0		0	AMBER	113,000	0	0	113,000	113,000
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Rail Park & Ride (Phase 2) - Guiseley	Melanie Corcoran	Development	143,000	0	0	0	0	0		0	AMBER	143,000	0	0	143,000	143,000
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Rail Park & Ride (Phase 2) - Moorthorpe	Melanie Corcoran	Development	110,500	0	0	0	0	0		0	AMBER	110,500	0	0	110,500	110,500
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0

West Yorkshire Transport Fund dashboard

Figures accurate up to: February 2018

2017/18	£34,334,918	Total Outturn Forecast	£42,498,814
Target		Actual	£19,645,148

Project name	Project responsibility			Previous years spend			In-year spend and RAG rating (2017/18)				RAG rating	Future forecast spend			TOTAL spend (actual + forecast)	TOTAL
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17	Actual spend to date (Feb 2018)	Forecast spend 2018	Mar	Total of actual and forecast		2018/19	2019/20	2020/21		
Rail Park & Ride (Phase 2) - Outwood	Melanie Corcoran	Development	110,500	0	0	0	0	0		0	GREEN	0	0	0	0	0
		Delivery	0	0	0	0	0	0		0		110,500	0	0	110,500	110,500
Rail Parking Package - Mirfield (B)	Melanie Corcoran	Development	0	0	0	0	0	0		0	AMBER	0	0	0	0	0
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Calder Valley Line Elland Station	Mark Thompson	Development	834,748	0	0	0	122,157	149,489		271,646	AMBER	359,137	0	0	630,782	630,782
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Corridor Improvement Programme (formerly HEBP)	Melanie Corcoran	Development	408,000	0	0	0	0	50,000		50,000	GREEN	100,000	100,000	158,000	408,000	408,000
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Transformational -South Featherstone Link Rd - Feasibility Study	Neil Rogers	Development	284,000	0	0	0	30,484	84,505		114,989	GREEN	165,380	0	0	280,369	280,369
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Transformational - Kirklees - North Kirklees Orbital Route - Feasibility Study	Simon Taylor	Development	248,000	0	0	0	12,500	12,500		25,000	GREEN	157,500	0	0	182,500	182,500
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Transformational -York Northern Outer Ring Road Dualling- Feasibility Study	Neil Ferris	Development	295,000	0	0	0	0	5,000		5,000	GREEN	195,000	0	0	200,000	200,000
		Delivery	0	0	0	0	0	0		0		0	0	0	0	0
Transport projects at Stage 1 pre mandate																
Aire Valley, Leeds Integrated Transport Package – Phase 2: Highway Access		Development	-	-	-	-	0	0		0					0	0
		Delivery	0	0	0	0	0	0		0					0	0
Aire Valley, Leeds Integrated Transport Package – Phase 3: Motorway Junction Improvements		Development	-	-	-	-	0	0		0					0	0
		Delivery	0	0	0	0	0	0		0					0	0
Corridor Improvement Programme Phase 2		Development	-	-	-	-	0	0		0					0	0
		Delivery	0	0	0	0	0	0		0					0	0
Corridor Improvement Programme Phase 3		Development	-	-	-	-	0	0		0					0	0
		Delivery	0	0	0	0	0	0		0					0	0
Calder Valley Line Enhancements		Development	-	-	61,905	-	0	0		0					61,905	61,905
		Delivery	0	0	0	0	0	0		0					0	0
Calder Valley Line Bradford-Leeds Journey Time improvements		Development	834,748	-	-	-	50,548	221,098		271,646					271,646	271,646
		Delivery													0	0
Clifton Moor Park and Ride		Development	-	-	-	-	0	0		0					0	0
		Delivery	0	0	0	0	0	0		0					0	0
Development inc Management Costs			122,225,746	1,989,908	4,371,557	7,944,711	7,878,527	7,151,679		15,030,206		14,134,493	5,967,776	3,215,374	52,654,025	52,860,625
Delivery			-	-	15,284,765	19,894,885	11,766,621	15,701,987		27,468,608		36,658,084	80,117,372	104,002,176	283,425,890	581,558,078
Total Transport			122,225,746	1,989,908	19,656,322	27,839,597	19,645,148	22,853,666		42,498,814		50,792,577	86,085,148	107,217,550	336,079,914	634,418,702

84,997,628

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Report to: West Yorkshire and York Investment Committee

Date: 18 April 2018

Subject: **Capital Spending and Project Approvals**

Director(s): Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor

1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 This report presents proposals for the progression of four schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £22.592 million when fully approved, £18.592 million of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £4.233 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.
- 1.3 This report also presents information on the assurance arrangements for the Energy Accelerator programme, as requested by the Combined Authority.
- 1.4 Following feedback from the Combined Authority members each scheme includes a summary of risks.

Scheme	Decision sought	Scheme description
Department for Environment, Food and Rural Affairs (DEFRA) Clean Bus Technology Fund <i>West Yorkshire</i>	Approval to proceed beyond decision point 2 (case paper) and work commence on activity 5 (full business case with costs) alongside preparation and commencement of the grant allocation process. Total value - £4.756 million Total value of Combined Authority funding - £4.756 million	To retrofit emission control technology onto older, more polluting buses across West Yorkshire to significantly improve emissions. The project has a very high benefit cost ratio of 6 at this stage.

	Funding recommendation sought - £120,000	
Growing Places Fund - LEP Loan 318 <i>New Bolton Woods, Bradford</i>	Approval to proceed beyond decision point 2 (case paper) and work commence on activity 5 full business case with costs. Total value - £346,000 Total value of Combined Authority funding - £346,000 Funding recommendation sought - £0	To complete a combined access for the drive through prepared food outlet and enable the building of the third and final commercial unit within this new sustainable urban village, to be known as 'New Bolton Woods' and which aims to provide new employment opportunities and over 1000 new homes. The scheme has been assessed as representing good value for money.
West Yorkshire plus Transport Fund (WYTF) A629 Halifax Road, phase 5 <i>Kirklees</i>	Approval to proceed beyond decision point 3 (case paper) and work commence on activity 4 full business case. Total value - £12.090 million Total value of Combined Authority funding - £12.090 million Funding recommendation sought - £4.113 million	As part of the overarching A629 Halifax to Huddersfield corridor improvements to relieve congestion, reduce journey times and improve pedestrian and cycling accessibility. This element of the scheme will deliver traffic capacity improvements at several locations. An initial benefit cost ratio for the project has been assessed as very high of 7.41:1 which will be reviewed at full business case stage.
Beech Hill <i>Halifax</i>	Approval to proceed beyond decision point 4 (case paper) and work commence on activity 5 full business case with costs Total value - £5.400 million Total Value of Combined Authority funding - £1.400 million Funding recommendation sought - £0	To assist with the demolition, removal of asbestos and remediation of three high-rise tower blocks with a view to develop the delivery of new housing development in its place. A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together provides the best value for money; this will be reviewed at full business case stage.

1.5 There are no change requests to present to Investment Committee in this report.

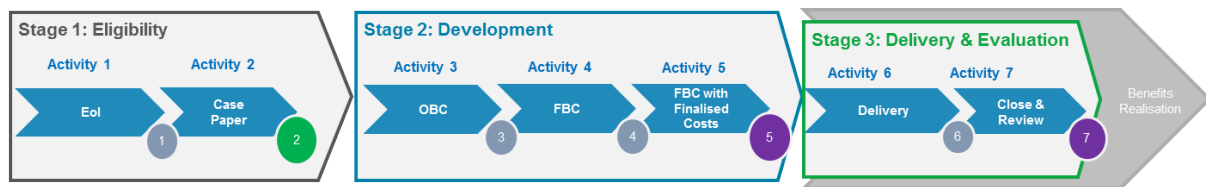
1.6 Since the Investment Committee's meeting on 21 March 2018, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Managing Director. Under the delegation a total expenditure of £5.826 million has been approved.

Scheme	Decision sought	Scheme description
York outer ring road roundabouts - phase 1 <i>York</i>	Approval to proceed beyond decision point 5 (full business case with finalised costs) and work commence on activity 6 delivery. Total value - £3.6 million Total value of Combined Authority funding - £3.6 million Funding recommendation sought - £3.6 million	To improve and reduce journey times on this heavily congested route. Improvements to the roundabout at the junction of the A1237 and B1224 Wetherby Road will be delivered as phase 1. The project's benefit cost ratio has been assessed as high at 4.377:1.
Leeds City Region flood alleviation – Wyke Beck <i>Leeds</i>	Approval for two Wyke Beck Valley projects, Arthur's Rein re-profiling and de-culverting and Halton Moor local nature reserve proceed	To enhance the environment locally and achieve habitat improvements in addition to managing flood risk.

	through decision point 5 and work commences on activity 6 (delivery) Total value - £4.266 million Total value of Combined Authority funding - £2.6 million Funding recommendation sought - £975,000	The two schemes have high benefit: cost ratios.
Bus hotspots 2017/19 programme <i>West Yorkshire</i>	Change request following a programme review to reflect revised scheme costs and enter into funding agreements with: Bradford Council for expenditure up to £342,360; Calderdale Council for expenditure up to £197,340; Wakefield Council for expenditure up to £154,800. The programme was considered by Transport Committee on 7 July 2017 and 16 March 2018. Total value - £930,793 Total value of Combined Authority funding - £930,793 Funding recommendation sought - £930,793	To improve bus punctuality through on street improvements. The programme has been evaluated as being good value for money.
One Public Estate – phase 6 <i>Leeds City Region</i>	Change request to accept funding award of £320,000 from phase 6 One Public Estate (OPE) programme and enter into grant agreements with Harrogate (£25,000), Calderdale (£75,000), Kirklees (£40,000) and Wakefield (£40,000). Total value - £320,000 Total value of Combined Authority funding - £320,000 Funding recommendation sought - £320,000	To collaborate with other public sector bodies on public property and land issues to unlock major service transformation and / or economic growth. Harrogate - Station gateway development work - £25,000. Calderdale – North Halifax health and social care village – creation of a health and social care village - £75,000. Wakefield - revitalised city centre options appraisal - £40,000. Kirklees – Dewsbury family Support Centre – Feasibility and site investigations £40,000. Combined Authority - unlocking small housing sites across the Leeds City Region; programme management and development work - £140,000. The scheme has been assessed as representing good value for money.

2 Information

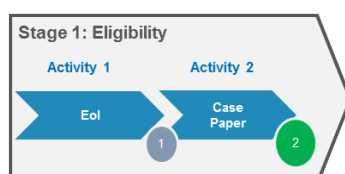
- 2.1 Investment Committee will recall that the Combined Authority has a three stage assurance process as set out below with the requirements that all projects will as a minimum need to formally pass decision point 2 and 5, highlighted in green and purple below, and with the requirement to meet the intervening activities deemed on a project by project basis.



- 2.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT is an internal assurance group and has no formal approval making powers, they make recommendations which are then reported through the current Combined Authority's governance arrangements for a formal decision/approval. The PAT consists of a panel of officers representing policy, legal, financial, assurance and delivery supplemented with external experts. Where conflict of interest issues arise during a meeting e.g. scheme comes forward for discussion which a member of the PAT is the Senior Responsible Officer for, the SRO will not take part in the discussion and agreeing of recommendations and in the case of the chair will leave the meeting and won't be part of any discussions and recommendations in relation to their scheme. The scheme promoters from the district councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from PAT as required. The terms of reference for the PAT are contained within the assurance framework.
- 2.3 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, meet funding criteria and have available funding identified with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage development funding may be sought to enable work to progress.
- 2.4 Projects at development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its costs.
- 2.5 Once in delivery and evaluation the scheme is delivered and the Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its funding agreement. Finally, information about a scheme's performance following its completion is collected, in order to evaluate the success of the scheme.

Programmes and projects for consideration

Projects in stage 1: eligibility



2.6 Department for Environment, Food and Rural Affairs (DEFRA) - Clean Bus Technology Fund (CBTF) (decision point 2 - case paper)

Background

The project will provide £4.756 million including capital grant funding from the DEFRA Clean Bus Technology Fund (CBTF) to bus operators through an open grant competition to retrofit accredited emission control technology on to 231 older, more polluting buses across West Yorkshire to significantly improve their tailpipe emissions; match funding from operators will ensure value for money and will cover project development and delivery costs. The Combined Authority will manage the grant process for the whole of the West Yorkshire grant award including Leeds City Council's separate DEFRA grant award of £1.371 million (£2.842 million DEFRA grant award for the Combined Authority and estimated £543,000 match funding from operators taking the total scheme costs to £4.756 million).

A summary of the scheme's business case is included in **Appendix 1**.

Outputs and benefits

The scheme has a clear strategic fit to the Leeds City Region Strategic Economic Plan and West Yorkshire Transport Strategy. The project will deliver against Strategic Priority 3 – Clean Energy and Environmental Resilience through improving the clean energy performance of part of West Yorkshire's bus fleet. It will also deliver against the policies of the Combined Authority adopted West Yorkshire Bus Strategy and West Yorkshire Low Emission Strategy to significantly reduce bus emissions. It is expected the project will deliver the following outputs:

- Approximately a quarter of Euro V (or older) public service buses fitted with accredited emission control technology across West Yorkshire through a grant allocation criteria to allocate across the region.
- Real time emission monitoring equipment fitted on all converted buses.
- Quarterly reporting to DEFRA of deliverables and outcomes.
- The project is forecast to remove 31 tonnes of nitrogen oxides from existing bus fleets per year – equating to 3.12 tonnes of nitrogen dioxide.
- The project is also forecast to deliver £3.9 million in reduced environmental and health damage costs over a five year period.

The project has a very high benefit cost ratio of 6 at this stage.

Risks

The key risks, and mitigating actions, for this project are:

- Delivery capacity and timeframes which will be managed through project and resource planning and prioritisation.
- Accredited technology suppliers may be overwhelmed with Clean Bus Technology Fund orders nationally which could have an impact on delivery timescales; this will be managed by aiming to ensure the grant allocation process is in good time to allow the market to respond.

Costs

The Combined Authority and Leeds City Council (LCC) have been awarded £4.21 million from the government's Clean Bus Technology Fund to deliver the scheme. With operator match funding the total scheme investment is £4.756 million. These project costs are made up of £2.842 million DEFRA grant to the Combined Authority; £1.371 million DEFRA grant to LCC and estimated £543,000 match funding from operators to be finally determined following the grant allocation process.

£120,000 of costs on project development, legal advice and delivery is required from the Combined Authority which will be reimbursed by the operator match funding. An initial tranche of funding will be received from DEFRA in March 2018 and may be used for the development costs with the match funding received from operators then being allocated to this account when in place.

Timescales

Timescales are challenging with full project delivery, including grant delivery and spend commitment, required by March 2019. The aim is for decision point 5 (full business case with finalised costs) to take place by July 2018 and decision point 6 (delivery) to take place by March 2019.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision

Tolerances

In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:

- That the grant project cost does not exceed the grant funding awarded.
- That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Neale Wallace, Combined Authority officer
- Project Manager: Michael Ramsey, Combined Authority officer
- Combined Authority case officer: Mary Innes

Appraisal summary

There is a clear case for the need to accelerate investment in newer buses and emission abatement technology to reduce emissions which are key priorities for Leeds City Region. However, the timeframes to spend the grant from DEFRA and the resources/inputs required for expedient delivery mean there are current concerns in relation to deliverability at this stage for which appropriate mitigations are in place.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- The Clean Bus Technology Fund (CBTF) project proceeds through decision point 2 and work commences on activity 5 full business case with costs alongside preparation and commencement of the grant allocation process.
- An indicative approval to the total project value of £4.756 million (this includes the Combined Authority, LCC grant awards and operator match funding) is given from the DEFRA Clean Bus Technology Fund awarded to the Combined Authority and Leeds City Council (LCC) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Combined Authority project development and delivery costs of £120,000 of the DEFRA grant are approved in order to progress the scheme to

decision point 5 full business case, before being reimbursed from the scheme's private sector match funding.

- The Combined Authority enters into an agreement with Leeds City Council (LCC) for the Combined Authority to receive and manage on LCC's behalf their CBTF funding award (£1.371 million) from the CBTF fund for the whole of West Yorkshire.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.7 Growing Places Fund LEP Loan 318 (decision point 2 - case paper)

Background

The project seeks to obtain a further Growing Places Fund (GPF) loan of £346,000 to complete a combined access for the drive through prepared food outlet and enable the building of the third and final commercial unit that will be constructed on the first commercial plot to be developed at Canal Road Urban Village.

The existing GPF loan enabled junction improvements at Stanley Road and access points for this current project. At the time of the original loan the ultimate occupiers of this commercial plot were unknown. Now the occupiers are known and their land design for the plot is finalised this complementary project will achieve completion of access to the drive through food outlet site and the creation of a final third unit for let that creates additional jobs on the site.

The project is part of a wider mixed-use regeneration scheme in the Canal Road corridor making the most of this underutilised but well-connected site in close proximity to Frizinghall Station on the Bradford to Leeds train line. This new sustainable urban village, to be known as 'New Bolton Woods', will provide new employment opportunities and over 1000 new homes. The primary aim of the Canal Road Urban Village Ltd (CRUVL) joint venture for New Bolton Woods is delivery of housing evidenced by previous supply and demand figures (50,000 new houses needed by 2026).

The project is structured to ensure certainty of delivery. The delivery partners, CRUVL, a joint venture owned by Bradford Council and Urbo, a property development and investment company with expertise in urban regeneration projects, will deliver the development over a period of years.

The New Bolton Woods scheme aims to achieve a step change in quality to regenerate Bolton Woods by a 'best practice design' new settlement.

Economic sustainability is central to this and the local centre is therefore absolutely vital to the success of the wider project with all the jobs and community benefits this will bring. As part of the wider project Arnold Laver timber merchants will be re-located to modern premises, securing and growing local jobs through one of Bradford's largest employers.

A summary of the scheme's business case is included in **Appendix 2**.

Outputs and benefits

It is expected that project will deliver the following outputs:

- Create a combined access for a drive through prepared food outlet
- Enable the construction of a third commercial unit
- Create 25 new retail jobs (economic appraisal assesses 9 net jobs) across this additional loan
- The scheme is likely to act as a catalyst for further development of the wider project area i.e. Canal Road / New Bolton Woods.

There is clear need and market demand for the project and initial indications are that the project will deliver good value for money. This will be confirmed at decision point 5.

Risks

The main risks facing the scheme are as follows:

- Failure to secure the potential anchor store and retailer for the third commercial unit resulting in loss of land sale receipts leads to failure to repay the loan. This risk is low given the advanced stages of dialogue with the potential anchor site and third commercial unit tenant while timescales for current and new negotiations could be extended and the loan is secured through a parent company guarantee.
- The existing and new loans are interlinked and the success of each dependent on the other. This will be managed through the mitigation strategies outlined in the first risk above.

Costs

£346,000 is being sought from the Combined Authority through this application to the Growing Places Fund as a loan.

Timescales

The anticipated timescales of the project:

- It is expected that the full business case with finalised costs (decision point 5) will be completed by May 2018;
- Construction will commence June 2018 and be completed with the building let or sold by June 2021 (decision point 6) ; and
- The loan will be repaid by 31 March 2023.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director Delegated Decision

Tolerances

In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:

- That the total project cost remains within the costs identified within this report.
- That the project delivery timescale remains within 3 months of the timescales identified within this report.
- If the risk of failure to conclude deals with the potential anchor retail food store occurs.

- That the number of jobs enabled is forecast to remain within 20% of the number set out in this report.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Andrew Dainty, CRUVL (Urbo)
- Project Manager: Andrew Dainty, CRUVL (Urbo)
- Combined Authority case officer: Dominic Liddell-Crewe

Appraisal summary

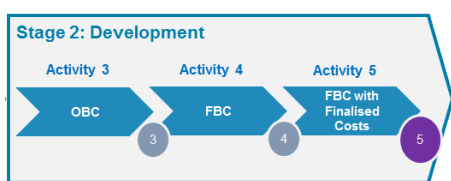
The project has a clear fit to the Leeds City Region Strategic Economic Plan and will deliver against the objectives of increasing access to employment and delivering good growth. The project will help act as a catalyst to attract further investment to the area. There is clear need and market demand for the project and initial indications are that the project will deliver good value for money. The project will be managed by an experienced regeneration and management team.

Recommendations

That Investment Committee recommends to the Combined Authority:

- That the LEP Loan 318 project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- An indicative approval to the total loan value of £346,000 is given from the Growing Places Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's programme appraisal team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in stage 2: development



2.8 **West Yorkshire plus Transport Fund (WYTF) A629 Halifax Road, phase 5 (decision point 3 - outline business case)**

Background

This project forms part of the overarching A629 Halifax to Huddersfield corridor improvements, comprising multi modal improvements forecast to create 1,740 jobs by 2026, congestion relief, reduction in journey times for general traffic, and improvements in pedestrian and cycling accessibility.

The A629 scheme has been split into five separate phases, with phases 1, 2 and 5 being prioritised for early delivery. Kirklees council has responsibility for delivering phase 5 as a separate project. Phase 5 seeks to improve accessibility between Huddersfield and Halifax, and to the M62. It relates to the section of the A629 between the Ainley Top roundabout and Huddersfield. The scheme includes accessibility improvements for all road users, aims to reduce congestion and delay, and supports job creation and housing growth in the local area.

The preferred option, identified in the outline business case, includes capacity improvements from the Cavalry Arms junction to Ainley Top, with improvements at the Blacker Road junction, as outlined below. The outline business case requests funding for land acquisition to be released to allow land assembly to commence at full business case stage.

A summary of the scheme's business case is included in **Appendix 3**.

Outputs and benefits

The scheme will deliver traffic capacity improvements at several locations as described below:

- Blacker road / Edgerton Grove road / New North road / Edgerton road Junction (Blacker road Junction) – road widening northbound and westbound.
- East Street / Birkby Road / Halifax Road Junction (Cavalry Arms Junction) - Re-align east-west approach lanes.
- Cavalry Arms to Birchencliffe Hill road - Remove parking from both sides of road to enable free-flow of traffic and enable footways to be used safely. Cars currently park on both sides of the road, blocking footways and preventing the free-flow of traffic.
- Yew Tree road to Ainley Top - Extend southern approach lanes and create a new left slip onto the roundabout.

More broadly the scheme will:

- Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout, for all road users in

both directions by 2022, and to support the delivery of the Lindley Moor West and East Enterprise Zones.

- Support job retention and growth in the wider area with the creation of 189 indirect jobs by 2030. (The West Yorkshire Urban Dynamic Model model shows up to 465 indirect jobs created).
- Support housing growth in the Lindley area and west Huddersfield generally (1,230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
- Improve air quality for local residents by contributing to a reduction of nitrogen oxide levels
- Contribute to an improved Gross Value Added across West Yorkshire. Urban Dynamic Model runs show a Gross Value Added increase of £29 million by 2030.

An initial benefit cost ratio for the project on monetarised journey times has been assessed as very high of 7.41; this will be reviewed at full business case stage.

Risks

The key risks for the scheme are:

- Land acquisitions – The need for compulsory purchase orders (CPOs) is identified as a key risk in delivery. Engagement with land owners has already commenced and the Council is taking a twin track approach to land acquisitions and will seek a resolution to use CPO powers.
- Planning permission/consents – Securing Listed Building Consent for the taking down and rebuilding of a listed curtilage wall in the conservation area has been identified as a key risk. Early engagement with the council's planning and conservation team and the landowner has taken place.
- Tree felling – Felling mature trees, some of which are covered by TPOs (Tree Preservation Orders) in the conservation area is also identified as a key risk. Whilst the removal of these trees will fall under permitted development, and therefore do not require planning consent for their removal, it is acknowledged that removal of the trees will be a sensitive issue. To mitigate the impact the Council is proposing to replace trees, where possible, within affected land boundaries, together with tree planting in other areas of the locality to offset the loss. The public will be asked for ideas about where the Council could undertake offset tree planting during the public engagement stage (proposed for June 2018). A topographical survey has been undertaken to identify tree locations and sizes for a key area of land required for the scheme and further tree surveys are to be undertaken to cover all trees affected.

Costs

The total cost to deliver phase 5 is £12.09 million, to be funded through the West Yorkshire plus Transport Fund.

It is noted that at decision point 2 the total scheme cost to deliver phase five was identified as £10 million, meaning that a further £2.09 million is requested as original estimated costs have since been refined largely to account for additional land assembly work.

Phase five currently has £305,000 approved. A further £4.113 million is now sought to develop the project to full business case (to include: development funding and land assembly funding of £2.171 million). This will take the total development costs approval to £4.418 million.

The total cost to deliver the A629 Phases 1-5 is £120.6 million.

Timescales

The timescales for the scheme are as follows:

- Full business case (decision point 4) approved by July 2019.
- Full business case with final costs (decision point 5) approved by January 2020.
- Construction commences February 2020.
- Construction complete August 2021 (decision point 6).

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 4 (full business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director Delegated Decision

Tolerances

In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:

- That the total project cost remains within 10% of costs identified within this report.
- That the project delivery timescale remains within three months of timescales identified within this report.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Simon Taylor, Kirklees Council
- Project Manager: Steven Hanley, Kirklees Council
- Combined Authority's case officer: Clare Zara Davies

Appraisal summary

The scheme has a strong strategic fit and overall the outline business case presented provides sufficient evidence and justification that the WYTF A629 Halifax Road phase 5 scheme should proceed to full business case.

Recommendations

That Investment Committee recommends to the Combined Authority:

- The WYTF (Transport Fund) A629 Halifax Road Phase 5 project proceeds through decision point 3 and work commences on activity 4 (full business case).
- That an indicative approval to the total project value of £12.09 million is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case).
- That development costs of £4.113 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £4.418 million and that an addendum to the funding agreement with Kirklees council for the additional £4.113 million is entered into.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 (full business case) through Investment Committee and Combined Authority and at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal

Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.9 **Beech Hill, Halifax (decision point 4 - full business case)**

Background

The Beech Hill site lies on the western edge of Halifax Town Centre. The regeneration of the site is a joint venture partnership between Calderdale Council and Together Housing.

This project is for the asbestos strip out and demolition of three high-rise tower blocks and Stannary Depot to enable the delivery of the Phase 1 housing development.

A summary of the scheme's business case is included in **Appendix 4**.

Outputs and benefits

The scheme's outputs are:

- 113 construction jobs created
- Enabling 100 new homes of which 50 affordable homes* will be created to meet local housing needs
- 2.52 ha of brownfield land assembled for residential development

*The Ministry of Housing, Communities & Local Government define affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The Beech Hill housing scheme will provide a mixture of social rented and shared equity homes through Together Housing Association.

The scheme's associated benefits are:

- Improved living environment
- Improved access to green infrastructure and local amenities
- Improved access to employment
- Increased availability of mixed tenure housing

A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together provides the best value, at a cost of £178,379/unit compared to £210,422/unit for 54 homes if the depot was excluded from the development site. It will deliver the greatest number of housing units (100) of which 50 would be affordable units. Figures used were based on the most recent viability assessment and development costs for the site; these will be refreshed during detailed costing as part of activity 5 (full business case and finalised costs).

Risks

The key risks for the scheme are:

- Combined Authority funding not fully secured to allow comprehensive demolition/asbestos removal of the tower blocks and Stannary depot. The impact would be a delay in delivery. This will be mitigated by identifying and applying for other funding opportunities to bring the project forward.
- Not obtaining planning permission for phase 1 of the residential development which is linked to the success of this project. This is being managed through pre-application meetings with council's planning team and engaging the community and key stakeholders in the development of the project to ensure that community aspirations are reflected in the plans.
- Ground conditions are worse than expected leading to increased costs. This is being managed through early Intrusive investigations to assess ground conditions, the results of which will be integrated into the residential development viability assessment.

Costs

The total project value is £5.4 million with £1.4 million grant being sought from the Combined Authority's Growth Deal 3 for unlocking housing sites. Together Housing Association is contributing £4 million to the scheme.

Since decision point 2 the funding bid has increased from £1 million to £1.4 million to include the costs for demolition/asbestos removal of the Stannary Depot. The Expression of Interest originally focused only on securing the gap funding for the Together Housing owned tower block site. However a separate £400,000 bid for Housing Infrastructure Funding (HIF) for the demolition/asbestos removal of the council depot was unsuccessful. This created the opportunity to bring together two parcels of land to create a phase 1 residential development site at Beech Hill. The comprehensive development approach will bring accelerated delivery and cost efficiencies for the wider investment partnership of around £200,000 across the phase 1 residential development scheme.

Timescales

Timescales for the scheme are:

- Asbestos/ demolition contract starts May 2018
- Residential development outline planning approval June 2018
- Demolition complete May 2019

Timeframes for the enabling outputs for this scheme are:

- Residential development planning approved Nov 2019
- Phase 1 housing start on site Jan 2020
- Completion of housing Feb 2022

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 4 (full business case)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 5 (FBC+costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director Delegated Decision

Tolerances

In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:

- That cost increase above 10% will require a recommendation from Investment Committee before being approved by the Managing Director.
- If the programme is forecast to slip by more than 3 months then this will require a recommendation from Investment Committee before being approved by the Managing Director.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Heidi Wilson, Calderdale Council officer
- Project Manager: Julie Bullen, Calderdale Council officer
- Combined Authority case officer: Caroline Farnham-Crossland
- Combined Authority Project Manager: Polly Hutton

Appraisal summary

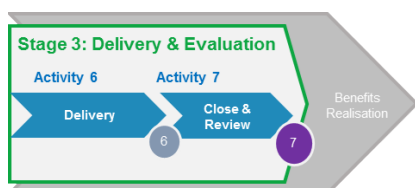
The full business case clearly articulates the need for the scheme to take place. The strategic and economic case are both strong and the benefits of regenerating this particular area of Halifax are clear. Furthermore, consultation has taken place with the public and independent reports have been undertaken which support the preferred option. Further work is needed on the cost confidence element and controls to ensure control over cost increases and programme slippage; this needs to be detailed at full business case with finalised costs stage.

Recommendations

That Investment Committee recommends to the Combined Authority:

- The Beech Hill project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- That conditional approval to the total project value of £5.4 million is given (which includes a £1.4 million contribution from the Growth Deal 3 Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in stage 3 – Programme committed



2.10 There are no schemes in stage 3 to present in this report.

Decisions progressed directly to West Yorkshire Combined Authority on 5 April 2018

- 2.11 There are no decisions which were progressed directly to the Combined Authority on 5 April to present in this report.

Decisions made through delegation to the Managing Director

- 2.12 Since Investment Committee's meeting on 21 March 2018, decisions regarding the following schemes have been exercised. These decisions were made through the delegation to the Combined Authority's Managing Director following a recommendation from the Combined Authority's Programme Appraisal Team.

- 2.13 **York outer ring road roundabouts – Phase 1 Wetherby Road – decision point 5 (full business case with finalised costs)**

The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.

Recommendations from the scheme's full business case (decision point 4) appraisal were presented to the Combined Authority on 1 February 2018 who gave indicative approval to the total project cost of £3.6 million (to be funded from the West Yorkshire plus Transport Fund) with full approval to spend being once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The Combined Authority also approved the recommendation that the Combined Authority's Managing Director would give final approval at decision point 5.

The project's benefit cost ratio has been assessed as high at 4.377.

The following recommendations were approved by the Combined Authority's Managing Director on 21 March 2018:

- That the York Outer Ring Road phase 1 project proceeds through decision point 5 and work commences on activity 6 (delivery).
- That approval to the total project value of £3.6 million is given from the West Yorkshire Plus Transport Fund
- That the Combined Authority enters into a funding agreement with City of York Council for a total of up to £3.6 million
- That future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.14 Leeds City Region flood alleviation – Wyke Beck – decision point 5 (full business case with finalised costs)

The Wyke Beck Valley scheme aims to enhance the environment locally and achieve habitat improvements in addition to managing flood risk.

The recommendation for approval of full business case (decision point 4) appraisal was presented to Investment Committee on 3 January 2018 and approved by the Combined Authority on 1 February 2018. As part of this approval it was agreed that decision point 5 approval would be made through a delegation to the Combined Authority's Managing Director subject to the scheme remaining within its approved tolerances. It is confirmed that the scheme presented for decision point 5 approval remained within these tolerances.

The two schemes have high benefit to cost ratios.

The Combined Authority's Managing Director approved the following recommendations on 27 March 2018:

- That the two Wyke Beck Valley projects, Arthur's Rein re-profiling and de- culverting Arthur's Rein and Halton Moor Local Nature Reserve proceed through decision point 5 and work commences on activity 6 (delivery).
- That the Combined Authority's contribution of £975,000 (which will be funded through the Local Growth Fund) is given.
- That the Combined Authority enter into a funding agreement with Leeds City Council for expenditure of up to £975,000 from the Local Growth Fund.
- That future approvals to be made in accordance with the Approval Pathway and Approval Route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.15 Bus hotspots 2017/19 programme - change request

The Bus Hotspot 'Punctuality & Reliability' programme is a programme of works to key congestion hotspots to improve bus punctuality.

Following a programme review a change request was submitted to reflect the revised scheme. The below table summarises the changes to the programme, developed with officers of each partner Council, and subsequently endorsed by Transport Committee on 16 March 2018.

	Transport Committee July 2017		Programme Review	
District	Schemes	Cost	Schemes	Cost
Bradford	14	£571,500	10	£285,300
Wakefield	8	£147,000	8	£129,000
Kirklees	5	£143,000	5	£143,000
Calderdale	1	£20,000	1	£164,450
	28	£881,500	24	£721,750
	Contingency / project management	£155,100	Contingency / project management	£209,043
Total		£1,036,600		£930,793

Some schemes in Bradford were subsequently found not to be deliverable within the scope of the Bus Hotspot programme, reducing the Bradford Council cost allocation.

The Hebden Bridge scheme initially proposed by Calderdale Council for the Bus Hotspot programme will be incorporated into a wider project seeking support under the West Yorkshire plus Transport Fund Corridor Improvement Programme. An alternative scheme in Mytholmroyd has now been developed for funding under the Bus Hotspot programme.

The Combined Authority's project team is awaiting revised cost figures from Kirklees Council, following which a further request for decision will be submitted if required.

The programme has been evaluated as being value for money. The following recommendations were approved by the Combined Authority's Managing Director on 27 March 2018:

- The change request for the Bus Hotspots 2017/19 Programme be accepted.
- Enter into funding agreements as follows:
 - With Bradford Council for expenditure up to £342,360.
 - With Calderdale Council for expenditure up to £197,340.
 - With Wakefield Council for expenditure up to £154,800.
- Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances.

The programme total cost of £1.037 million was approved by Transport Committee on 7 July 2017. The programme is funded by the National Productivity Investment Fund (NPIF) - £600,000 and the Local Transport Plan - £437,000.

The original programme was considered by Transport Committee on 7 July 2017. The changes to the programme which have been approved as part of

this change request were considered and endorsed by Transport Committee on 16 March 2018.

2.16 One Public Estate – phase 6 – change request (decision point 6 – delivery)

The Cabinet Office confirmed funding allocations of £320,000 to the Combined Authority for the One Public Estate Phase 6 Programme, broken down as follows:

- Harrogate - Station Gateway – Feasibility work to inform development scheme including town centre homes - £25,000.
- Calderdale – North Halifax health and social care village – creation of a health and social care village on a site owned by the council - £75,000.
- Combined Authority – programme management – Phase 6 programme management along with development work to expand scale and scope of One Public Estate (Harrogate Selby and Craven) and deliver the Land Release Fund programme - £60,000.
- Wakefield - Revitalised City Centre - options appraisal - £40,000.
- Kirklees – Dewsbury Family Support Centre – Feasibility and site investigations £40,000.
- Combined Authority - Phase 2 – unlocking small housing sites across the Leeds City Region - £60,000.
- Combined Authority – further programme management costs - £20,000.

In addition to the One Public Estate funding, confirmation was also received on 16 February 2018 that the Combined Authority has been allocated the sum of £662,000 capital funding from the Land Release Fund.

The scheme has been assessed as representing good value for money.

The following Change Request was approved by the Combined Authority's Managing Director on the 27 March 2018:

- To accept the award of £320,000 from the Phase 6, One Public Estate (revenue) programme be accepted.
- To enter into Grant Agreements as part of the One Public Estate (revenue) programme (Phase 6) with Harrogate (£25,000) Calderdale (£75,000), Kirklees (£40,000) and Wakefield (£40,000).
- That future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team.

The Combined Authority signed a Memorandum of Understanding with the Cabinet Office for the One Public Estate Phase 6 award on 15 March 2018 to ensure allocations were locked in before the end of the financial year.

2.17 Energy Accelerator Programme – further information

The Energy Accelerator (the Accelerator) is a new innovative programme which aims to support the development of low carbon energy projects across the City Region. It will provide expert advice and project development support. This lack of support has been preventing investment in such projects across the City Region.

The total value of the project is estimated at £3.817 million funded by:

- £820,000 Local Growth Fund (of which some is allocated as match funding towards the ELENA grant); and
- EUR 3.513 million (£2.997 million) EIB ELENA funding.

On 5 April 2018 the Combined Authority approved signing a contract for €3.513 million of funding from the European Investment Bank's ELENA fund (a fund that supports the development of low carbon projects). This funding will enable the Accelerator to be established. A new delivery team will be created to work with a range of partners to develop over 20 low carbon projects.

The Accelerator Programme is at decision point 4 of the assurance process. Investment Committee on 6 September 2017 and Combined Authority on the 5 October 2017 agreed that:

- Accelerator proceeds through decision point four of the assurance process and work commences on activity five.
- Indicative approval to the £2.997 million ELENA funding is given with full approval to spend being granted once the scheme has progressed through the decision point five.
- Future approvals are made in accordance with the approval pathway outlined in the submitted report including decision point five through a delegation to the Combined Authority's Managing Director following a recommendation by Combined Authority's Programme Appraisal Team
- That WYCA's Managing Director use his existing delegated authority to approve projects within any future phases of the Energy Accelerator Programme, providing that the value of each scheme is less than £1 million.

At the Combined Authority meeting of 5 April the approval was given to the scheme moving to decision point 5 with final approvals delegated the Managing Director. Which will enable the programme to be established by autumn 2018.

The report of 5 April highlighted the programme risks and the measures in place to manage these. In the light of these risks the Combined Authority requested confirmation from the Investment Committee regarding the assurance of the programme and the individual projects.

All stages of the Accelerator Programme have been through the assurance framework and considered by the Investment Committee and Combined Authority in accordance with the agreed pathway. Previous reports have set out and approved the governance for each individual project within the programme. Proposals for each project will be developed by the technical delivery team and considered by the Programme Advisory Group which is made up of technical experts and members of the Green Economy Panel. Projects with a value over £1 million that are recommended for progression will be taken forward through the Investment Committee, whilst those with a value lower than £1 million will be taken forward through a delegated approval to the Managing Director.

Regular updates will be provided to the Green Economy Panel. It is proposed that regular updates are provided to the Investment Committee with respect to the overall programme and confirming that the risks highlighted in the 5 April report to the Combined Authority are being monitored and whether any further action is required.

The Investment Committee is requested to confirm its support to the above arrangements and provide this information for the Managing Director to consider in making the delegated decision at decision point 5.

3 Financial implications

- 3.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

4 Legal implications

- 4.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

5 Staffing implications

- 5.1 A combination of the Combined Authority and partner Council project, programme and portfolio management resources are identified and costed for within the scheme in this report.

6 External consultees

- 6.1 Where applicable scheme promoters have been consulted on the content of this report.

7 Recommendations

- 7.1 **Department for Environment, Food and Rural Affairs (DEFRA) - Clean Bus Technology Fund (CBTF) (decision point 2 case paper)**

That Investment Committee recommends to the Combined Authority:

- i) The Clean Bus Technology Fund (CBTF) project proceeds through decision point 2 and work commences on activity 5 full business case with costs alongside preparation and commencement of the grant allocation process.
- ii) An indicative approval to the total project value of £4.756 million (this includes Combined Authority, Leeds City Council grant awards and operator match funding) is given from the DEFRA Clean Bus Technology Fund awarded to the Combined Authority and Leeds City Council with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- iii) Combined Authority project development and delivery costs of £120,000 are approved up front in order to progress the scheme to decision point 5 full business case, before being reimbursed from the scheme's private sector match funding.
- iv) The Combined Authority enters into an agreement with Leeds City Council (LCC) for the Combined Authority to receive and manage on LCC's behalf their CBTF funding award (£1.371 million) from the CBTF fund for the whole of West Yorkshire.
- v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.2 Growing Places Fund LEP loan 318 (decision point 2 - case paper)

That Investment Committee recommends to the Combined Authority:

- i) That the LEP Loan 318 project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- ii) An indicative approval to the total loan value of £346,000 is given from the Growing Places Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's programme appraisal team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.3 West Yorkshire plus Transport Fund (WYTF) A629 Halifax Road, phase 5 (decision point 3 outline business case)

That Investment Committee recommends to the Combined Authority:

- i) The WYTF (Transport Fund) A629 Halifax Road Phase 5 project proceeds through decision point 3 and work commences on activity 4 (full business case).
- ii) That an indicative approval to the total project value of £12.09 million is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case).
- iii) That development costs of £4.113 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £4.418 million and that an addendum to the funding agreement Kirklees council for the additional £4.113 million is entered into.
- iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 (full business case) through Investment Committee and Combined Authority and at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.4 Beech Hill, Halifax (decision point 4 – full business case)

That Investment Committee recommends to the Combined Authority:

- i) The Beech Hill project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- ii) That conditional approval to the total project value of £5.4 million is given (which includes a £1.4 million contribution from the Growth Deal 3 Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.5 **Energy Accelerator Programme**

That the assurance arrangements for the Energy Accelerator Programme be noted and forwarded to the Managing Director for consideration.

8 **Appendices**

8.1 **Appendix 1** – Department for Environment, Food and Rural Affairs (DEFRA) - Clean Bus Technology Fund business case summary

8.2 **Appendix 2** – Growing Places Fund LEP loan 318 business case summary

8.3 **Appendix 3** – West Yorkshire plus Transport Fund A629 Halifax Road, phase 5 business case summary

8.4 **Appendix 4** – Beech Hill, Halifax business case summary

9 **Background documents**

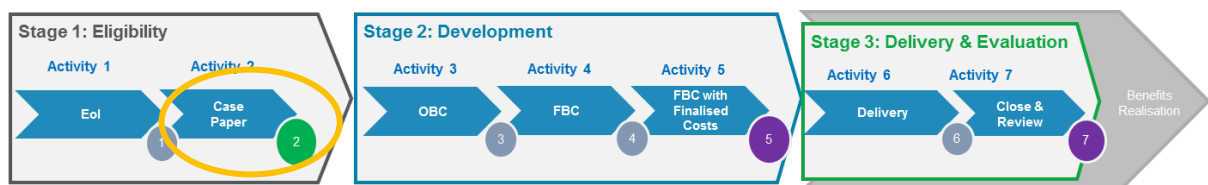
9.1 None as part of this report.

Section A: Scheme Summary

Name of Scheme:	Clean Bus Technology Fund
PMO Scheme Code:	DEFRA-CBTF-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Neale Wallace
Lead Promoter Contact:	Alistair Ryder
Case Officer:	Mary Innes
Applicable Funding Stream(s) – Grant or Loan:	Department for Environment, Food and Rural Affairs (DEFRA) Clean Bus Technology capital grant fund
Growth Fund Priority Area (if applicable):	Priority three – Clean Energy and Environmental Resilience 'High Quality Places'
Approvals to Date:	Decision to submit funding application made by leadership team in October 2017. Expression of Interest at activity one approved February 2018.
Forecasted Full Approval Date (Decision Point 5):	May 2018
Forecasted Completion Date (Decision Point 6):	March 2019
Total Scheme Cost (£):	£4.756 million made up of: £4.213 million (West Yorkshire Combined Authority grant award £2.842 million; Leeds City Council Grant Award £1.371 million) £120,000 (project management, procurement and legal advice) being reimbursed from scheme. Estimated £543,000 match funding from bus operators to be confirmed once competition delivery scoring agreed.
WYCA Funding (£):	
Total other public sector investment (£):	
Total other private sector investment (£):	

Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – this project is part of the suite of programmes within the West Yorkshire Bus and West Yorkshire Low Emissions Strategies.

Current Assurance Process Activity:



Scheme Description:

The project will provide £4.213 million in capital grant funding from the DEFRA Clean Bus Technology Fund to bus operators via an open grant competition to retro-fit accredited emission control technology on to 231 older, more polluting buses across West Yorkshire to significantly improve their tailpipe emissions. This would equate to approximately one quarter of the West Yorkshire bus fleet. Match funding from operators will cover project development and delivery costs. The Combined Authority will manage the grant process for the whole of West Yorkshire including Leeds City Council's separate grant award.

Business Case Summary:

Strategic Case	The scheme has a clear strategic fit to the Strategic Economic Plan (SEP) and West Yorkshire Transport Strategy. The project will deliver against Strategic Priority three – Clean Energy and Environmental Resilience through improving the clean energy performance of part of West Yorkshire's bus fleet. It will also deliver against the policies of the Combined Authority adopted West Yorkshire Bus Strategy and West Yorkshire Low Emission Strategy to significantly reduce bus emissions to support development of 'quality places' in the region.
Commercial Case	<p>Research by Public Health England undertaken as part of the West Yorkshire Low Emission Strategy (WYLES) has identified that almost 1,000 premature deaths each year are as a result of air pollution, with a significant source being road transport that is accountable for more than 60% of local roadside emissions.</p> <p>Across West Yorkshire, there are 28 declared Air Quality Management Areas (AQMA) due to annual nitrogen dioxide (NO₂) exceedance. This project targets key NO₂ exceedances in West Yorkshire's AQMA. In Bradford, the bus sector represents 40% of nitrogen oxides (NO_x) emissions within Bradford's Inner Ring Road. The project is forecast to</p>

	<p>remove 31 tonnes of NO_x per year (3.12 tonnes NO₂), equating to a £3.9 million reduction in damage cost reduction over a five-year period.</p> <p>The project will also ensure a significant number of buses avoid having to pay a potential charge for entering the proposed Leeds Clean Air Zone due to compliance with the zone's minimum emission standards for buses.</p>
Economic Case	<p>The scheme will contribute to the delivery of SEP indicator Environmental Sustainability, reducing CO₂ emissions and start the process of creating a modern, up to date technology specification bus fleet. Soft market testing with operators undertaken as part of the funding proposal and engagement with DEFRA and partner councils indicate that the project appears to offer the potential of reasonable value for money. Operators will be required to maintain real time emission monitoring performance to ensure the emission benefits are realised.</p>
Financial Case	<p>The Combined Authority and Leeds City Council have been awarded £4.213 million from the government's Clean Bus Technology Fund to deliver the scheme. Match funding from operators equating to a minimum of 10% is expected with a further 2% match required to cover project management, development and legal costs.</p>
Management Case	<p>The Combined Authority is the scheme promoter and will be leading on the overall project management of the scheme. The project will form part of the suite of Combined Authority projects in the delivery directorate and will be governed by the relevant Board within approved tolerances. Timescales are challenging with full project delivery, including grant delivery and spend commitment, required by March 2019. Key risks are:</p> <ul style="list-style-type: none"> • Delivery capacity and timeframes • Accredited technology suppliers may be overwhelmed with orders which could have an impact on delivery timescales.

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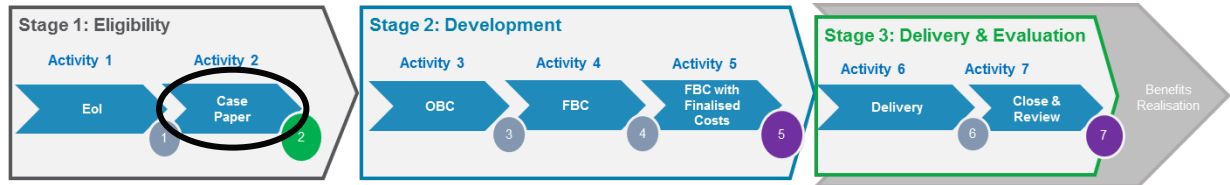
Section A: Scheme Summary

Name of Scheme:	CRUVL / New Bolton Woods Commercial Zone – Loan
PMO Scheme Code:	GPF 318
Lead Organisation:	Canal Road Urban Village Ltd (CRUVL)
Senior Responsible Officer:	Andrew Dainty
Lead Promoter Contact:	Andrew Dainty
Case Officer:	Dominic Liddell-Crewe
Applicable Funding Stream(s) – Grant or Loan:	Growing Places Fund - Loan
Growth Fund Priority Area (if applicable):	Priority one – Growing Business Priority four– Infrastructure for Growth
Approvals to Date:	No approvals to date
Forecasted Full Approval Date (Decision Point 5):	June 2018
Forecasted Completion Date (Decision Point 6):	April 2022
Total Scheme Cost (£):	£1,550,000
Combined Authority Funding (£):	£346,000 – Growing Places Fund (Loan)
Total other public sector investment (£):	£248,000 – Growing Places Fund (Loan) £3,600,000 – Local Growth Fund for housing in proximity to the urban village that will benefit from the centre
Total other private sector investment (£):	£1,200,000
Is this a standalone Project?	Yes
Is this a Programme?	No

Is this Project part of an agreed Programme?

No

Current Assurance Process Activity:



Scheme Description:

The project seeks to obtain a Growing Places Fund loan of £346,000 to complete a combined access for the drive food prepared food outlet and enable the building of the third and final commercial unit that will be constructed on the first commercial plot to be developed at Canal Road Urban Village.

The existing GPF loan enabled junction improvements at Stanley Road and access points for this current project. At the time of the original loan the ultimate occupiers of this commercial plot were unknown. Now that the occupiers are known and their land design for the plot is finalised this complementary project will achieve completion of access to Costa's site and the creation of a final third unit for let that creates additional jobs on the site.

The project is part of a wider mixed-use regeneration scheme in the Canal Road Corridor making the most of this underutilised but well-connected site in close proximity to Frizinghall Station on the Bradford to Leeds train line. This new sustainable urban village to be known as "New Bolton Woods" will provide new employment opportunities and more than 1,000 new homes. The primary aim of the CRUVL joint venture for New Bolton Woods is delivery of needed housing (evidenced by previous RSS supply and demand figures (50,000 new houses needed by 2026).

The project is sensibly structured to ensure certainty of delivery. The delivery partners CRUVL, a joint venture owned by Bradford Council and Urbo, will draw down optioned land at existing use values and deliver the development over a period of years.

New Bolton Woods must achieve a step change in quality to regenerate Bolton Woods by a 'best practice design' new settlement. Economic sustainability is central to this and the local centre is therefore absolutely vital to the success of the wider project with all the jobs and community benefits this will bring. The local centre comprising a food store, other shops, a school, leisure and other employment space along a new high street. Market failure in respect of this is evidenced by the decline in shops in Bolton Woods in recent decades. Local community facilities are sparse. The project will also relocate Arnold Laver timber merchants to modern premises, securing and growing local jobs in one of Bradford's largest employers.

Business Case Summary:	
Strategic Case	<p>The project forms part of the wider New Bolton Woods scheme, which is located in the Bolton Woods/Canal Road corridor area of Bradford. The wider scheme aims to create a new urban village centre to provide local shopping which is lacking in the area currently. This will help to create much needed regeneration and employment for the area.</p> <p>The specific project aims to develop a combined access infrastructure to enable access to commercial units. It also aims to construct a further commercial unit.</p>
Commercial Case	Canal Road Urban Village Ltd (CRUVL) company has strong and experienced parent companies. CRUVL is a joint venture between Urbo and Bradford Council
Economic Case	Jobs will be created and the development has potential to attract further investment to the local area.
Financial Case	The loan is made against a private sector input of more than £1 million. The loan will be repaid over five years, with interest.
Management Case	The applicant has harnessed the professional knowledge of an in-house and external team of specialists and have the ability to deliver the project appropriately.

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Section A: Scheme Summary

Name of Scheme:	West Yorkshire-plus Transport Fund A629 Halifax Road - Phase 5
PMO Scheme Code:	WYTF-PA4-019
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Simon Taylor, Kirklees Council
Lead Promoter Contact:	Steven Hanley, Kirklees Council

Applicable Funding Stream:	Growth Deal (West Yorkshire-plus Transport Fund)
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth

Forecasted Full Approval Date (Decision Point 5):	31/01/2020
Forecasted Completion Date:	30/08/2021

Total Scheme Cost (£):	£12.09 million (Total for phases one to five £120.6 million)
WYCA Funding (£):	£12.09 million (Total for phases one to five £120.6 million)
Total other public sector investment (£):	None
Total other private sector investment (£):	£150,000 (indexed linked) from S106 agreement in relation to a housing development off the A629. Due to uncertainty of timescale/trigger this is proposed to be off-set or reimbursed to the project at the appropriate time.

Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes - Part of the A629 Halifax to Huddersfield Corridor (phases one to five)
Current Funding Allocation:	Total for phases one to five £120.6 million

Current Assurance Process Activity:



Scheme Description:

This project will deliver traffic capacity improvements at several locations as described below:

- 1) Blacker Road / Edgerton Grove Road / New North Road / Edgerton Road Junction (Blacker Road Junction) – road widening northbound and westbound
- 2) East Street / Birkby Road / Halifax Road Junction (Cavalry Arms Junction) - Re-align east-west approach lanes.
- 3) Cavalry Arms to Birchencliffe Hill Road – Seek to remove parking from both sides of the road to enable free-flow of traffic and enable footways to be used safely. Cars currently park on both sides of the road, blocking footways and preventing free-flow of traffic.
- 4) Yew Tree Road to Ainley Top - Extend southern approach lanes and create new left slip on to roundabout.

The scheme objectives are:

- Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout. This will amount to at least one minute saving for all road users in both directions by 2022 and will also support delivery of the Lindley Moor West and East Enterprise Zones.
- Job retention and growth in the wider area with the creation of 189 indirect jobs by 2030. The West Yorkshire Urban Dynamic Model demonstrates up to 465 indirect jobs created.
- Support housing growth in Lindley area and west Huddersfield generally (1,230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
- Improve air quality for local residents by contributing to a reduction of NOx levels by 10µg/m³ and a target PM 2.5 particulates to 7µg/m³
- Contribute to improved gross value added across West Yorkshire. The West Yorkshire Urban Dynamic Model demonstrates a GVA increase of £29m by 2030.

Business Case Summary:

Strategic Case

As part of the 'City Deal' between West Yorkshire, York and government, a new Transport Fund in excess of £1bn targeted specifically to increase housing, employment and economic growth across the region has been created. The West Yorkshire-plus Transport Fund identified a core 10-year package of measures that would enable change and deliver economic growth in the short to medium-term.

In developing the Transport Fund programme, an initial list of 120 projects were assessed against the key objectives of the fund, these being to increase employment and overall economic growth (minimum GVA criteria 1.5) while also achieving two employment accessibility minima:

- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities
- Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across the district.

	<p>Following this assessment, 53 projects were taken forward for appraisal and ranked according to performance in GVA terms. The A629 Halifax to Huddersfield corridor was ranked 18 out of 53 and forecast to create 1,740 jobs by 2026, relieve congestion, reduce journey times for general traffic and improve pedestrian and cycling accessibility.</p>
Commercial Case	<p>Both Kirklees and Calderdale's Local Plans have identified the need to provide new transport infrastructure to accommodate future traffic growth arising from housing and employment needs within their districts. Congestion, long journey times and poor air quality is already experienced along the A629 corridor.</p> <p>The Department for Transport's Road Traffic Forecasts (2015 report) suggests national growth will be within a range of 19-55% between 2010 and 2040; and that growth is expected to be particularly strong on the Strategic Road Network (29-60%) with principal roads and minor roads projected to experience growth of 12-51% and 10-54% respectively.</p> <p>Local traffic growth forecasts for the A629 Phase 5 network, suggest an up to 12% increase in traffic by 2036. As the existing network is already congested (refer to existing issues) there is a clear case for change to ensure that economic growth can be sustained.</p> <p>Future Local Plan housing and employment sites may not be brought forward. Current planned development rollout will be slower and congestion on the corridor will get even worse. This is a key issue for the economies of west Huddersfield and east Calderdale, as access to the M62 for both districts is vital.</p>
Economic Case	<p>The economic case has been developed to identify economic impacts and resultant value for money. A proportional approach has been applied to the appraisal process according to the West Yorkshire Combined Authority's assurance framework. The scheme is considered to fall into the low cost (less than £20m) requiring benefits cost ratio and Gross Value Added wider benefits appraisal to be undertaken. A simple benefit to cost ratio appraisal has been carried out based on four modelled time periods for Cavalry Arms to Ainley Top and two modelled periods for the Blacker Road junction.</p>
Financial Case	<p>Kirklees Council has produced a full cost plan supported by an outline programme and a comprehensive risk register. This will be refined at full business case stage to ensure a detailed cost assessment is reached.</p>
Management Case	<p>Kirklees Council has established an Internal Programme Board, Project Board and Project Teams specifically for Transport Fund project delivery. The project will be managed in accordance with Kirklees Council's Framework for Successful Projects (FSP) based on PRINCE2.</p>

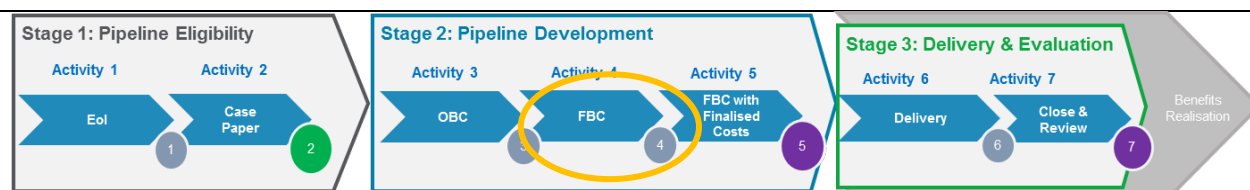
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Section A: Scheme Summary

Name of Scheme:	Beech Hill
PMO Scheme Code:	GD-PA4-024
Lead Organisation:	Calderdale Council (CMBC)
Senior Responsible Officer:	Heidi Wilson, CMBC
Lead Promoter Contact:	Stephanie Furness, CMBC
Case Officer:	Caroline Farnham-Crossland
Applicable Funding Stream(s) – Grant or Loan:	Growth Deal Three included £5.4 million for investing in unlocking housing sites. This included Beech Hill, which is asking for a West Yorkshire Combined Authority contribution of £1.4 million of grant funding.
Growth Fund Priority Area (if applicable):	The proposed scheme will contribute to the Leeds City Region Strategic Economic Plan 2016, Priority 4: Infrastructure for Growth, Key Action Area (a) Integrated spatial priority areas – Housing Growth Areas.
Approvals to Date:	Combined Authority DP2 September 2017
Forecasted Full Approval Date (Decision Point 5):	June 2018
Forecasted Completion Date (Decision Point 6):	May 2019 (demolition) Feb 2022 (Homes)
Total Scheme Cost (£):	£5.4 million
WYCA Funding (£):	Combined Authority contribution of £1.4 million from Growth Deal 3
Total other public sector investment (£):	Calderdale Council to confirm any funding allocated – still in progress
Total other private sector investment (£):	£4 million funded through Together Housing
Is this a standalone Project?	No – This project is part of a larger scheme which is to do with the regeneration of Beech Hill. This enabling phase is to assist with the demolition of three high-rise tower blocks, which includes removal of asbestos, and remediation works with a view to

	develop the delivery of new housing development in place of this at a later date. It is also to assist with the remediation of Stannary Depot which forms part of the Beech Hill Site to eventually assist with the delivery of new housing.
Is this a Programme?	No
Is this Project part of an agreed Programme?	N/a

Current Assurance Process Activity:



Scheme Description:

Beech Hill lies on the western edge of Halifax Town Centre. The regeneration of the site is a joint venture partnership with Together Housing Group (THG) who own the three derelict tower blocks in the area, as well as 17 social rented units.

This project is to assist with the demolition, removal of asbestos and remediation of three high-rise tower blocks with a view to develop the delivery of new housing development in its place.

The funding will principally focus on the enabling phase of the regeneration project; this is the incorporation of bringing the demolition of the three high-rise tower blocks and the remediation /development of Stannary Depot together as one project.

Through combining the two ventures of the council depot and the three high-rise tower blocks as one delivery phase, this is projected to achieve greater economies of scale. There is the potential to use material from the tower block demolitions to make up levels across the depot site and this will have an impact to any options considered for the overall remediation.



Business Case Summary:

Strategic Case

The scheme aligns with the Leeds City Region Strategic Economic Plan (SEP) (2016 – 2036) Halifax urban area which includes Beech Hill. The scheme contributes to Priority 4: Infrastructure for Growth priority areas which includes Urban Growth Centres, Housing Growth Areas and Employment Growth Areas.

There is a wider masterplan and delivery plan for the area which has Calderdale Council, local support. The Beech Hill Project Board is multi agency partnership board that has been created to deliver the master plan and interventions required to create a sustainable community.

Commercial Case

Calderdale Council has formed an established, strategic partnership with Together Housing Group (THG) and both partners share the same vision to regenerate Beech Hill.

The demolition contract will be tendered for by Together Housing and the resulting tender prices will be critical to the project.

The demolition of the tower blocks can now be linked to the closure and release of the adjacent council-owned Stannary Depot. There are demolition elements on the depot site that can form part of a wider contract offering improved value for money. They are also options to utilise material from the demolition tower block on the remediation of the Stannary Depot site, which can offer savings.

	The commercial case for the project will see the regeneration of the Beech Hill community, which forms part of the wider regeneration of Halifax urban area.
Economic Case	<p>The creation of a sustainable and successful community adjacent to the urban centre will form part of the wider transformation of the town and will align with investments in transport infrastructure, public spaces and businesses and support plans to create a successful and vibrant town centre. Including:</p> <ul style="list-style-type: none"> • Halifax Station Gateway – Improved town centre gateway • The Piece Hall – cultural and commercial centre • The Borough market – major employment centre, mixed use opportunity • Bailey Hall (Nestle site) – Mixed use • Cripple gate / Mulcture Hall Road – 2.58 hectares mixed use housing
Financial Case	<p>Capital costs of the demolition of the tower block are still to be confirmed via a tender process. Costs are estimated to be circa £5m due to the extensive stripping of asbestos materials.</p> <p>The Growth Deal contribution is fixed at a £1.4 million maximum.</p> <p>The existing tower blocks are long-term empty properties and, as such there is no rental income or council tax income. Providing new accommodation in that location will provide needed housing provision and new rental and council tax income streams.</p>
Management Case	<p>The project is well established and the master plan is long standing with full community and political support. Delivery arrangements are in place in terms of the partnership between Calderdale Council and Together Housing.</p> <p>There is an established multi-agency Beech Hill project board, which is led by Calderdale Council and has community representation, local members and other key stakeholders. The Combined Authority is also a member of the Board.</p> <p>If the programme is forecast to slip this will be reported for approval as appropriate within scheme tolerances.</p>