

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON WEDNESDAY, 4 JULY 2018
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**

1. To highlight Appendix 7 to Agenda Item 7 and Appendix 1 to Agenda Item 9 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 5.2 of Agenda Item 7 and paragraph 4.1 of Agenda Item 9.
3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 7 to Agenda Item 7 and Appendix 1 to Agenda Item 9 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

- 4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON 5 JUNE 2018**
(Pages 1 - 16)
- 5. GOVERNANCE ARRANGEMENTS**
(Pages 17 - 26)
- 6. CAPITAL PROGRAMME UPDATE**
(Pages 27 - 44)
- 7. CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 45 - 122)
- 8. EUROPEAN STRUCTURAL AND INVESTMENT FUNDS (ESIF) - SUSTAINABLE URBAN DEVELOPMENT (SUD) UPDATE**
(Pages 123 - 124)
- 9. KIRKLEES COLLEGE UPDATE**
(Pages 125 - 132)

Signed:

A handwritten signature in black ink, appearing to be 'BGM', with a horizontal line underneath.

**Managing Director
West Yorkshire Combined Authority**



MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON TUESDAY, 5 JUNE 2018 AT COMMITTEE ROOM A - WELLINGTON HOUSE, LEEDS

Present:

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

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

In attendance:

Melanie Corcoran
Angela Taylor
Dave Haskins
Mark Auger
Rebecca Cheung
Jess McNeill
Jacquie Boulton
Mark Thompson
Gary Bartlett
Mark Philpott
Ruth Chaplin

West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
Calderdale Council
Leeds City Council
Leeds City Council
West Yorkshire Combined Authority

59. Apologies for Absence

Apologies for absence were received from Councillor Barry Collins.

60. Declarations of Disclosable Pecuniary Interests

Roger Marsh declared an interest in respect of agenda item 7, Further Capital Spend Proposals (following the 'Call for Projects') - Institute for High Speed Railways and System Integration, University of Leeds, as he is a member of the University of Leeds Council.

61. Exempt Information - Possible Exclusion of the Press and Public

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 12 to Agenda Item 7 and Appendices 1, 2, 3, 4 and 5 to Agenda Item 8 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

62. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 18 April 2018

Resolved: That the minutes of the West Yorkshire & York Investment Committee held on 18 April 2018 be approved and signed by the Chair.

63. Capital Programme Update

The Committee considered a report on progress made on the implementation of the West Yorkshire Combined Authority's capital programme in 2017/18.

A summary of each of the Combined Authority's capital programmes was provided in Table 1 and spend by priority in respect of the Growth Deal target expenditure was outlined in Table 2 of the submitted report. The dashboards for the Growth Deal and West Yorkshire plus Transport Fund were attached at Appendices 1 and 2 and detailed the final spend and RAG rating of each project.

The Growth Deal performance and the outputs achieved to the end of 2017/18 were detailed in Table 3 and it was noted that activity was ongoing to ensure all projects accurately collate, evidence and report on outputs. Members noted the update on project progress and performance and the report outlined the projects which currently have a red RAG rating.

Progress in respect of the Local Transport Capital Programme, which includes five funding streams, was outlined in the submitted report. This included the Local Transport Plan Integrated Transport Block (LTP) and National Productivity Investment Fund (NPIF) and a breakdown of the initial allocation for 2017/18 and 2018/19 and expenditure on each project was provided at Appendix 3. The report also provided an update on other transport and economic development funding which included the DfT Cycle City Ambition Fund, WY Cycling and Walking Fund, Ultra Low Emission Vehicles, the WY Broadband programme and the Growing Places Fund.

Resolved: That the progress made in implementing the Combined Authority Capital Programme be noted.

64. Capital Spending and Project Approvals

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

Members discussed the proposals for the progress of the following five schemes which were detailed in the submitted report:

- Land Release Fund
- Leeds Integrated Station Masterplan
- Northgate House, Halifax
- Real Time Bus Information
- Ultra Low Emissions Vehicles (ULEV) taxi scheme

The real time bus information project was welcomed and the Committee would be keen to see a similar scheme rolled out across West Yorkshire if funding could be secured.

In respect of Northgate House, the risk identified around the refurbishment scheme and the mitigations that would need to be addressed as the business case is developed was acknowledged.

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:

- Leeds Station Gateway – New Station Street improvements
- Harrogate Road New Line – junction improvement Bradford/Leeds corridor
- A65-A658 airport link road project

It was reported that the change request for the A65-A658 airport link road project was for additional development costs to progress the scheme to decision point 3 (outline business case) and that this would not increase the total indicative scheme cost at this stage and will result in funds being drawn down early to complete works on the outline business case. Members were advised that discussions would be entered into with the airport to seek a contribution for the scheme.

The Committee was also provided with details of a decision made through delegation to the Combined Authority's Managing Director since the last meeting in respect of:

- Apprenticeship Grants for Employers (AGE) Extension, West Yorkshire

It was noted that the Combined Authority's Corporate Technology Strategy had been approved by the Combined Authority on 10 May 2018 as part of the corporate priorities report.

Summaries of the schemes' business cases were attached as Appendices 2-7 of the submitted report.

Resolved:

- (i) In respect of Land Release Fund (LRF), the Investment Committee recommends to the Combined Authority that:
 - (a) The LRF project proceeds through decision point 2 and work commences on activity 6 – delivery.
 - (b) An approval to the total project value of £662,125 is given from the One Public Estate (OPE) Capital Grant fund with full approval to spend granted.
 - (c) Delivery costs of £662,000 are approved in order to progress the scheme to activity 6 – delivery, taking the total project approval to £662,125.
 - (d) The Combined Authority enter into a funding agreement with Craven, Wakefield, Leeds and Selby Councils for expenditure of up to £493,750, £18,750, £130,875 and £18,750 respectively from the OPE Capital Grant Fund.
- (ii) In respect of the Leeds Integrated Station Masterplan (LISM) the Investment Committee recommends to the Combined Authority that:
 - (a) The Leeds Integrated Station Masterplan project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (b) An indicative approval to the total project value of £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and £1 million match funding from Network Rail, 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 up to £1 million are approved in order to progress the scheme to decision point 3 (outline business case).
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 3 and 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 the submitted report.

- (iii) In respect of Northgate House, the Investment Committee recommends to the Combined Authority that:
- (a) The Northgate House project proceeds through decision point 2 and work commences on activity 4 (full business case).
 - (b) An indicative approval from the Combined Authority of £3 million from the Local Growth Fund (previously a £1.3 million loan) is given 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). The total project value is £11.87 million.

(Note - £300,000 of this £3 million has already been paid to Calderdale Council as a loan).
 - (c) Approval to amend the terms of the funding agreement from an interest free loan to grant funding.
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report which includes a Combined Authority approval at decision point 4 and at decision point 5 through a delegation to Combined Authority's Managing Director following a recommendation by Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iv) In respect of Real Time Bus Information, the Investment Committee recommends to the Combined Authority that:
- (a) The Real Time project proceeds through decision point 3 (outline business case) and work start on activity 5 (full business case with finalised costs).
 - (b) Approval to the total indicative project value of £7.2 million from the LPTIP is given 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) Approval for development costs of £1.74 million for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted 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.

- (v) In respect of the Ultra Low Emissions Vehicles (ULEV) taxi scheme, the Investment Committee recommends to the Combined Authority that:
 - (a) The ULEV Taxi Scheme project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (b) An indicative approval to the Combined Authority's contribution of £3.18 million which will be funded through £1.2 million from the LTP fund and £1.98 million from the OLEV grant is given 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) Approval to the additional £200,000 development costs to allow advance site preparation tasks to commence, taking the total development costs for the project to £380,000.
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted 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 the submitted report.
- (vi) In respect of the Leeds Station Gateway - New Station Street improvements, the Investment Committee recommends to the Combined Authority's Managing Director that:
 - (a) The change request to Leeds Station Gateway – New Station Street Improvements, to extend the completion date from December 2018 to June 2019 is approved.
 - (b) The scheme progresses through to full business case with costs and that subject to the scheme remaining within the tolerances for cost and time, approval be given by the Managing Director at decision point 5.
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted 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 the submitted report.
- (vii) In respect of Harrogate Road - New Line – junction improvement, the Investment Committee recommends to the Combined Authority that:

- (a) The change request to the Harrogate Road New Line Junction Improvement project to increase the indicative approval to the Combined Authority's contribution to £6.765 million, which will be funded from the West Yorkshire plus Transport Fund and is given 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). The total project value is £8.691 million (£6.765 million plus £1.926 million Bradford Council section 106 monies) is approved.
 - (b) The change request to the Harrogate Road New Line – Junction Improvement project to additional development costs of £585,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) is approved.
 - (c) The Combined Authority enters into an addendum of £585,000 to the existing funding agreement with the City of Bradford for expenditure of up to £1.885 million from the West Yorkshire plus Transport Fund.
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted 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.
- (viii) In respect of the A65-A658 airport link road project, the Investment Committee recommends to the Combined Authority that:
- (a) The Change Request to A65-A658 airport link road project for additional development costs of £975,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £1.785 million. This will be funded from the West Yorkshire plus Transport Fund.
 - (b) The Combined Authority enter into an addendum for £975,000 to the existing funding agreement with Leeds City Council for total expenditure of up to £1.785 million.
 - (c) 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.

65. Further Capital Spend Proposals (following the 'Call for Projects')

The Committee considered a report which, following the call for projects in Autumn 2017, put forward proposals regarding progression of the following West Yorkshire Combined Authority supported projects, for funding through

the West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stage 1 of the Combined Authority's assurance process.

- Institute for High Speed Railways and System Integration – Phase 1
- Leeds City Region Enterprise Zones Programme
- Leeds Inland Port
- Gateway to Huddersfield – Phase 1
- CityConnect Cycle City Ambition Programme (CCAG) Phase 1 & 2 extension
- Bradford City Centre Heritage Properties
- Halifax Living, Halifax
- Wakefield City Centre – South East Gateway
- Rail Park & Ride Programme – Phase 2
- York Central Kickstarter – Phase 1
- Leeds City Centre Package – change request

It was noted that in-principle support for the 11 projects listed above had been approved in February 2018 by the Combined Authority and the promoters were invited to resubmit their expressions of interest and provide updated information.

A summary of the call for project submissions was attached at Appendix 1 and the background information on the Combined Authority's assurance framework through which each of the schemes are being approved was attached at Appendix 2.

Members discussed the detail of the submissions which were outlined in the submitted report and the business case summaries were attached at Appendices 3 – 12. Roger Marsh left the room during consideration of the Institute for High Speed Railways and System Integration – Phase 1 project. It was noted that the York Central Kickstarter Phase 1 project was not seeking a recommendation at the present time although it may be resubmitted at a later stage in the programme.

The Committee welcomed the projects being put forward, some of which would deliver additional housing and jobs and Members asked that consideration be given as to how social benefits can be highlighted in future project approval reports.

Resolved:

- (i) In respect of Institute for High Speed Railways and System Integration, the Investment Committee recommends to the Combined Authority that:
 - (a) The Institute for High Speed Rail and System Integration scheme Phase 1 proceeds through decision point 2 and work commences on activity 4 (full business case).

- (b) An indicative approval to the Combined Authority's contribution of £11.44 million is given, which will be funded through over-programming against the Local Growth 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). The total Phase 1 value is £22.88 million (The University of Leeds will contribute match funding of £11.44 million).
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted 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 Leeds City Region Enterprise Zones, the Investment Committee recommends to the Combined Authority that:
 - (a) The full Enterprise Zones programme proceeds through decision point 2 (case paper) and work commences on Activity 3 (outline business case) for all Enterprise Zones sites, with the exception of Leeds (Aire Valley) which will continue progressing through Activity 4 (full business case).
 - (b) An indicative approval to the Combined Authority's contribution of £45.044 million is given (which will be funded through £20 million from Local Growth Fund's existing approval, £24.939 million from over-programming against the Local Growth Fund, £75,000 of Department of Communities and Local Government Grant funding and £30,000 of other Combined Authority budget funding), with full approval to spend being granted once individual schemes have progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total programme value is £49.558 million.
 - (c) Development costs of up to £1.541 million are approved in order to progress the schemes within the programme to Decision Point 3 (outline business case) taking the total development cost approval up to £1.923 million. This will be funded from Local Growth Fund (£1.516 million) and the Department of Communities and Local Government Grant funding (£25,000).
 - (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 programme remaining within the tolerances outlined in the submitted report.

- (iii) In respect of Leeds Inland Port, the Investment Committee recommends to the Combined Authority that:
- (a) The Leeds Inland Port project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (b) An indicative approval to the Combined Authority's contribution of £3.17 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs). The total project value is £3.37 million (Canal & Rivers Trust match funding of £200,000).
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 3 and 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 the submitted report.
- (iv) In respect of Gateway to Huddersfield - Phase 1, the Investment Committee recommends to the Combined Authority that:
- (a) The Gateway to Huddersfield Phase 1 project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (b) An indicative approval to the Combined Authority's contribution of £5.05 million is given, to be funded by the West Yorkshire plus 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). The total project value is £5.55 million (£500,000 contribution from Kirklees Council).
 - (c) Development costs of up to £115,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total development cost approval to £165,000.
 - (d) West Yorkshire Combined Authority enter into a funding agreement with Kirklees Council for expenditure of up to £115,000. This funding agreement will also acknowledge the existing £50,000 development funding approval.
 - (e) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Programme Appraisal Team. This will

be subject to the scheme remaining within the tolerances outlined in the submitted report.

- (v) In respect of CityConnect Cycle City Ambition Programme - Phase 1 & 2 extension, the Investment Committee recommends to the Combined Authority that:
- (a) The City Connect Cycle City Ambition Programme – Phase 1 & 2 extension proceeds through decision point 2 and work commences on activity 3 outline business case for each of the projects within the programme.
 - (b) An indicative approval to the total project value of £14.824 million is given of which £14.424 million will be funded by the Combined Authority with full approval to spend being granted once each of the projects within the programme have progressed through the assurance process to decision point 5 (full business case with finalised costs). The Combined Authority contribution will be funded from £12.053 million from over-programming against the West Yorkshire plus Transport Fund and £2.371 million from the existing City Connect programme funding from the Department for Transport.
 - (c) Development costs of up to £350,000 are approved in order to progress the projects within the programme to Decision Point 3 (outline business case) to be funded from over-programming against the West Yorkshire plus Transport Fund.
 - (d) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in the submitted report including at Decision Point 3 (outline business case) 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 Bradford City Centre Heritage Properties Development Scheme, the Investment Committee recommends to the Combined Authority that:
- (a) The Bradford city centre heritage properties development scheme proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (b) An indicative approval to the Combined Authority's contribution of up to £7.4 million, which will be funded through over-programming against the Local Growth Fund, is given 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). The total project value

is £31.602 million (private sector investment estimated at £24.202 million).

- (c) Future approvals are made in accordance with the Approval Pathway and approval route outlined in the submitted report, including the use of a delegation to the Combined Authority's Managing Director at decision point 5 (full business case with finalised costs). This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vii) In respect of Halifax Living Programme (Phase 1), the Investment Committee recommends to the Combined Authority that:
 - (a) The Halifax Living Programme (Phase 1) proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (b) An indicative approval to the Combined Authority contribution to the programme of £764,000 is given to be funded from over-programming against the Local Growth 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). In addition, that an additional £797,000 of over-programming against the Local Growth Fund can be utilised to fund the land remediation element of the Beech Hill project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, including through a delegation to the Combined Authority's Managing Director at decision point 5. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (viii) In respect of Wakefield City Centre South East Gateway, the Investment Committee recommends to the Combined Authority that:
 - (a) The Wakefield City Centre South East Gateway project proceeds through decision point 2 and work commences on activity 3 (outline business case) or 4 (full business case) dependent on sufficient detail being available at submission stage.
 - (b) An indicative approval to the total project value of £41.55 million is given, which includes a £6.505 million contribution from the Combined Authority to be funded from over-programming against the Local Growth 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 the submitted report, including through a delegation to the Combined Authority's Managing Director at decision points 5, following a recommendation by the Combined Authority's Investment Committee or Programme Appraisal Team respectively. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (ix) In respect of the Rail Park & Ride Programme Phase 2, the Investment Committee recommends to the Combined Authority that:
- (a) The Rail Park & Ride Programme Phase 2 proceeds through decision point 2 and work on the individual schemes commences on activity 3 (outline business case).
 - (b) An indicative approval to the total project delivery cost of £33.638 million is given which will be funded entirely by the Combined Authority (with £5 million from the Leeds Public Transport Investment Programme to fund works at New Pudsey rail station and £28.638 million from over-programming against the West Yorkshire plus Transport Fund) with full approval to spend being granted once individual projects have progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (c) Development costs of up to £2.016 million are approved in order to progress the scheme to decision point 3 (outline business case) from over-programming against the West Yorkshire plus Transport Fund.
 - (d) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in the submitted report, including the use of a delegation to the Combined Authority's Managing Director at decision points 3 and 5, following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.
- (x) In respect of the Leeds City Centre Package, the Investment Committee recommends to the Combined Authority that:
- (a) The change request for Leeds City Centre Package (LCCP) to increase the funding contribution from the West Yorkshire plus Transport Fund from £36.5 million to £66.8 million is given indicative approval, that the LCCP package will now be delivered as four individual phases is approved and work continues on Activity 4 (full business case) for Phase 1 and on Activity 3 (outline business case) for Phases 2, 3 and 4.
 - (b) The revised total package delivery cost of £149.8 million is noted of which indicative funding from the Combined Authority is £79.6 million. This will be funded from the West Yorkshire

plus Transport Fund's original allocation (£36.5 million), over-programming against the West Yorkshire plus Transport Fund's requested as part of this report (£30.3 million) and Leeds Public Transport Investment programme (£12.8 million).

- (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, including at decision point 5, which will be made through a delegation to Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

66. Rail Legacy Projects - Final Accounts

The Committee considered a report on Rail Legacy Projects – Final Accounts which:

- Provided an update on the outcome of discussions with Network Rail on final accounts for the Kirkstall Forge, Apperley Bridge, Leeds Station Southern Entrance (LSSE) and Low Moor projects.
- Sought recommendations to be made to the Combined Authority to approve relevant budget allocations and virements in relation to the proposed final accounts and payment(s) to Network Rail for Kirkstall Forge, Apperley Bridge and LSSE and to delegate authority to the Managing Director to conclude final account discussions and payments on Low Moor.

Members had previously considered and discussed information in respect of the rail station schemes outlined in the submitted report and the delays to the closure of accounts and completing the Lessons Learnt (Network Rail GRIP8) sessions.

The report provided further details on the final account discussions and members considered the information provided in the exempt appendices 1-5 which were attached to the submitted report. It was noted that cost overruns on all four projects were experienced and the quantum of costs payable by the Combined Authority have now been established and agreed in principle with Network Rail for Kirkstall Forge, Apperley Bridge and LSSE. In respect of Low Moor, discussions were continuing and it was proposed that the finalisation of this account and payment to Network Rail within the maximum funding envelope outlined in Appendix 1 be delegated to the Combined Authority's Managing Director.

Resolved:

- (i) That the Investment Committee recommends to the Combined Authority to approve the proposed final account and payment(s) with Network Rail for Kirkstall Forge and Apperley Bridge outlined in

Appendix 2 and 3 to the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.

- (ii) That the Investment Committee recommends to the Combined Authority to approve the final account and payment(s) with Network Rail for LSSE outlined in Appendix 4 to the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.
- (iii) That the current status of discussions with Network Rail on Low Moor and the potential budget implications be noted and that the Investment Committee recommends to the Combined Authority to delegate authority to the Managing Director, in conjunction with the Chair of the Combined Authority, to conclude final account discussions and make the relevant payment(s) within the existing funding approval as detailed in Appendix 1 of the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.
- (iv) That the Investment Committee recommends to the Combined Authority to approve the budget allocations and virements detailed in Appendix 1 of the submitted report.

67. Minutes of the Meeting of the Business Investment Panel held on 6 March 2018

Resolved: That the minutes of the Business Investment Panel held on 6 March 2018 be noted.

68. Draft Minutes of the Business Investment Panel held on 3 April 2018

Resolved: That the draft minutes of the Business Investment Panel held on 3 April 2018 be noted.

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Report to: West Yorkshire and York Investment Committee

Date: 4 July 2018

Subject: **Governance arrangements**

Director(s): Angela Taylor, Director of Resources

Author(s): Caroline Allen

1. Purpose of this report

- 1.1 To note revised terms of reference for the West Yorkshire and York Investment Committee, and the appointment of the Chair and Deputy Chair of this committee.
- 1.2 To appoint an advisory sub-committee of the West Yorkshire and York Investment Committee, the Business Investment Panel, its members and a Chair and Deputy Chair.

2. Information

Terms of Reference for the West Yorkshire and York Investment Committee

- 2.1 Attached for information as **Appendix 1** to this report are revised **terms of reference**. (At the time of report publication, these are in draft to be considered by the Combined Authority at its Annual Meeting on 28 June 2018). Amendments for 2018/19 are:

- Reference inserted for clarity to the committee's role in making recommendations about the progress of schemes under the Assurance Framework.
- Minor amendments inserted for clarification and updating purposes.

- 2.2 The Combined Authority at its Annual Meeting will also appoint the Chair and Deputy Chair of this committee (to be reported verbally to this committee).

Appointment of the Business Investment Panel

- 2.3 A Business Investment Panel was appointed by this committee as an advisory sub-committee during the course of last municipal year, further to the integration of LEP Panels into the Combined Authority's decision-making

structure. **Appendix 2** to this report sets out proposed **terms of reference** for the Business Investment Panel, which are identical to those approved last municipal year.

2.4 **Appendix 3** to this report sets out the proposed **membership** for the sub-committee.

2.5 It is proposed that the **quorum** for the sub-committee remains 4 voting members including 1 member of the Combined Authority or other local authority co-optee and 1 private sector representative.

2.6 The West Yorkshire and York Investment Committee is also asked to appoint a **Chair** and **Deputy Chair** for the Business Investment Panel.

3. **Financial Implications**

3.1 None.

4. **Legal Implications**

4.1 An advisory committee may appoint an advisory sub-committee under Section 102(4)(b) Local Government Act 1972. Political balance requirements under Section 15 Local Government and Housing Act 1989 apply to the appointment of members of the Combined Authority to a sub-committee, unless waived by Section 17 of the 1989 Act.

4.2 As a sub-committee of the Investment Committee, the Panel complies with statutory access to information provisions, and all voting members must comply with the Combined Authority's Members' Code of Conduct.

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 That the West Yorkshire and York Investment Committee

7.1.1 Notes the **terms of reference** for the West Yorkshire and York Investment Committee attached as **Appendix 1** to this report.

7.1.2 Notes the **appointments** made by the Combined Authority of the Chair and Deputy Chair of the West Yorkshire and York Investment Committee.

7.1.3 Appoints the **Business Investment Panel** on the terms of reference set out in **Appendix 2**, with a quorum of 4 voting members, to include:

- 1 member of the Combined Authority or local authority co-optee, and
- 1 private sector representative.

7.1.4 Appoints to the Business Investment Panel, members of the Combined Authority as set out in **Appendix 3** to this report in accordance with Section 17 Local Government and Housing Act 1989, and other voting members to the Panel as set out in Appendix 3.

7.1.5 Appoints:

- Councillor Blake as Chair of the Business Investment Panel, and
- a Deputy Chair for the Business Investment Panel.

7.1.6 Notes that the dates of Business Investment Panel meetings are set out in the calendar of meetings approved by the Combined Authority at the Annual Meeting.

8. Background Documents

None.

9. Appendices

Appendix 1 – Terms of Reference for the West Yorkshire and York Investment Committee

Appendix 2 – Terms of Reference for the Business Investment Panel

Appendix 3 – Membership of the Business Investment Panel

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Terms of Reference

West Yorkshire and York Investment Committee¹

In relation to any function of the Combined Authority relating to:

- **economic development** and
- **economic and transport led regeneration**

the Investment Committee is authorised:

1. To advise the Combined Authority on scheme management and delivery arrangements, including the adoption, application and review of the Assurance Framework for schemes seeking funding from (or funded by) the Combined Authority or the Leeds City Region Enterprise Partnership.
2. To make recommendations to the Combined Authority² about any decision to progress a scheme under the Assurance Framework.
3. To review the impact of schemes funded by the Combined Authority or the Leeds City Region Enterprise Partnership and make recommendations to the Combined Authority as appropriate.
4. To advise the Combined Authority in relation to any other function of the Combined Authority relating to its role as accountable body for funding received for the Leeds City Region.
5. To liaise with the Transport Committee to promote the strategic alignment of regional transport funding investment.³
6. To consider and advise the Combined Authority about any other issue affecting the discharge of these functions.

¹ This is an advisory committee appointed under Section 102(4) Local Government Act 1972.

² Or any relevant officer with delegated authority.

³ This may be through holding joint meetings with the Transport Committee.

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Terms of Reference Business Investment Panel¹

The Business Investment Panel is authorised to advise the West Yorkshire and York Investment Committee² and the Leeds City Region Enterprise Partnership in relation to economic development loans and grants within the Leeds City Region.

¹ This is a sub-committee of the West Yorkshire and York Investment Committee, appointed under S102(4)(b) Local Government Act 1972

² Or the Managing Director on behalf of the West Yorkshire and York Investment Committee

Draft to be approved by the West Yorkshire and York Investment Committee on 4 July 2018

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Proposed membership of the Business Investment Panel 2018/19

| CA Members (voting) | Local Authority Co-optees (voting) | Private Sector Representatives (voting) |
|---|--|--|
| Judith Blake (Chair) (L) Roger Marsh Shabir Pandor (L) Tim Swift (L) Dep Chair: to be confirmed | Bradford: x 1 tbc Calderdale: x 1 tbc Kirklees: x 1 tbc Harrogate: Graham Swift (C) Leeds: x 1 tbc Wakefield: Darren Byford (L) | Michael Allen Jonathan King Marcus Mills Simon Wright Gareth Yates |

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Report to: West Yorkshire & York Investment Committee

Date: 4 July 2018

Subject: **Capital Programme Update**

Director(s): Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper, Lisa Childs

1. Purpose of this report

- 1.1 To update the Committee on progress made on the implementation of the West Yorkshire Combined Authority's capital programme.

2. Information

- 2.1 At the previous Investment Committee on 5 June 2018 members received a report on the performance of expenditure on the Combined Authority capital programme for 2017/18. Reports will now be submitted to each Investment Committee setting out performance in relation to the capital programme for 2018/19. Table 1 below summarises the capital programme for 2018/19 agreed by the Combined Authority at its meeting on 1 February 2018.

Table 1

| Capital Funding Programme | Budget Expenditure 2018/19 |
|--|---|
| Growth Deal (inc West Yorkshire plus Transport Fund) | £102,080,000 |
| Call for Projects | £14,282,000 |
| Leeds Public Transport Investment Programme (LPTIP) | £15,000,000 |
| Local Transport Plan Integrated Transport Block and National Productivity Investment Fund (NPIF) | £13,104,000 |
| Highways Maintenance Block / Incentive Fund | £28,403,000 |
| Pothole Action Fund | £2,231,000 |
| DFT Cycle City Ambition Grant (CCAG) | £4,094,000 |
| WY Cycling and Walking Fund | £1,121,000 |
| Ultra Low Emission Vehicles | £1,027,000 |
| WY Broadband Programme | £3,646,000 |
| Growing Places Fund | £4,550,000 |
| WYCA Corporate Projects | £5,300,000 |
| Total | £194,838,000 |

Investment Committee reports will now focus on different programmes at each meeting concentrating on key issues and milestones for each one. Expenditure will be monitored quarterly and updated at the next available Investment Committee. This report is focused on key issues and activity relating to the Growth Deal and the Leeds Public Transport Investment Programme (LPTIP).

- 2.2 Individual project sponsors provide feedback on outputs achieved against target in accordance with a set timetable at the end of each quarter. This information will also be updated at the relevant Investment Committee following the quarter end date.

Growth Deal

- 2.3 Growth Deal project expenditure is usually monitored monthly, except for partner councils Transport Fund projects which are monitored quarterly. However during the first quarter of 2018/19 formal monitored of expenditure has not been undertaken as the aim is to undertake full monitoring of spend and performance on all projects through the new Portfolio Implementation Management System (PIMS) at the end of the quarter 1. This has allowed Delivery Directorate resources to focus on populating the new system.
- 2.4 Activity has also been undertaken to agree the quarterly forecasts for all projects for 2018/19 and annual expenditure for the remaining two years of the programme for all projects. Table 2 below details the forecast spend across each Growth Deal priority in 2018/19 and the attached Appendix 1 details the profiled annual expenditure for the programme across its six year lifetime.

Table 2

| | Target spend 2018/19 |
|--|---------------------------------|
| Priority 1 - Business | £6.68m |
| Priority 2 - Skills Capital | £15.62m |
| Priority 3 - Environmental Infrastructure | £2.18m |
| Priority 4a - Housing and Regeneration | £6.21m |
| Priority 4b - West Yorkshire plus Transport Fund | £61.31m |
| Priority 4c - Flood Resilience | £2.62m |
| Priority 4d - Enterprise Zones | £5.40m |
| Combined Authority Programme Management | £2.00m |
| Total | £102.02m* |

*Note: this forecast varies slightly from the original forecast from February 2018 as forecasts just been updated on all projects

- 2.5 The Growth Deal dashboards are attached as Appendix 3 and 4. Whilst actual spend will not be included for the current financial year until the quarter 1 monitoring is undertaken these spreadsheets set out: actual spend for each previous financial year up to 2017/18, forecast spend for 2018/19 and forecast spend for the remaining two years of the current programme period.

Growth Deal RAG Ratings

- 2.6 All projects within the Growth Deal are RAG rated based on criteria agreed by the Investment Committee at its meeting on 16 June 2017. These criteria principally relate to performance of actual spend against annual forecast within the current financial year. However it is a requirement of the Cities and Local Growth Unit (CLoG) (the Government Unit which manages the Growth Deal) that all of the all Growth Deal projects are also rated in accordance with Government RAG rating criteria (Appendix 4). This RAG rating covers three different types of issues: delivery, finance and reputation.
- 2.7 Whilst the achievement of annual spend target by each project has been a key focus for the programme to date the delivery of projects and outputs is the ultimate aim. In order to reflect both the issues of the longer term achievement of the programme and the achievement of in-year spend it is proposed that in future both RAG ratings will be reported to the Investment Committee.
- 2.8 It is also proposed that the in-year RAG rating which takes into consideration short term spend and delivery should be formalised and brought in line with the CLoG RAG rating. The proposed revised RAG rating is attached for consideration as Appendix 5.

Leeds Public Transport Investment Fund (LPTIP)

- 2.9 Funding for the LPTIP was secured from the Department for Transport (DfT) in May 2017. The programme consists of £173.5 million from DfT, £8.8 million from Leeds City Council (LCC) and £1.0 million from the Combined Authority (total £185.3million). In addition to this is further match funding: £71 million from First, £15 million from potential S.106 contributions and further match from LCC land contributions. Funding has been secured on the basis that the programme is approved through the Combined Authority assurance process and individual funding requests are considered by Programme Appraisal Team and Investment Committee.
- 2.10 In April 2018 a revised Programme structure was agreed which allows the LPTIP programme board to consider the wider context and strategic decisions, with more of the individual package and project decisions being delegated to package board level.

Delivery

- 2.11 Early in March a review meeting was held with DfT who agreed the revised programme structure and financial & programme reporting format. DfT are

very focussed on the partnership being able to commit and spend the £173.5 million by the end of 2021.

- 2.12 The Programme is divided into a number of packages, each having their own package leads and boards.

| Package | Projects | lead | status |
|-----------------------|---|------|---|
| Bus priority corridor | A61 North A647 A58 A660 A61 south Lawnswood | LCC | Most schemes within this package are being effectively managed by WSP who are making good progress with pulling together outline business cases and public consultation exercises. |
| Park & Ride | Alwoodley Gates Stourton Elland Road (phase 3) | LCC | Stourton park & ride is the first to come forward, further public consultation on the scheme will be undertaken shortly. |
| Rail | Rail accessibility New Pudsey P&R Airport Parkway station Thorpe Park station White Rose station Leeds station | CA | New Pudsey park & ride outline business case is being drafted. The new stations have had strategic outline business case submissions to DfT in the past few weeks and are making good progress. |
| Bus network | Transport Hubs & connecting communities Realtime Core network transformation Leeds bus station Community transport Low emissions | CA | Realtime screens are ordered and progress being made to appoint installation contractors. |

LPTIP Finances

- 2.13 In April 2017 Investment Committee approved an initial £15.3 million of expenditure to allow the partnership to begin development of the schemes within the programme. In addition to this, further approvals have been granted which include £500,000 for development of the airport parkway station, £1.74 million for Realtime, and £500,000 for Leeds Station masterplan. Giving a total approved to date through the assurance process of £18.04 million.
- 2.14 Financial re-profiling has been challenging due to the tight timescales being imposed by DfT, and the challenges of delivering complex schemes within the timescales and budgets identified. Future funding of the new rail stations projects is yet to be identified as the LPTIP programme is only covering project development.
- 2.15 The profiled spend for 2018/19 is currently £15 million, though it is likely to be challenging to meet these targets given the embryonic nature of many of the schemes within the programme. The partnership are working hard to accelerate delivery wherever possible.

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 made in implementing the Combined Authority Capital Programme; and
- Agrees to recommend the proposed revision of the Growth Deal RAG rating to include an overall RAG rating as detailed in Appendix 4 and an in-year RAG detailed in Appendix 5.

8. Background Documents

8.1 None.

9 Appendices

Appendix 1 – Growth Deal Actual and Forecast Expenditure 2015/16 to 2020/21

Appendix 2 – Growth Deal Dashboard

Appendix 3 – West Yorkshire plus Transport Fund Dashboard

Appendix 4 – Growth Deal Overall RAG Rating Criteria (as per Cities and Local Growth Unit

Appendix 5 – Growth Deal Proposed In-Year RAG Rating

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Growth Deal Profile of Income and Expenditure

| | Actual | | | Forecast | | | Total |
|------------------------|--------------|--------------|--------------|---------------|---------------|--------------|---------------|
| | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | |
| | £(m) | £(m) | £(m) | £(m) | £(m) | £(m) | |
| Income | 68.26 | 127.66 | 72.23 | 74.35 | 73.51 | 100.34 | 516.35 |
| Expenditure | 38.08 | 84.75 | 90.53 | 102.02 | 105.94 | 95.03 | 516.35 |
| Cumulative Expenditure | | 122.83 | 213.36 | 315.38 | 421.32 | 516.35 | |
| Difference | 30.18 | 73.09 | 54.79 | 27.12 | -5.31 | 0 | |

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Growth Deal dashboard (June 2018)

| | | | |
|---------|--------------|--------|----|
| 2018/19 | £102,021,595 | Actual | £0 |
| Target | | | |

| Project name | District | Project responsibility | Approved budget | Previous years spend | | | 2018/19 Forecast | Future forecast spend | | TOTAL spend (actual + forecast) |
|--|-------------|-----------------------------|-----------------|----------------------|-------------|-------------|------------------------|-----------------------|-------------|---------------------------------|
| | | Senior Responsible Officer | | 2015/16 | 2016/17 | 2017/18 | Agreed Annual Forecast | 2019/20 | 2020/21 | |
| Business Growth Programme | City Region | Sue Cooke | £27,000,000 | £6,660,742 | £8,327,992 | £3,913,816 | £2,537,861 | £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 | £4,964,840 | £3,036,191 | £3,092,897 | £3,092,977 | £15,700,000 |
| Huddersfield Incubation & Innovation Programme | Kirklees | Liz Townes-Andrews | £2,922,000 | £0 | £0 | £2,922,000 | £0 | £0 | £0 | £2,922,000 |
| Leeds University Innovation Centre | Leeds | Ceri Williams | £3,000,000 | £0 | £2,416,585 | £583,415 | £0 | £0 | £0 | £3,000,000 |
| Business Expansion Fund - Strategic Inward Investment Fund | City Region | Sue Cooke | £12,450,000 | £0 | £0 | £758,457 | £944,876 | £5,360,260 | £5,386,407 | £12,450,000 |
| Business Expansion Fund - Digital Sector Soft Landing Scheme | City Region | Sue Cooke | £1,000,000 | £0 | £0 | £16,831 | £159,532 | £411,756 | £411,881 | £1,000,000 |
| Priority 1: Growing Business | | | £62,072,000 | £6,660,742 | £12,257,672 | £13,159,358 | £6,678,460 | £11,644,713 | £11,671,055 | £62,072,000 |
| Shipley College Mill | Bradford | Nav Chohan | £119,000 | £119,000 | £0 | £0 | £0 | £0 | £0 | £119,000 |
| Leeds City College Printworks | Leeds | Jane Pither / Lydia Devenny | £8,998,358 | £933,800 | £7,794,608 | £269,950 | £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 | £4,977,000 |
| Kirklees College | Kirklees | Ian Webster | £3,100,996 | £3,000,996 | £100,001 | £0 | £0 | £0 | £0 | £3,100,997 |
| Wakefield College | Wakefield | John Foster | £3,327,000 | £0 | £3,327,133 | £0 | £0 | £0 | £0 | £3,327,133 |
| Selby College | Selby | Liz Ridley | £693,748 | £0 | £693,748 | £0 | £0 | £0 | £0 | £693,748 |
| Shipley College Salt Building | Bradford | Nav Chohan | £300,000 | £0 | £300,000 | £0 | £0 | £0 | £0 | £300,000 |
| Bradford College | Bradford | Andy Welsh | £250,000 | £0 | £250,000 | £0 | £0 | £0 | £0 | £250,000 |
| Leeds College of Building | Leeds | Ian Billyard | £14,000,000 | £0 | £1,263,639 | £2,786,030 | £7,850,331 | £0 | £0 | £11,900,000 |
| Leeds City College Quarry Hill | Leeds | Jane Pither / Lydia Devenny | £33,400,000 | £0 | £10,045,152 | £15,585,878 | £7,768,970 | £0 | £0 | £33,400,000 |
| Dewsbury Learning Quarter | Kirklees | Ian Webster | £15,121,218 | £0 | £3,367,457 | £6,429,128 | £0 | £657,524 | £667,110 | £11,121,218 |
| Priority 2: Skilled People, Better Jobs | | | £84,287,320 | £6,053,796 | £30,118,737 | £25,070,985 | £15,619,301 | £657,524 | £667,110 | £78,187,454 |
| Resource Efficiency Fund | City Region | Sue Cooke | £720,000 | £0 | £0 | £293,355 | £322,742 | £103,903 | £0 | £720,000 |
| Energy Accelerator | City Region | Jacqui Warren | £820,000 | £165,992 | £0 | £0 | £261,603 | £196,202 | £196,203 | £820,001 |
| Leeds District Heat Network | Leeds | Neil Evans | £4,000,000 | £0 | £0 | £0 | £0 | £4,000,000 | £0 | £4,000,000 |
| Tackling Fuel Poverty | City Region | Liz Courtney | £6,000,000 | £0 | £781,414 | £2,857,882 | £1,597,800 | £762,904 | £0 | £6,000,000 |
| Priority 3: Clean Energy and Economic Resilience | | | £11,540,000 | £165,992 | £781,414 | £3,151,237 | £2,182,145 | £5,063,009 | £196,203 | £11,540,001 |
| East Leeds Housing Growth - Red Hall | Leeds | Martin Farrington | £4,000,000 | £2,000,000 | £2,000,000 | £0 | £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 | £1,100,000 |
| One, City Park, Bradford | Bradford | Steve Hartley | £5,200,000 | £400,000 | £0 | £0 | £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 | £1,757,000 |
| Kirklees Housing sites | Kirklees | Naz Parker | £1,000,000 | £200,000 | £205,000 | £104,000 | £191,000 | £300,000 | £0 | £1,000,000 |
| Bath Road, Leeds | Leeds | Martin Farrington | £575,000 | £575,000 | £0 | £0 | £0 | £0 | £0 | £575,000 |
| Bradford Odeon | Bradford | Steve Hartley | £325,000 | £0 | £0 | £0 | £325,000 | £0 | £0 | £325,000 |
| Forge Lane, Kirklees | Kirklees | Paul Kemp | £4,620,000 | £0 | £0 | £0 | £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 | £0 | £0 | £0 | £2,550,000 |
| Wakefield Civic Quarter | Wakefield | Andy Wallhead | £1,100,000 | £0 | £0 | £1,055,737 | £5,000 | £0 | £0 | £1,060,737 |
| York Guildhall | York | Neil Ferris | £2,347,500 | £0 | £791,500 | £603,000 | £250,000 | £703,000 | £0 | £2,347,500 |
| New Bolton Woods | Bradford | Shelagh O'Neill | £3,600,000 | £0 | £0 | £3,000,000 | £0 | £600,000 | £0 | £3,600,000 |
| Beech Hill, Halifax | Calderdale | Mark Thompson | pipeline | £0 | £0 | £0 | £619,179 | £380,821 | £0 | £1,000,000 |
| Halifax Town Centre (Northgate House) | Calderdale | Mark Thompson | pipeline | £300,000 | £0 | £0 | £1,000,000 | £0 | £0 | £1,300,000 |
| Balance of available funding | | | pipeline | £0 | £0 | £0 | £3,216,000 | £2,004,000 | £873,135 | £6,093,135 |
| Priority 4a: Housing and Regeneration | | | £28,174,500 | £5,232,000 | £5,518,000 | £5,891,238 | £6,326,179 | £6,887,821 | £6,673,135 | £36,528,372 |
| Transport | | Various | £122,225,746 | £19,656,322 | £27,532,491 | £40,862,891 | £34,337,162 | £77,870,750 | £97,125,587 | £297,385,203 |
| Priority 4b: Pipeline | | | pipeline | £0 | £0 | £0 | £26,860,000 | £0 | £0 | £26,860,000 |
| Borrowing | | | | | | | | £6,110,750 | £37,234,453 | £43,345,203 |
| Priority 4b: Transport | | | £122,225,746 | £19,656,322 | £27,532,491 | £40,862,891 | £61,197,162 | £71,760,000 | £59,891,134 | £280,900,000 |
| Mytholmroyd Flood Alleviation (GD3) | Calderdale | Adrian Gill | £2,500,000 | £0 | £2,500,000 | £0 | £0 | £0 | £0 | £2,500,000 |
| Leeds Flood Alleviation (GD3) | Leeds | Martin Farrington | £3,786,981 | £0 | £3,786,981 | £0 | £0 | £0 | £0 | £3,786,981 |
| Skipton Flood Alleviation (GD3) | Craven | Adrian Gill | £1,500,000 | £0 | £1,500,000 | £0 | £0 | £0 | £0 | £1,500,000 |
| Natural Flood Management - Colne & Calder | Kirklees | Craig Best | £45,000 | £0 | £0 | £0 | £336,000 | £578,000 | £386,000 | £1,300,000 |
| Natural Flood Management - Upper Aire | Craven | Nick Simms | pipeline | £0 | £0 | £0 | £0 | £400,000 | £0 | £400,000 |
| Wyke Beck Valley - Phase 1 | Leeds | Adam Brannen | £975,000 | £0 | £0 | £317,652 | £657,348 | £0 | £0 | £975,000 |
| Wyke Beck Valley - Phase 2 | Leeds | Adam Brannen | pipeline | £0 | £0 | £0 | £1,625,000 | £0 | £0 | £1,625,000 |
| Priority 4c: Pipeline | TBC | Adrian Gill | pipeline | £0 | £0 | £0 | £0 | £2,949,019 | £4,942,498 | £7,891,517 |
| Priority 4c: Flood Resilience | | | £8,806,981 | £0 | £7,786,981 | £317,652 | £2,618,348 | £3,927,019 | £5,328,498 | £19,978,498 |
| Leeds Aire Valley EZ | Leeds | Martin Farrington | pipeline | £0 | £0 | £0 | £4,400,000 | £0 | £0 | £4,400,000 |
| LCR EZs M62 sites | City Region | David Walmsley | pipeline | £0 | £0 | £0 | £1,000,000 | £4,000,000 | £10,600,000 | £15,600,000 |
| Priority 4d: Enterprise Zones | | | | £0 | £0 | £0 | £5,400,000 | £4,000,000 | £10,600,000 | £20,000,000 |
| WYCA Delivery costs | | | | £314,131 | £750,465 | £2,079,080 | £2,000,000 | £2,000,000 | £0 | £7,143,675 |
| Total Growth Deal expenditure | | | £335,333,020 | £38,082,982 | £84,745,760 | £90,532,441 | £102,021,595 | £105,940,085 | £95,027,135 | £516,350,000 |

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West Yorkshire Transport Fund pipeline (June 2018)

| 2018/19 | Target | Actual |
|-------------|-------------|--------|
| Expenditure | £61,197,162 | £0 |

| Project name | Project responsibility | | | Previous years spend | | | Current Year Forecast | Future forecast spend | | TOTAL spend (actual + forecast) |
|--|-----------------------------|-------------|------------|----------------------|------------|-----------|-----------------------|-----------------------|------------|---------------------------------|
| | Senior Responsible Officer | Category | Approved | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | |
| Transport Delivery Cost | | | | | | | | | | |
| Priority 4b (WTF) WYCA Delivery Costs | Melanie Corcoran | Development | | 1,654,577 | 1,652,280 | -48,624 | 1,377,675 | 1,530,717 | 1,900,000 | 8,066,625 |
| Transport projects Complete | | | | | | | | | | |
| Wakefield Eastern Relief Road | Neil Rodgers | Development | 37,593,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 15,284,765 | 14,435,236 | 5,538,685 | 538,960 | 0 | 0 | 35,797,646 |
| Rail Parking Package - South Elmsall | Melanie Corcoran | Development | 670,000 | 0 | 120,000 | 0 | 0 | 0 | 0 | 120,000 |
| | | Delivery | 0 | 0 | 0 | 484,604 | 5,000 | 0 | 0 | 489,604 |
| Aire Valley, Leeds Integrated Transport Package - Phase 1: Aire Valley P&R | Gary Bartlett | Development | 9,597,000 | 277,672 | 245,500 | 310,000 | 0 | 0 | 0 | 833,172 |
| | | Delivery | | 0 | 5,459,649 | 2,314,234 | 175,000 | 0 | 0 | 7,948,883 |
| Rail Parking Programme - Fitzwilliam | Neil Rodgers | Development | 687,000 | | | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | | | 445,073 | 0 | 0 | 0 | 445,073 |
| 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 | 160,000 | 1,442,043 | 1,436,702 | 0 | 0 | 0 | 3,038,745 |
| | | Delivery | | 0 | 0 | 3,086,550 | 1,492,010 | 163,337 | 0 | 4,741,897 |
| Wakefield City Centre Package Phase 1 Kirkgate | Neil Rodgers | Development | 5,556,000 | 72,878 | 76,972 | 26,000 | 0 | 0 | 0 | 175,850 |
| | | Delivery | | 0 | 0 | 3,720,336 | 1,282,000 | 0 | 0 | 5,002,336 |
| Rail Parking Package - Hebden Bridge | Melanie Corcoran | Development | 648,358 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 14,000 | 631,000 | 0 | 0 | 645,000 |
| York Northern Outer Ring Road - Phase 1 | Neil Ferris | Development | 3,600,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 3,000,000 | 565,000 | 35,000 | 0 | 3,600,000 |
| Transport projects at Stage 2 that will commence 2018/19 | | | | | | | | | | |
| Leeds Station Gateway - New station Street | Liz Hunter | Development | 166,037 | 0 | 0 | 103,144 | 18,222 | 0 | 0 | 121,366 |
| | | Delivery | | 0 | 0 | 0 | 1,875,630 | 0 | 0 | 1,875,630 |
| UTMC (formerly HNEP) | Richard Hadfield (Kirklees) | Development | 450,000 | 0 | 29,011 | 149,048 | 270,000 | 0 | 0 | 448,059 |
| | | Delivery | | 0 | 0 | 0 | 1,190,000 | 1,200,000 | 1,960,000 | 4,350,000 |
| Leeds ELOR and North Leeds Outer Ring Road | Gary Bartlett | Development | 25,865,000 | 929,199 | 1,554,106 | 2,095,867 | 1,000,000 | 1,000,000 | 750,000 | 7,329,172 |
| | | Delivery | | 0 | 0 | 7,370,828 | 4,700,000 | 6,000,000 | 10,000,000 | 28,070,828 |
| Rail Parking Package - Mytholmroyd | Melanie Corcoran | Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 0 | 1,040,000 | 2,600,000 | 0 | 3,640,000 |
| Rail Parking Package - Shipley | Melanie Corcoran | Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 0 | 0 | 2,500,000 | 0 | 2,500,000 |
| Rail Parking Package - Steeton and Silsden | Melanie Corcoran | Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 0 | 0 | 2,500,000 | 0 | 2,500,000 |
| Rail Parking Package - Mirfield (A) | Melanie Corcoran | Development | 308,863 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 0 | 298,863 | 0 | 10,000 | 308,863 |
| Rail Parking Package - Normanton | Melanie Corcoran | Development | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | | 0 | 0 | 0 | 340,000 | 1,000,000 | 0 | 1,340,000 |
| Rail Parking Package - Garforth | Melanie Corcoran | Development | 45,000 | 0 | 0 | 0 | 45,000 | 0 | 0 | 45,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 395,000 | 430,000 | 0 | 825,000 |
| LCR Inclusive Growth Corridor Plans | Liz Hunter | Development | 2,395,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NE Calderdale Transformational Programme Study | Steven Lee | Development | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A650 Hard Ings Road - Phase 1: Hard Ings Road Only | Julian Jackson | Development | 1,142,000 | 137,628 | 301,133 | 1,005,841 | 125,706 | 0 | 0 | 1,570,308 |

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| | | | | | | | | | | |
|---|------------------|-------------|-----------|---------|---------|-----------|-----------|------------|------------|------------|
| | | Delivery | 0 | 0 | 0 | 0 | 1,532,522 | 5,704,850 | 10,000 | 7,247,372 |
| A65-LBIA Link Road | Gary Bartlett | Development | 810,000 | 8,688 | 266,812 | 365,849 | 41,349 | 0 | 0 | 682,698 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Castleford Station Gateway | Kate Thompson | Development | 338,000 | 0 | 20,329 | 20,598 | 266,083 | 0 | 0 | 307,010 |
| | | Delivery | 0 | 0 | 0 | 0 | 1,485,000 | 1,485,000 | 730,000 | 3,700,000 |
| Glasshoughton Southern Link Road | Neil Rodgers | Development | 723,000 | 80,000 | 0 | 441,103 | 211,897 | 0 | 0 | 733,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 293,103 | 3,192,000 | 2,824,114 | 6,309,217 |
| Castleford Growth Corridor Scheme | Neil Rodgers | Development | 200,000 | 67,000 | 73,917 | 18,203 | 40,880 | 0 | 0 | 200,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 720,730 | 2,129,002 | 8,990,000 | 11,839,732 |
| Rail Park and Ride (Phase 1) Programme | Melanie Corcoran | Development | 1,161,306 | 108,336 | 409,181 | 395,796 | 0 | 0 | 0 | 913,313 |
| | | Delivery | 0 | 0 | 0 | 0 | 160,000 | 0 | 0 | 160,000 |
| York Northern Outer Ring Road | Neil Ferris | Development | 2,448,000 | 0 | 0 | 824,891 | 840,489 | 463,047 | 214,557 | 2,342,984 |
| | | Delivery | 0 | 0 | 0 | 0 | 3,391,511 | 2,536,953 | 2,463,433 | 8,391,897 |
| Transport projects at Stage 2 that will commence post 2018/19 | | | | | | | | | | |
| Rail Parking Package - Knottingley | Melanie Corcoran | Development | 474,259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | 1,474,000 | 0 | 0 | 1,474,000 |
| Bradford Interchange Station Gateway - Phase 1 | Julian Jackson | Development | 180,000 | 25,000 | 20,838 | 131,394 | 2,767 | 0 | 0 | 179,999 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradford Interchange Station Gateway - Phase 2 | Julian Jackson | Development | 512,000 | 0 | 0 | 6,279 | 360,210 | 145,511 | 0 | 512,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradford FS Station Gateway | Julian Jackson | Development | 3,885,314 | 20,000 | 116,717 | 123,040 | 830,360 | 1,641,693 | 0 | 2,731,810 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 6,000,000 | 6,000,000 |
| A650 Tong Street | Julian Jackson | Development | 185,000 | 0 | 21,038 | 83,777 | 10,816 | 0 | 0 | 115,631 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 3,324,211 | 3,324,211 |
| SE Bradford Access Rd | Julian Jackson | Development | 91,000 | 0 | 0 | 56,041 | 42,177 | 0 | 0 | 98,218 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradford to Shipley Corridor | Julian Jackson | Development | 1,597,000 | 30,000 | 5,011 | 524,541 | 653,285 | 384,663 | 0 | 1,597,500 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 665,000 | 665,000 |
| Harrogate Road / New Line | Julian Jackson | Development | 1,300,000 | 146,399 | 15,601 | 1,213,153 | 0 | 0 | 0 | 1,375,153 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 1,871,790 | 1,871,790 |
| Halifax Station Gateway | Mark Thomson | Development | 315,000 | 156,738 | 44,171 | 63,055 | 0 | 0 | 0 | 263,964 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A629 Phase 1b: Elland Wood Bottom to Jubilee Road | Mark Thomson | Development | 5,670,394 | 169,994 | 198,719 | 611,800 | 2,222,158 | 0 | 0 | 3,202,671 |
| | | Delivery | 0 | 0 | 0 | 0 | 532,154 | 13,360,762 | 0 | 13,892,916 |
| A629 Phase 2: Phase 2a, 2b and 2c | Mark Thomson | Development | 3,016,000 | 44,591 | 280,192 | 1,232,314 | 1,105,865 | 0 | 0 | 2,662,962 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 1,195,488 | 0 | 1,195,488 |
| A641 Bradford - Huddersfield Corridor | Mark Thomson | Development | 730,000 | 0 | 60,829 | 68,572 | 322,813 | 158,242 | 0 | 610,456 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A629 Phase 4: Ainley Top | Mark Thomson | Development | 645,000 | 0 | 51,736 | 62,724 | 388,838 | 0 | 0 | 503,298 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A653 Leeds to Dewsbury Corridor (M2D2L) | Simon Taylor | Development | 210,000 | 0 | 59,261 | 30,614 | 40,125 | 0 | 0 | 130,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huddersfield Station Gateway | Simon Taylor | Development | 79,886 | 27,615 | 22,385 | 2,630 | 0 | 0 | 0 | 52,630 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| M62 Junction 24a | Simon Taylor | Development | 70,000 | 0 | 12,976 | 31,370 | 15,500 | 0 | 0 | 59,846 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A629 Phase 5 - Ainley Top into Huddersfield | Simon Taylor | Development | 4,415,000 | 52,000 | 48,000 | 250,762 | 800,000 | 0 | 0 | 1,150,762 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A62 and A644 Corridors incorporating Cooper bridge | Simon Taylor | Development | 750,000 | 110,000 | 15,000 | 516,735 | 233,265 | 0 | 0 | 875,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leeds Station Gateway - Yorkshire Hub | Liz Hunter | Development | 400,000 | 0 | 54,468 | 117,583 | 203,860 | 0 | 0 | 375,911 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thorpe Park Station | Liz Hunter | Development | 500,000 | 0 | 3,382 | 184,675 | 156,998 | 0 | 0 | 345,055 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 10,000,000 | 10,000,000 |

| | | | | | | | | | | |
|--|------------------|-------------|-----------|--------|---------|---------|-----------|-----------|-----------|------------|
| A6110 Leeds Outer Ring Rd | Gary Bartlett | Development | 268,000 | 0 | 0 | 4,271 | 99,000 | 0 | 0 | 103,271 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leeds City Centre Network and Interchange Package | Gary Bartlett | Development | 3,455,000 | 31,337 | 278,000 | 468,289 | 643,000 | 1,709,711 | 309,252 | 3,439,589 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 5,340,672 | 5,340,672 |
| Wakefield City Centre Package Phase 2 Ings Road | Neil Rodgers | Development | 270,000 | 0 | 0 | 30,379 | 239,621 | 0 | 0 | 270,001 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 1,540,000 | 1,477,593 | 3,017,593 |
| CIP - Phase 1 - Leeds Dyneley Arms | Gary Bartlett | Development | 402,000 | 0 | 0 | 127,438 | 274,562 | 0 | 0 | 402,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 275,438 | 1,222,562 | 4,283,538 | 5,781,538 |
| CIP - Phase 1 - Leeds Fink Hill | Gary Bartlett | Development | 115,000 | 0 | 0 | 105,529 | 9,471 | 0 | 0 | 115,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 100,000 | 734,985 | 0 | 834,985 |
| CIP - Phase 1 - Leeds Dawsons Corner | Gary Bartlett | Development | 1,008,000 | 0 | 0 | 243,698 | 710,000 | 54,302 | 0 | 1,008,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 5,876,000 | 7,115,000 | 12,991,000 |
| CIP - Phase 1 - Kirklees Holmfirth Town Centre | Simon Taylor | Development | 250,000 | 0 | 0 | 99,358 | 125,000 | 0 | 0 | 224,358 |
| | | Delivery | 0 | 0 | 0 | 0 | 200,000 | 500,000 | 3,800,000 | 4,500,000 |
| CIP - Phase 1 - Kirklees Huddersfield Southern Gateways | Simon Taylor | Development | 300,000 | 0 | 0 | 167,206 | 225,000 | 0 | 0 | 392,206 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP - Phase 1 - Kirklees A62 Smart Corridor | Simon Taylor | Development | 250,000 | 0 | 0 | 131,464 | 118,536 | 0 | 0 | 250,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 100,000 | 2,731,464 | 0 | 2,831,464 |
| CIP - Phase 1 - Calderdale A58/A672 Corridor | Mark Thompson | Development | 235,000 | 0 | 0 | 72,192 | 99,501 | 0 | 0 | 171,693 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP - Phase 1 - Calderdale A646/A6033 Corridor | Mark Thompson | Development | 195,000 | 0 | 0 | 62,382 | 133,915 | 0 | 0 | 196,297 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP - Phase 1 - Bradford A6177 Great Horton Road / Horton Grange | Julian Jackson | Development | 180,000 | 0 | 0 | 101,915 | 86,356 | 0 | 0 | 188,271 |
| | | Delivery | 0 | 0 | 0 | 0 | 83,284 | 410,000 | 2,330,160 | 2,823,444 |
| CIP - Phase 1 - Bradford A6177 ORR/Toller Lane | Julian Jackson | Development | 225,000 | 0 | 0 | 29,472 | 123,085 | 0 | 0 | 152,557 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 1,225,000 | 6,847,000 | 8,072,000 |
| CIP - Phase 1 - Bradford A6177 ORR/Great Horton Road | Julian Jackson | Development | 180,000 | 0 | 0 | 67,904 | 123,020 | 0 | 0 | 190,924 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 320,000 | 1,585,000 | 1,905,000 |
| CIP - Phase 1 - Wakefield A650 Newton Bar | Neil Rodgers | Development | 75,000 | 0 | 0 | 39,259 | 71,482 | 0 | 0 | 110,741 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 1,204,498 | 1,508,680 | 2,713,178 |
| CIP - Phase 1 - Wakefield Owl Lane | Neil Rodgers | Development | 75,000 | 0 | 0 | 5,516 | 69,484 | 0 | 0 | 75,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 1,920,557 | 430,000 | 2,350,557 |
| Rail Park and Ride (Phase 2) Programme | Melanie Corcoran | Development | 138,000 | 0 | 137,997 | 0 | 0 | 0 | 0 | 137,997 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail Park & Ride (Phase 2) - Apperley Bridge | Melanie Corcoran | Development | 113,100 | 0 | 0 | 0 | 113,000 | 0 | 0 | 113,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 110,000 | 350,000 | 650,000 | 1,110,000 |
| Rail Park & Ride (Phase 2) - Guiseley | Melanie Corcoran | Development | 143,000 | 0 | 0 | 0 | 143,000 | 0 | 0 | 143,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 143,000 | 3,000,000 | 4,000,000 | 7,143,000 |
| Rail Park & Ride (Phase 2) - Moorthorpe | Melanie Corcoran | Development | 110,500 | 0 | 0 | 0 | 110,500 | 0 | 0 | 110,500 |
| | | Delivery | 0 | 0 | 0 | 0 | 610,000 | 500,000 | 0 | 1,110,000 |
| Rail Park & Ride (Phase 2) - Outwood | Melanie Corcoran | Development | 110,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | 110,500 | 0 | 0 | 110,500 |
| Rail Parking Package - Mirfield (A) | Melanie Corcoran | Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calder Valley Line Elland Station | Mark Thompson | Development | 834,748 | 0 | 0 | 163,437 | 173,162 | 69,254 | 0 | 405,853 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Corridor Improvement Programme (formerly HEBP) | Melanie Corcoran | Development | 408,000 | 0 | 0 | 8,200 | 100,000 | 100,000 | 158,000 | 366,200 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| York Central Access | Neil Ferris | Development | 2,100,000 | 0 | 0 | 413,137 | 1,070,000 | 0 | 0 | 1,483,137 |
| | | Delivery | 0 | 0 | 0 | 0 | 454,000 | 3,000,000 | 5,577,587 | 9,031,587 |
| Transformational -South Featherstone Link Rd - Feasibility Study | Neil Rodgers | Development | 284,000 | 0 | 0 | 72,468 | 165,380 | 46,152 | 0 | 284,000 |
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transformational - Kirklees - North Kirklees Orbital Route - Feasibility Study | Simon Taylor | Development | 248,000 | 0 | 0 | 9,588 | 223,000 | 0 | 0 | 232,588 |

| | | | | | | | | | | |
|---|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|-------------|
| | | Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transformational -York Northern Outer Ring Road Dualling- Feasibility Study | Neil Ferris | Development | 295,000 | 0 | 0 | 10,000 | 285,000 | 0 | 0 | 295,000 |
| | | Delivery | 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 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Aire Valley, Leeds Integrated Transport Package – Phase 3: Motorway Junction Improvements | | Development | - | - | - | - | | | | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Corridor Improvement Programme Phase 2 | | Development | - | - | - | - | | | | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Corridor Improvement Programme Phase 3 | | Development | - | - | - | - | | | | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Calder Valley Line Enhancements | | Development | - | 61,905 | - | - | | | | 61,905 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Clifton Moor Park and Ride | | Development | - | - | - | - | | | | 0 |
| | | Delivery | 0 | 0 | 0 | 0 | | | | 0 |
| Other | | | | | | | | | | |
| Historic Pre-payments | | n/a | | | | | -9,126,956 | | | -9,126,956 |
| Development inc Management Costs | | | 140,452,219 | 4,371,557 | 7,637,605 | 14,888,581 | 17,160,413 | 7,303,292 | 3,331,809 | 54,693,257 |
| Delivery | | | - | 15,284,765 | 19,894,885 | 25,974,310 | 26,303,705 | 70,567,458 | 93,793,778 | 251,818,901 |
| Total Transport | | | 140,452,219 | 19,656,322 | 27,532,491 | 40,862,891 | 34,337,162 | 77,870,750 | 97,125,587 | 297,385,202 |

Agenda Item 6

Appendix 4

Overall RAG Rating Criteria

| | 1 | 2 | 3 | 4 | 5 |
|-------------------------|--|---|--|--|--|
| Delivery Score | No significant problems arisen in previous quarter. Correct processes are in use. Project is on track to deliver outputs. | Minor issues have arisen causing small delays. Correct processes are developed. Project is on track to deliver outputs. | Issues have arisen causing longer delays to the timetable (less than 3 months). Correct processes will be achieved but are not yet developed. Outputs deliverable but will require re-profiling. | Issues have arisen causing longer delays to the timetable (3 months or more) but no significant changes required to overall project aims and scope. Correct processes are not yet developed. Outputs may still be deliverable but challenging. | Major issues have caused significant delays (more than 3 months); processes have been interrupted or not carried out correctly (e.g. planning permission has not been secured); or significant changes have had to be made to the aims and scope of the project. Project likely to under deliver forecast project outputs. |
| Finance Score | A variance of up to 2%. Spend is largely on track with any minor slippage expected to be picked up by end of next quarter. | A variance of between 2% & 5%. Small re-profiling changes to budget required. | A variance of between 5% & 7% against profiled financial forecast. Some budget changes have been required. | A variance of between 7% & 10% against profiled financial forecast. Budget changes have been required due to issues with project delivery. | A variance of over 10% against profiled financial forecast or significant changes to project budget required (increases or decreases) due to poor or delayed delivery. |
| Reputation Score | May lead to minor external criticism. | May lead to widespread criticism. | Undermine LEP credibility with public or key stakeholder in short term. | Significant damage to LEP credibility with public or key stakeholder for sustained period or at critical point. | Challenges with project are undermining LEP credibility with public or key stakeholder. This negative reputation will continue longer term and be hard to recover from. |

Overall RAG Score Examples

| | | | | | |
|-------------------------|---|---|---|----|----|
| Delivery Score | 1 | 2 | 3 | 4 | 5 |
| Finance Score | 1 | 1 | 2 | 5 | 4 |
| Reputation Score | 1 | 2 | 4 | 2 | 4 |
| Overall Score | 3 | 5 | 9 | 11 | 13 |

Overall RAG Score

| | | | | | |
|--------------|--------------|----------------------|--------------|--------------------|------------|
| RAG | Green | Green / Amber | Amber | Amber / Red | Red |
| Score | 1 to 3 | 4 to 6 | 7 to 9 | 10 to 12 | 13 to 15 |

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In Year RAG Rating Criteria

| | 1 | 2 | 3 | 4 | 5 |
|-----------------------------------|---|--|---|---|---|
| Delivery and Finance Score | <p>No significant delivery problems arisen in previous quarter. Correct processes are in use. Project is on track to deliver outputs in year.</p> <p>and / or</p> <p>A variance of up to 2% of in year spend. Spend is largely on track with any minor slippage expected to be picked up by end of financial year.</p> | <p>Minor delivery issues have arisen causing small delays. Correct processes are developed. Project is on track to deliver outputs in year.</p> <p>and / or</p> <p>A variance of between 2% & 5% of in year spend. Small re-profiling changes to in year forecast required.</p> | <p>Delivery issues have arisen causing longer delays to the timetable (less than 3 months). Correct processes will be achieved but are not yet developed. Outputs deliverable but will require re-profiling in year.</p> <p>and / or</p> <p>A variance of between 5% & 7% against in year profiled financial forecast. Some budget changes have been required resulting in re-profiling changes to in year forecast.</p> | <p>Delivery issues have arisen causing longer delays to the timetable (3 months or more) but no significant changes required to overall project aims and scope. Correct processes are not yet developed. Outputs may still be deliverable in year but challenging.</p> <p>and / or</p> <p>A variance of between 7% & 10% against in year profiled financial forecast. Budget changes have been required resulting in re-profiling changes to in year forecast.</p> | <p>Major delivery issues have caused significant delays (more than 3 months); processes have been interrupted or not carried out correctly (e.g. planning permission has not been secured); or significant changes have had to be made to the aims and scope of the project. Project likely to under deliver forecast in year project outputs.</p> <p>and / or</p> <p>A variance of over 10% against in year profiled financial forecast. Budget changes have been required resulting in re-profiling changes to in year forecast.</p> |

In Year RAG Score

| RAG | Green | Green / Amber | Amber | Amber / Red | Red |
|-------|-------|---------------|-------|-------------|-----|
| Score | 1 | 2 | 3 | 4 | 5 |

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Report to: West Yorkshire and York Investment Committee

Date: 4 July 2018

Subject: Capital Spending and Project Approvals

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Cath Pinn

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 £34,462 million when fully approved, of which £14.786 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £2.701 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.

| Scheme | Scheme description | Decision sought |
|--|--|--|
| Rochdale Canal - Cycle Safety Fund Calderdale | As part of the CityConnect Programme, this scheme will deliver 6km of high quality cycle route in the Calderdale District between the centres of Hebden Bridge and Todmorden, building on the projects currently being delivered in the corridor to create a continuous traffic free route along the Calder Valley. The project is funded from Department for Transport's Cycle Safety Fund | Approval to proceed beyond decision point 2 and work commence on decision point 4 (full business case with finalised costs). Total value - £1.553 million Total value of Combined Authority funding - £1.473 million Funding recommendation sought - £0 |

| | | |
|--|---|--|
| | <p>The scheme has a benefit cost ratio of 3.25:1 at this stage and this will be reassessed in the full business case.</p> <p>The scheme's wider social benefits include health benefits such as improved fitness and reduction in accidents.</p> | |
| <p>Corridor Improvement Programme - A58/A672</p> <p>Calderdale</p> | <p>To improve connectivity and accessibility to support economic growth through highway improvements, and improving cycling and walking facilities along this part of the West Yorkshire Key Route Network (WYKRN).</p> <p>The project is funded from the West Yorkshire plus Transport Fund.</p> <p>The benefit to cost ratio of this scheme has been assessed as 4.3:1</p> <p>The scheme's wider social benefits include improving air quality, improved fitness and reduction in accidents.</p> | <p>Approval to proceed beyond decision point 3 and work commence on activity 4 (full business case).</p> <p>Total value - £6.024 million</p> <p>Total value of Combined Authority funding - £6.024 million</p> <p>Funding recommendation sought - £706,665</p> |
| <p>Corridor Improvement Programme - A646/A6033</p> <p>Calderdale</p> | <p>To improve connectivity and accessibility to support economic growth through a package of improvements to improve resilience to incidents and weather events and encourage more walking and cycling along this part of the West Yorkshire Key Route Network (WYKRN).</p> <p>The project is funded from the West Yorkshire plus Transport Fund.</p> <p>The benefit to cost ratio has been assessed as 3.3:1</p> <p>The scheme's wider social benefits include improving air quality, improved fitness and reduction in accidents.</p> | <p>Approval to proceed beyond decision point 3 and work commence on activity 4 (full business case).</p> <p>Total value - £5.092 million</p> <p>Total value of Combined Authority funding - £5.092 million</p> <p>Funding recommendation sought - £594,581</p> |
| <p>Beech Hill</p> <p>(Phase 1a and 1b)</p> <p>Halifax</p> | <p>A scheme consisting of phases 1a and 1b, to enable the Beech Hill site to be prepared for housing</p> | <p>Phase 1a</p> <p>Approval to proceed beyond decision point 5 and work</p> |

| | | |
|--|---|---|
| | <p>development through demolition works, removal of asbestos, land remediation and provision of green infrastructure.</p> <p>A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together, bringing together phase 1a demolition and 1b abnormal infrastructure costs, provides value for money compared to other options at a cost of £191,342/unit. Other options were considered and while this option is complex it will provide long term benefits e.g. quality affordable housing, facilitating town centre living and the sustainability of the town centre.</p> <p>The scheme's wider social benefits also include a more enjoyable sense of place for residents and visitors.</p> | <p>commence on activity 6 (delivery).</p> <p>Total value of Combined Authority funding - £1.4 million</p> <p>Funding recommendation sought - £1.4 million</p> <p>Phase 1b</p> <p>Approval to proceed beyond decision point 2 and work commence on activity 4 (outline business case) in the form of an updated business case for both phases 1a and 1b merging.</p> <p>Total value of Combined Authority funding - £797,000</p> <p>Funding recommendation sought - £0</p> <p>Total scheme costs</p> <p>Total value - £21.813 million</p> <p>Total value of Combined Authority funding - £ 2.197 million</p> <p>Funding recommendation sought - £1.4 million</p> |
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- 1.3 This report also presents recommendations for the following schemes that have had change request reports assessed in line with the Combined Authority's assurance process. These schemes have a total combined funding of value of * £34.400 million when fully approved, £16.800 million of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £793,000 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. Please note the Forge Lane/Dewsbury Riverside scheme change request has also resulted in a recommendation for a decision point 2 (case paper) approval, which is also presented in this section.

*Does not include exempted amount referenced in paragraph 2.80.

| Scheme | Scheme description | Decision sought |
|---|--|---|
| Forge Lane / Dewsbury Riverside Kirklees | A major regeneration project to deliver new housing in the North Kirklees Growth Zone through substituting the current site, Forge Lane, with replacement adjacent site within Dewsbury Riverside. | This scheme presents two separate decisions as part of the assurance process (Decision 1): Stage 3 (delivery) change request to omit the Forge Lane site and |

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| | <p>The replaced site represents good value for money at this stage.</p> | <p>substitute with the Dewsbury Riverside site.</p> <p>(Decision 2): Approval for the Dewsbury Riverside site to proceed beyond decision point 2 (case paper) and work commence on activity 4 (full business case)</p> <p>Total value of Combined Authority funding - Exempt (see this section of the report for further details)</p> <p>Funding recommendation sought - £0</p> |
| <p>Kirklees Housing project Kirklees</p> | <p>To accelerate delivery and improve viability on Council owned housing sites by addressing transport access through highways improvements and site condition to accelerate delivery of housing units through undertaking appropriate levels of preparatory and investigation work to facilitate this.</p> | <p>Stage 3 (delivery) change request to descope the Stile Common housing site from the Local Growth Fund scheme and replace it with the Waterfront housing site. Both sites are located in Huddersfield. Of the approved £1 million loan, £700, 000 should be spent on the Phase 1 sites of Ashbrow and Soothill (currently in delivery) and the remaining £300,000 to be allocated for expenditure on the Phase 2 Waterfront site subject to successful progression through the Combined Authority assurance process.</p> <p>Total value of Combined Authority Funding - £1 million</p> <p>Funding recommendation sought - £0</p> |
| <p>Bradford One City Park Bradford</p> | <p>To support the sustainable regeneration of Bradford city centre through the redevelopment of the Tyrls building (former West Yorkshire Police station) and adjoining council owned land for the creation of high quality commercial accommodation.</p> | <p>Change request for Stage 3 (delivery) to refine the timeframes for project delivery to March 2021 rather than December 2018 and recommendation that the project submit a full business case (with finalised costs) as part of the Combined Authority's assurance process in order to secure funding.</p> <p>Total value of Combined Authority Funding - £5.2 million</p> |

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| | | Funding recommendation sought - £0 |
| Halifax Station Gateway Halifax | To deliver a transformational redevelopment of Halifax Rail Station. | <p>Stage 2 (development) change request that project development funding is brought forward to spend within activity 3 (outline business case). This will support further project development.</p> <p>Total value - £28.2 million</p> <p>Total value of Combined Authority Funding - £10.6 million</p> <p>Funding recommendation sought - £793,000</p> |

- 1.4 Since the Investment Committee's meeting on 5 June 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 £1.547 million has been approved.

| Scheme | Scheme description | Decision sought |
|---|--|---|
| LEP Loan 318 - Canal Road Urban Village Ltd (CRUVL) New Bolton Woods Bradford | 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. | <p>The LEP Loan 318: CRUVL project proceeds through decision point 5 and work commences on activity 6 (delivery).</p> <p>Approval to the total loan value of £346,000 is given from the Growing Places Fund.</p> <p>The Combined Authority enters into a loan agreement with CRUVL for expenditure of up to £346,000.</p> |
| LEP Loan 308 (incl 319) - Citu Bridge Leeds | The aim of the project is to remediate the site and create urban homes including family housing and affordable homes all with a high ecological specification. The aim is also to create public realm, including a bridge, and open up the riverside and showcase what a zero carbon modular housing development can be. | Change request to bring two related projects together under one loan agreement. This will be achieved by adding the value of LEP loan 319 (£1 million) to the value of LEP Loan 308 (£1 million) thereby not increasing the overall loan commitment and retaining the same final repayment date of the original loan of 3rd April 2020. The total loan would now be £2 million. |

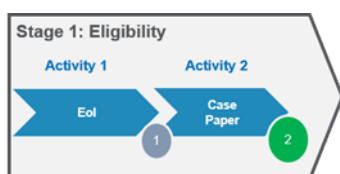
| | | |
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| | | The change also includes an amendment to the charges the Combined Authority holds over Citu's loan as security for the loan to enable a private sector bank to invest in the project. |
| Tackling fuel poverty | To provide grants to householders in fuel poverty to meet the cost of energy efficiency measures. | Change request to amend the grant agreement with Wakefield Council to provide grants to additional households and extend the scheme timescales of three months for the phases delivered by Wakefield, Calderdale, Kirklees to be completed by December 2018. |
| Bus Hotspots | A programme of on street works to key congestion hotspots to improve bus punctuality. | Change request to approve Kirklees Council costs and enter into funding agreement with Kirklees Council for up to £200,592, subject to support of the revised programme by the Transport Committee. |

2 Information

- 2.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

Programmes and projects for consideration

Projects in stage 1: Eligibility



- 2.2 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

| | |
|-----------------------|--|
| Project Title | Rochdale Canal - Cycle Safety Fund - Canal Towpath Improvement Phase 2 - Hebden Bridge to Todmorden |
| Stage | 1 (Eligibility) |
| Decision Point | 2 (Case paper) |

Background

- 2.3 The scheme, which forms part of the CityConnect Programme, will deliver 6 km of high quality cycle route in the Calderdale District between the centres of Hebden Bridge and Todmorden, building on the projects currently being delivered in the corridor to create a continuous traffic free route along the Calder Valley.
- 2.4 The project has been awarded £1.473 million funding by the Department for Transport following a competitive bidding process to improve cycle safety in the area and will be delivered in partnership with the Canal and River Trust and Calderdale Council.
- 2.5 The project will deliver against Priority 4 of the Leeds City Region Strategic Economic Plan – Infrastructure for growth, through linking people in the towns and settlements along the Calder Valley (including connecting to the rail stations) to jobs and other opportunities in the region. The proposal will contribute to the Transport Strategy target of increasing journeys by bike by 300% and “improving safety on the transport network”. In addition the scheme will contribute to the Priority 3 – Clean energy and environmental resilience through the improvements that will be made to the canal’s wash walls.
- 2.6 The route will provide a safe and attractive alternative to the heavily trafficked A646 for cyclists and pedestrians, which has seen an increase in road traffic accidents involving vulnerable road users. It is expected that the scheme will also unlock latent cycling and walking demand for both transport and leisure purposes, with similar projects realising increases in use of around 70%

following completion. An initial assessment of the scheme suggests a BCR of 3.25:1 could be achieved.

- 2.7 Initial feasibility and development work has been completed previously as part of the wider CityConnect programme and it is expected that the project can progress quickly with a start on site planned for early in 2019 and completion by summer 2019.
- 2.8 A summary of the scheme's business case, together with a location map, is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 2.9 The forecast outputs, benefits and inclusive growth implications for the scheme are:
- 6km of high quality cycle route (16.3km when taken in context of the wider CCAG programme delivery in the corridor)
 - Connecting people to urban centres, key employment sites and economic opportunities.
 - Congestion benefits will be realised through increased uptake of cycling and associated mode shift away from private car use. Mode share for cycling has been predicted to increase from 1.3% to 3.5% along the corridor, leading to a corresponding decrease in CO2 production and increasing local air quality.
 - The scheme will realise significant health benefits through improved physical fitness, reduced absenteeism as well as a reduction in accidents (and the associated cost to the economy).
 - Additional benefits resulting from the scheme which provides additional flood protection to homes and businesses will be realised through the associated wash wall repairs.
- 2.10 The scheme proposals demonstrate good value for money at this stage and its wider social benefits include health benefits such as improved fitness and reduction in accidents.

Risks

- 2.11 The key risks and mitigating actions for this project are:
- Failure to manage tight timescales and receive approvals at appropriate stages as defined on outline project plan, allowing funding deadline to be met - Action - Detailed project plan to be produced in partnership with delivery partners.
 - Insufficient funds to deliver scope of project – Action - Part of procurement exercise, design for the scheme should be packaged to allow Potential Value Engineering should costs exceed budget. The design and packages (scope) should be agreed and signed off by Executive (including Advisory Group and Programme Board sign off).

Additional funding sources will also be explored to retain the project scope.

- Start on site is delayed, leading to time and cost increases – Action - twin track drafting of funding agreement with business case documentation.
- Failure to deliver project benefits due to economic case not stacking up – Action - Further analysis to be undertaken and detailed business case is to be developed;

Costs

- 2.12 The total forecast cost to deliver the project is £1.553 million, to be funded through £1.473 million from the Combined Authority through the Department for Transport Cycle Safety Grant and £80,000 from Calderdale Council funds.
- 2.13 The Department for Transport grant is limited to £1.473 million.
- 2.14 No Combined Authority development costs are requested as part of this approval

Timescales

- 2.15 The timescales of the project are:
- Completion of detailed design, consultation and sign off of designs early July 2018
 - Procurement and firm costs early September 2018
 - Completion of full business case (decision point 5) end September 2018
 - Delivery Jan 2019 – Summer 2019 (decision point 6)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|---|
| Decision point 4 Full business case | Recommendation: Investment Committee Decision: Combined Authority's Managing Director |
| Decision point 5 Full business case with finalised costs | Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director |

Tolerances

| Project tolerances |
|--|
| That scheme costs remain within those outlined in this report. That programme timescales remain within 2 months of the timescales set out in this report. |

Project responsibilities

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| Senior Responsible Officer | Kate Thompson, Combined Authority |
| Project Manager | Fiona Limb, Combined Authority Peter Stubbs, Calderdale Council |
| Combined Authority case officer | Nicholas Kiwomya |

Appraisal summary

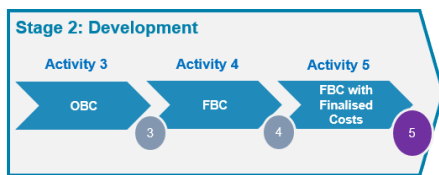
- 2.16 The project has a clear strategic case and will deliver against the Leeds City Region's Strategic Economic Plan (SEP) priority 4 – Infrastructure for Growth, through providing sustainable and active transport infrastructure connecting key towns and settlements in the Calder Valley between Hebden Bridge and Todmorden and SEP priority 3 – Clean Energy and Environmental resilience through the work that will be required to the canal wash walls (to enable an improved towpath to be built) improving flood resilience. In addition, there is a strong alignment with the Transport Strategy objectives to increase trips by bike and improve the safety of vulnerable road users as well as local plans and strategies including Calderdale's Local Plan and Health and Wellbeing strategy. The project's objectives are well defined and include the delivery of 6km of high quality cycle route which will; increase the numbers of walking and cycling trips, link to and enhance other planned transport projects in the area (CCAG and Transport Fund), deliver carbon reductions and improve air quality, reduce cyclist and pedestrian casualties and provide economic benefit to the region. The scheme has been assessed as providing good value for money with an initial benefit to cost ratio of 3.25:1, and further work will be undertaken to refine the economic appraisal for this scheme to measure the full range of benefits possible including, congestion, environmental, health and economic.
- 2.17 The project is well established and forms part of the CityConnect programme within initial feasibility design and costings work completed. The project has resources in place to take the scheme forward to delivery with a team from Canal and River trust and Calderdale Council undertaking the project management, design and procurement of the delivery going forward, with support from the Combined Authority's programme management team. Funding has been secured for the delivery of the project from the Department for Transport and this is being matched by external funding from Calderdale Council. The Department for Transport funding conditions and Canal and Rivers Trust working restrictions mean that the timetable for delivery is constrained but a clear critical path and key milestones are in place to deliver to this ambitious timeframe. Procurement plans are in place through the established Canal and Rivers Trust framework contractor, which has successfully been utilised for the first phase of the project, which is currently being delivered on site.

Recommendations

2.18 That Investment Committee recommends to Combined Authority that:

- (i) The Rochdale Canal Towpath Improvement project proceeds through decision point 2 and work commences on activity 4 (full business case)
- (ii) That an indicative approval is given to the total project value of £1.553 million and the Combined Authority funding contribution of £1.473 million (from the Department for Transport – Cycle Safety Grant 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). The remainder will be funded by £80,000 from Calderdale Council,
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by either Investment Committee or 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



- 2.19 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 cost.

Corridor Improvement Programme Summary

- 2.20 The Corridor Improvement programme is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), which aims to improve connectivity and accessibility to support economic growth. In order to achieve this the programme aims to deliver an 8% reduction in journey times for all traffic, with a higher target of 12% reduction in journey times for buses.
- 2.21 The creation of a West Yorkshire Key Route Network (WYKRN) is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.22 The Corridor Improvement Programme will be delivered in three phases. The total forecast cost of the programme is £130.3 million, £125 million of which will be funded from the Combined Authority's West Yorkshire plus Transport Fund.
- 2.23 The following two schemes which are presented in this report form part of the Corridor Improvement Programme. They are the
- A58/A672 Corridor Improvement project
 - A646/A6033 Corridor Improvement project
- 2.24 Both schemes are located in the Calderdale district and are being promoted by Calderdale Council.
- 2.25 The Corridor Improvement Programme received decision point 2 approval (case paper) from the Combined Authority on the 29th June 2017 for the programme as a whole, as part of this approval it was agreed that the 13 projects within the programme would be progressed on an individual basis to outline business case. These two schemes are the first projects from the

programme to be brought forward for decision point 3 (outline business case) approval.

- 2.26 At decision point 2, a total forecast cost for phase 1 of the programme received an indicative approval of £67.8 million. This forecast only comprised of costs for 11 of the 13 projects from phase 1. Costs were not included for both the A58/A672 Corridor Improvement project, and the A646/A6033 Corridor Improvement projects (both of which are presented in this report for consideration). This was due to robust cost forecasts not being available at the time.
- 2.27 It is considered that both schemes are affordable through a mix of over-programming of Phase 1 and also from the wider Phase 2 and 3 forecast programme costs. It is intended that the Corridor Improvement Programme will be fully reviewed over the next 6 months and, if required, a change request approval sought to update the total forecast cost for Phase 1 schemes.

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|-----------------------|--|
| Project Title | Corridor Improvement Programme - A58/A672 |
| Stage | 2 (Development) |
| Decision Point | 3 (Outline business case) |

Background

- 2.28 This scheme forms part of Phase 1 of the Corridor Improvement Programme.
- 2.29 This scheme proposes a package of focused transport interventions on the A58/A672 corridor in Calderdale to deliver highway improvements, along with improving facilities for active travel modes (cycling and walking). This includes a package of measures to improve highway efficiency for the benefit of all road users along this part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. Currently there are issues with the journey time variability between peak and off-peak time periods particularly for public transport, poor air quality due to congestion and lack of appetite for growth due to these issues on the route.
- 2.30 Halifax is identified as a spatial priority area in the SEP. Improved links to the economic opportunities available in Halifax from Sowerby Bridge, Ripponden and Rishworth will connect people to higher value jobs. Improvements to the A58 in Sowerby Bridge will also better link residents of the Upper Calder Valley with similar economic opportunities available in Brighouse, Elland and Huddersfield, whilst improved air quality through reduced congestion on the A58 will ensure 'good growth' is achieved.
- 2.31 As part of the WYKRN, the A58/A672 provides a key role linking Calderdale to the Greater Manchester City Region. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the south west will

also complement parallel improvements planned on the A629, helping erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.

- 2.32 A summary of the scheme's business case, together with a location map, is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 2.33 The forecast outputs, benefits and inclusive growth implications for the project are:

- Improved journey time reliability on the A58/A672, particularly for public transport users and reduced variability between peak and off-peak time periods.
- Reduced congestion along the A58/A672 by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year, in order to improve productivity and attract new investment, in particular to attract new businesses to occupy employment land allocated in the emerging Local Plan.
- future housing growth supported by reducing transport constraints to development on the corridor– enabling residential units located on preferred sites accessed via the corridor in the emerging Calderdale Local Plan to be realised by 2032.
- Enhanced provision for active modes in order to increase the sustainability of new development – closing gaps in network connectivity on the walking and cycling networks to limit net growth in car trips by 2026, once trips generated by new development are accommodated.
- Improved air quality – ensure the annual mean nitrogen dioxide levels observed in the AQMA declared in Sowerby Bridge town centre are improved by the end of the opening year.
- Accidents reduced by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.

- 2.34 The benefit to cost ratio of this scheme has been assessed as 4.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

Risks

- 2.35 The key risks and mitigating actions for this project are:

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.

- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through where possible works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.
- Local acceptance of the impacts of proposals. This will be mitigated by continued engagement with councillors and the wider community throughout the life of the project.

Costs

- 2.36 The total forecast cost to deliver the project is £6.024 million. This will be funded entirely by the Combined Authority from the West Yorkshire plus Transport Fund.
- 2.37 Phase 1 of the programme received a total development cost approval of £4.483 million, of which £235,000 was allocated for the development of this scheme. The scheme now requires a further £706,665 to progress the scheme to full business case (decision point 4), taking the total development cost requirement to £941, 665. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

Timescales

- 2.38 The timescales of the project are:
- It is forecast that the full business case (decision point 4) will receive approval in August 2019
 - It is forecast that construction will be completed by March 2021 (decision point 6)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|---|
| Decision point 4 Full business case | Recommendation: Investment Committee Decision: Combined Authority's Managing Director |
| Decision point 5 Full business case with finalised costs | Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director |

Tolerances

| Project tolerances |
|---|
| That costs should remain within 10% of the total project cost set out in this report |
| The timescales should remain within 3 months of the timescales set out in this report |

Project responsibilities

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| Senior Responsible Officer | Melanie Corcoran, Combined Authority |
| Project Manager | Peter Stubbs, Calderdale Council |
| Combined Authority case officer | Simon Collingwood |

Appraisal summary

- 2.39 A package of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes. The scheme involves a package of measures to improve highway efficiency for the benefit of all road users along part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.40 This scheme is judged to represents good value for money, which is demonstrated through a forecast benefit cost ratio of 4.3 to 1.

Recommendations

- 2.41 That Investment Committee recommends to the Combined Authority that:
- (i) That the Corridor Improvements Programme scheme - A58/A672 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 £6.024 million is given to be funded from the West Yorkshire plus 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).
 - (iii) That the development costs of £706,665 are approved in order to progress the scheme to decision point 4 (full business case), and that the

Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £706,665 from the West Yorkshire plus Transport Fund taking the total approval to £941,665.

- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

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| Project Title | Corridor Improvement Programme - A646/6033 Calderdale |
| Stage | 2 (Development) |
| Decision Point | 3 (Outline business case) |

Background

- 2.42 This scheme forms part of Phase 1 of the Corridor Improvement Programme,
- 2.43 The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033 corridor. Current issues which will be addressed are inefficient junctions and required changes in traffic management, lack of bus facilities, lack of pedestrian crossing points, lack of cycle facilities and poor links to existing walking and cycling routes.
- 2.44 Halifax is identified as a spatial priority area in the Leeds City Region Strategic Economic Plan (SEP). Improved links to the economic opportunities available in Halifax from the Upper Calder Valley, will connect people to higher value jobs, whilst improvements to air quality through reduced congestion will deliver a better environment, ensuring 'good growth' credentials of the SEP are met. Potential improvements to public realm will also improve quality of life.
- 2.45 As part of the WYKRN, the A646/A6033 provides a key role linking Calderdale to the Greater Manchester City Region and to Lancashire. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the west will also complement parallel improvements planned on the A58/A672, helping to erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.
- 2.46 A summary of the scheme's business case, together with a location map, is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- Improved journey time reliability, particularly for public transport users by reducing journey time variability between peak and off-peak time periods by 12% or more by opening year.
- Improve accessibility to employment sites by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year.
- Enable future housing growth by 2032 at sites proposed along the corridor in the Calderdale Local Plan to be realised.

- Enhanced provision for active modes and closed gaps in connectivity on the walking and cycling networks by opening year, provides an environment which promotes and encourages active mode use.
- Improve air quality by making an improvement to levels of nitrogen dioxide/particulates and achieve the European target values in the two AQMAs declared in Luddenden Foot and Hebden Bridge by opening year.
- Reduce accidents by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.
- Improving efficiency on the Key Route Network by removing parking at key pinchpoints.

2.47 The benefit to cost ratio for the scheme has been assessed as 3.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

Risks

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

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.
- As the design is developed it may be identified that permanent works require land purchase or access outside of adopted highway boundary. This will be mitigated through early identification of third party land requirements, early engagement with relevant land owners and managing designs where possible to mitigate the need for third party land.
- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through, where possible, works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.

Costs

2.49 The total forecast cost to deliver the project is £5.092 million. This will be funded by the Combined Authority from the West Yorkshire plus Transport Fund.

2.50 Phase 1 received a total development cost approval of £4.483 million, of which £195,000 was allocated for the delivery of this scheme. The scheme now requires a further £594,581 to progress the scheme to full business case

(decision point 4), taking the total development cost requirement to £789,581. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

Timescales

2.51 The timescales of the project are:

- It is forecast that the full business case (decision point 4) will receive approval in August 2019
- It is forecast that construction will be completed by March 2021 (decision point 6, delivery)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|---|
| Decision point 4 Full business case | Recommendation: Investment Committee Decision: Combined Authority's Managing Director |
| Decision point 5 Full business case with finalised costs | Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director |

Tolerances

| Project tolerances |
|---|
| That costs should remain within 10% of the total project cost set out in this report The timescales should remain within 3 months of the timescales set out in this report |

Project responsibilities

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|---------------------------------|--------------------------------------|
| Senior Responsible Officer | Melanie Corcoran, Combined Authority |
| Project Manager | Peter Stubbs, Calderdale Council |
| Combined Authority case officer | Simon Collingwood |

Appraisal summary

- 2.52 The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033.
- 2.53 The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network

in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.

- 2.54 It is judged that the scheme represents good value for money and will deliver a predicted benefit cost ratio value of 3.3 to1.

Recommendations

- 2.55 That Investment Committee recommends to the Combined Authority that:
- (i) That the Corridor Improvements Programme scheme - A646/6033 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 £5.092 million is given to be funded from the West Yorkshire plus 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)
 - (iii) That the development costs of £594,581 are approved in order to progress the scheme to decision point 4(full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £594,581 from the West Yorkshire plus Transport Fund taking the total approval to £789,581.
 - (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

| | |
|-----------------------|---|
| Project Title | Beech Hill, Halifax |
| Stage | Phase 1a: 2 (Development) Phase 1b: 1 (Eligibility) |
| Decision Point | Phase 1a: 5 (Full business case with finalised costs) Phase 1b: 2 (Case paper) |

Background

- 2.56 The Beech Hill Estate Regeneration Scheme lies on the western edge of Halifax town centre, a sustainable location in close proximity to a range of services, facilities and transport links. It is a mixed use area comprising three vacant tower blocks, a council depot (in the process of being vacated), existing low rise housing, a local primary school, the police headquarters and various other land parcels. The regeneration of the site is a joint venture partnership between Calderdale Council and Together Housing Association (THA).
- 2.57 Since decision point 4 (full business case) there has been a change in scope to the project. The full business case originally focused only on securing the gap funding for the tower block and depot demolition at the site. In conjunction with this, Calderdale Council had submitted a separate £797,000 bid to the Housing Infrastructure Funding (HIF) for the remediation and green infrastructure that was also essential in order to prepare the site for the construction of housing. This HIF bid was unsuccessful, and as a result it was subsequently submitted as part of the Halifax Living funding bid to the Combined Authority as part of the recent Call for Projects (which were considered by Investment committee in June 2018). As part of the appraisal of the Halifax Living funding bid it was determined that the Beech Hill element (£797,000 of Combined Authority funding) should instead be developed and appraised as part of the existing Beech Hill project. This created the opportunity to bring together the two elements to create a whole site approach.
- 2.58 It was recommended by Investment Committee in June 2018 that an additional £797,000 of over-programming against the Local Growth Fund (with the other 'Call for Project' schemes) could be considered as part of the Beech Hill scheme, to fund the land remediation element of the project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.
- 2.59 The revised scope of the project is now the asbestos strip out and demolition of three high-rise tower blocks and Stannary Depot (Phase 1a, which has decision point 4 approval) and the site remediation and green infrastructure (phase 1b) to enable the delivery of the housing development.
- 2.60 As the two elements of the scheme are at different stages of development, it is proposed that Phase 1a now progresses through decision point 5 (full business case with finalised costs) and commences the demolition works and that Phase 1b progresses through decision point 2 (case paper) and work

commences on activity 4 (full business case). Rather than a separate full business case for phase 1b it is proposed that the phase 1a full business case is updated to incorporate phase 1b. This will ensure that the business case is assessed as one project rather than two separate projects.

- 2.61 A summary of the scheme's business case, together with a location map, is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

- 2.62 The scheme's outputs (Phase 1 and 1b combined) are:

- 113 construction jobs created
- Enabling 114 new homes of which 57 affordable homes ¹ will be created to meet local housing needs.
- 50% of the outputs would be apportioned to the Combined Authority and 50% (the affordable units) would be apportioned to Homes England.
- 3.05 ha of brownfield land assembled for residential development

- 2.63 The combination of the two phases has resulted in 14 additional housing units.

- 2.64 A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together, bringing together phase 1a demolition and 1b abnormal infrastructure costs, provides investment in the site to the cost of £191,342/unit. The scheme's wider social benefits include a more enjoyable sense of place for residents and visitors.

- 2.65 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
- Facilitating town centre living and increasing sustainability in the town centre

Risks

- 2.66 The key risks, and mitigating actions, which have been highlighted by the project promoter are:

- Not securing the Combined Authority funding for Phase 1b due to an insufficiently strong business case mitigated by value for money for

¹ 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.

whole scheme (Phase 1a and 1b) is proven prior to the Combined Authority approval.

- Tender costs come in over budget for Phase 1b - this was an issue for phase 1a. This is low risk as Board approval is already in place for £5 million and Together Homes have committed to meet the additional costs. It is anticipated that this would be the case for phase 1b.

Costs

- 2.67 The total delivery cost of the project is £21.813 million, this will be funded through Combined Authority, Calderdale Council, other public sector funding including from Homes England, and a contribution from Together Housing Association. The public and private funding has been secured.
- 2.68 Financial forecasts have been reviewed by an independent cost consultant and have been confirmed to be realistic.
- 2.69 The total funding requirement from the Combined Authority's Local Growth Fund is £2.197 million, from this £1.4 million is required for Phase 1a and £797,000 for phase 1b.

Timescales

- 2.70 Timescales for Phase 1a and Phase 1b are:
- Asbestos/ demolition contract starts June 2018
 - Demolition complete May 2019
 - Remediation start on site summer 2019
 - Remediation completed June 2019
- 2.71 Timeframes for the outputs for this scheme are:
- Residential development outline planning approval June 2018
 - Residential development planning approved Oct 2019
 - Housing start on site Jan 2020
 - Completion of housing May 2022

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|------------------------------|---|
| Phase 1a | |
| Decision point 6 Delivery | Recommendation – Programme Appraisal Team Approval – Delegated to the Combined Authority's Managing Director |

| | |
|---|---|
| Phase 1b | |
| Decision point 4 Full business case | Recommendation - Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director |
| Decision point 5 Full business case with finalised costs | Recommendation - Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director |

Tolerances

| |
|---|
| Project tolerances |
| That the Combined Authority contribution remains at the value set out in this report (zero tolerance). |
| That the project timescales remain within 3 months of the timescales set out in this report. |
| That the forecast number of housing units that the Combined Authority can claim should remain within 10% of the figure outlined in this report. |

Project responsibilities

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|--|-----------------------------------|
| Senior Responsible Officer | Heidi Wilson, Calderdale Council |
| Project Manager | Steph Furness, Calderdale Council |
| Combined Authority case officer | Caroline Farnham-Crossland |

Appraisal summary

- 2.72 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. With regards to Phase 1b, further work is needed to understand in detail the costs following the changes in scope and a value for money assessment is required.

Recommendations

- 2.73 That the Investment Committee recommends to Combined Authority that:
- (i) The Beech Hill project (phase 1a) proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) The Beech Hill project (phase 1b) proceeds through decision point 2 and work commences on activity 4 (full business case) through the provision of an updated business case for both phases 1a and 1b.

- (iii) That indicative approval is given to the total revised Combined Authority funding requirement of £2.197 million, to be funded from the Local Growth Fund. Phase 1b total forecast cost of £797,000 to be funded from over-programming against the Local Growth 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).
- (iv) That approval is given for expenditure of up to £1.4 million for Phase 1a of the project to be funded from the Combined Authority's Local Growth Deal and that the Combined Authority enter into a Funding Agreement with Calderdale Council for expenditure up to £1.4 million.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include for Phase 1b at decision points 4 and 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.

| | |
|-----------------------|--|
| Project Title | Forge Lane / Dewsbury Riverside |
| Stage | 3 (Delivery) and 1 (Eligibility) |
| Decision Point | Change Request at activity 6 followed by decision point 2 (case paper) |

Background

- 2.74 The Forge Lane and Dewsbury Riverside sites are located in the North Kirklees Growth Zone, a strategic priority area within the Leeds City Region Strategic Economic Plan.
- 2.75 The Forge Lane project received approval from the Combined Authority in July 2016 for a loan from the Local Growth Deal to fund site acquisition of a stalled 6.1 hectare brownfield development site to deliver 170 homes.
- 2.76 This report seeks two decisions in line with the Combined Authority's assurance process. Firstly a change request to formally de-commit from funding of the Forge Lane site, secondly a decision point 2 approval to a substitute scheme which will progress the Dewsbury Riverside site utilising the de-committed funding from the Forge Lane site in the form of a grant not a loan.
- 2.77 A summary of the scheme's business case, together with a location map, is included in **Appendix 6**.

Description of Change Request (Activity 6, Delivery)

- 2.78 This request is seeking approval to substitute the current scheme, Forge Lane, with replacement adjacent sites within Dewsbury Riverside.
- 2.79 Negotiations with the Forge Lane site owner to begin the acquisition process resulted in the site owner marketing the site independently. It has therefore been decided it would not be appropriate for a public sector body to interfere with or compete with the market. Negotiations to acquire have therefore ceased to allow a market solution to conclude.
- 2.80 It is proposed that Local Growth funding should instead be redirected to accelerate housing delivery on enabling phases of the Dewsbury Riverside scheme. The number of housing output delivered is approximately 265 homes. Due to the commercial nature of the current market developments relating to this site, the value of the proposed grant has been provided in exempt **Appendix 7**.
- 2.81 The wider sites within the Dewsbury Riverside scheme have been endorsed for Housing Infrastructure Funding by Homes England. Kirklees Council will be submitting for the next stage within the approval process in December 2018 with a funding decision in February 2019. The Housing Infrastructure Fund (HIF) funding will unlock homes within future development phases.

- 2.82 The Local Growth Funding was originally approved as an interest-free loan to Kirklees Council, with an intended repayment once the site, Forge Lane, was disposed of. In addition to substituting the sites, this change request also seeks approval that the funding allocated to the new site at Dewsbury Riverside is provided in the form of a grant rather than the loan previously approved. The project sponsor has confirmed that public sector investment is required to make the scheme viable by meeting the funding gap.

Description of decision point approval (decision point 2, case paper)

- 2.83 The Dewsbury Riverside scheme is a major regeneration project, which will bring forward a sustainable urban extension to Dewsbury. The site is controlled by Kirklees Council and Miller Homes. The full site extends to 162 hectares and will provide circa 4,000 homes. 2,310 homes are planned within the period 2018 to 2033.
- 2.84 The Combined Authority grant contribution would fund works at Dewsbury Riverside in order to unlock the wider site. The funding will contribute to the three new access routes into the site and a connecting spine road. The work will also include provision of sustainable urban drainage system and green infrastructure with walking and cycling routes.

Outputs, benefits and inclusive growth implications

- 2.85 The Riverside scheme outputs for phase 1 & 2 are:
- Enabling up to 265 homes of which 104 will be affordable ²
 - Based on 'Laying the Foundations' published by the government, in November 2011, every £1 million investment in new housing creates 12 jobs, (7 directly and 5 indirectly). For this project this equates to approximately 204 jobs, 119 directly and 85 indirectly
- 2.86 The Riverside scheme associated benefits are:
- Improved access to employment
 - Increased availability of mixed tenure housing
- 2.87 As part of decision point 4 the value for money assessment will be undertaken which, if appropriate, will include a benefit cost ratio.

Risks

- 2.88 The key risks, and mitigating actions are:
- The planning approval is delayed and impacts on the build programme and delivery of outputs. Outline planning has been confirmed for Phase 1

² 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.

& 2 and there is ongoing dialogue between the project team and Kirklees planning department.

- Previous piecemeal mining land use causes cost overruns and programme delays. Ground investigations to be undertaken through project development and contingency built into costings.

Costs

2.89 The overall funding request from the Combined Authority is specified in the exempt appendix provided.

2.90 The funding is now requested in the form of a grant rather than a loan from the Local Growth Fund.

Timescales

2.91 The anticipated timescales for phase 1 & 2 of the Riverside site are:

- Full planning approval by March 2019
- Housing construction commencement by March 2020
- The funds will be spent by 2021
- The houses will be delivered by 2024 (decision point 6, delivery)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|---|
| Activity 4 Full business case | Recommendation: Investment Commitment Decision: Combined Authority |
| Activity 5 Full business case with finalised costs | Recommendation: Programme Appraisal Team Decision: Managing Director |

Tolerances

| Project tolerances |
|--|
| That the Combined Authority contribution remains within the costs in this report That the project timescales remain within 3 months of the timescales set out in this report. That the number of houses delivered is forecast to remain within 10% of the figures outlined in this report. |

Project responsibilities

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|----------------------------|---------------------------------|
| Senior Responsible Officer | Alan Seasman, Kirklees Council |
| Project Manager | Alison Bruton, Kirklees Council |

Appraisal summary

- 2.92 There is a strong case behind the development of Dewsbury Riverside in place of Forge Lane. Housing growth benefits are clear and there is evident alignment with the strategic aims of the Combined Authority and Kirklees Council to deliver sustainable developments to meet local housing need.

Recommendations

- 2.93 Please note the Combined Authority grant value has been excluded from the recommendations. However, the scheme will be considered by Investment Committee and Combined Authority again at decision point 4 (full business case), at which point the Combined Authority grant contribution will be available in the public report.
- 2.94 That Investment Committee recommends to the Combined Authority that:
- (i) The change request is approved to omit the Forge Lane site from the Growth Deal Priority 4a programme and that this site is substituted with the Dewsbury Riverside site with an indicative allocation of a grant from the Local Growth Fund to the value specified in the exempt Appendix, 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)
 - (ii) The Dewsbury Riverside project proceeds through decision point 2 and work commences on activity 4 (full business case).
 - (iii) That funding support to the Dewsbury Riverside site is provided in the form of a grant to the value specified in the exempt Appendix, rather than as a loan, (which was previously approved).
 - (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, 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.

| | |
|-----------------------|-----------------------------|
| Project Title | Kirklees Housing |
| Stage | 3 (Delivery and evaluation) |
| Decision Point | Change Request - activity 6 |

Background

- 2.95 The Kirklees Housing programme is intended to accelerate delivery and improve viability on Council owned housing sites, by addressing the costs of transport access and site condition.
- 2.96 The Kirklees Housing scheme received approval from Combined Authority in July 2015 of a £1 million loan from the Local Growth Fund to fund site enabling works.
- 2.97 The original sites identified were; Ashbrow Housing Site; Soothill Housing Site and Stile Common site and would provide circa 600 new homes, of mixed tenure.
- 2.98 The Council has completed the access work to the Ashbrow site and the construction contract has been awarded for the delivery of up to 180 homes across a number of tenures. A further site in Soothill, Batley will deliver a cross tenure development of 400 new homes.

Description of Change Request

- 2.99 The original Stile Common site (envisaged as a 'Passivhaus' voluntary standard for energy efficiency in a new building) was to deliver 30 homes. Progress stalled on the Stile Common site due to the costs of pursuing a Passivhaus housing solution.
- 2.100 While the Stile Common site remains a housing site it is now judged that the homes cannot be delivered on this site within the timeframe Growth Deal programme and therefore Huddersfield Waterfront, which is a council-owned, brownfield site, is being proposed as a substitution site.
- 2.101 The remaining Ashbrow Housing and Soothill Housing Sites (Phase 1) requires £700,000 of the approved Local Growth Fund loan to complete.
- 2.102 The remaining £300,000 of the Local Growth Fund loan would be used to support site access and remediation elements along with master planning works at the Waterfront site (Phase 2), with spend programmed to be achieved by March 2021. The Site Investigations will be used to help inform the programme of works (including the enabling works).
- 2.103 It is proposed that although the scheme as a whole has received (the equivalent of) decision point 5 approval (full business case with finalised costs), that the Waterfront (Phase 2) element of the scheme is brought back in the form of an expression of interest for re-approval of this element at decision

point 2 (case paper) by the Combined Authority following a recommendation by the Investment Committee.

Outputs, benefits and inclusive growth implications

- 2.104 The Ashbrow site will deliver 180 homes and the Soothill site 400 homes.
- 2.105 The change in site from the Stile Common to the Waterfront site has the capacity to deliver 150 homes, an increase of 120 from the Stile Common site.
- 2.106 As part of business case development the value for money assessment will be undertaken which, if appropriate, will include a benefit cost ratio.

Risks

- 2.107 The key risks, and mitigating actions, for the Waterfront site (Phase 2) are:
- 2.108 Contamination of land due to previous land usage. Land assessments are being carried out to determine the depth and level of contamination.
- 2.109 Drainage and flood risks due to the close proximity to the canal and river. Further investigations will be carried out as to how the site is impacted by this.
- 2.110 Demolition is required to be carried out on existing structures. There may be complications that arise due to this which could lead to increased timescale and costs. Structural surveys will be commissioned within the next stage to allow for risk management.

Costs

- 2.111 The overall scheme costs (for phases 1 & 2) have not changed from the original approval. A £1 million loan from the Local Growth Fund is still requested for the Kirklees Housing scheme as a whole. £700,000 will be spent on Phase 1 (the Ashbrow Housing and Soothill Housing Sites) and £300,000 is intended to be spent on the Phase 2 (Waterfront site) works rather than the Stile Common site.

Timescales

- 2.112 The anticipated timescales of the Huddersfield Waterfront project:
- The funds will be spent by 2021
 - The houses will be delivered by 2024 (decision point 6, delivery)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|--------------------------|---|
| Activity 2 Case paper | Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority |

| | |
|---|---|
| Activity 5 Full Business Case with Finalised Costs | Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority's Managing Director |
|---|---|

Tolerances

| Project tolerances |
|--|
| <p>The Combined Authority's contribution to Phase 1 (the Ashbrow Housing and Soothill Housing Sites) should remain within £700,000. That the project timescales remain within 3 months of the timescales set out in this report.</p> <p>That the Combined Authority's contribution to Phase 2 (Waterfront) should remain within £300, 000.</p> <p>That programme timescales remain within 3 months of the timescales outlined within this report.</p> <p>That the number of houses delivered is forecast to remain within 10% of the figures outlined in this report for the Ashbrow Housing and Soothill Housing sites.</p> |

Project responsibilities

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|--|---------------------------------|
| Senior Responsible Officer | Alan Seasman, Kirklees Council |
| Project Manager | Alison Bruton, Kirklees Council |
| Combined Authority case officer | Heather Briggs |

Appraisal summary

- 2.113 The original business case detailed that 30 affordable homes would be built at Stile Common, all of which would be built to Passivhaus standards. Stile Common was selected as a key priority for the council to increase the supply of housing but the area was not originally tested for viability and as such has experienced delays due to emerging issues.
- 2.114 It is therefore proposed that Stile Common is de-scoped and that the Waterfront site (Phase 2) takes its place in the programme. Waterfront was not originally approved in the Business Case. Waterfront has been identified as the replacement site due to it being a council priority site, an assessment identified it as an area with significant need for new housing and the opportunities to develop environmentally friendly housing within the timeframes.
- 2.115 For an unchanged level of Combined Authority contribution, the Waterfront site (Phase 2) could enable the delivery of up to 150 homes, an increase of 120 from the original site. Further details are required to be submitted at Activity 1: expression of interest regarding the programme of works and timescales for the delivery of this phase.

Recommendations

- 2.116 That Investment Committee recommends to the Combined Authority that:
- 2.117 The change request to the Kirklees Housing project is approved to reduce the Local Growth Fund funding for Phase 1 (Ashbrow Housing and Soothill Housing Sites) to £700,000.
- 2.118 The change request is approved to omit the Stile Common site from the project and that this site is substituted with the Waterfront site (Phase 2) with an indicative allocation for a £300,000 loan from the Local Growth Fund, subject to Phase 2 being brought back through the assurance process in the form of an expression of interest and considered by Investment Committee and the Combined Authority at decision point 2 (case paper)
- 2.119 The Combined Authority enters into an addendum to the existing loan agreement with Kirklees Council to reflect the change request.
- 2.120 Future approvals are 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.

| | |
|-----------------------|--|
| Project Title | One City Park, Bradford |
| Stage | 3 (Delivery and evaluation) |
| Decision Point | Change Request – activity 6 (Delivery) |

Background

- 2.121 This scheme aims to support the sustainable regeneration of Bradford city centre through the redevelopment of the Tyrls building (former West Yorkshire Police station) and adjoining council owned land for the creation of high quality commercial accommodation.
- 2.122 The creation of targeted infrastructure and support initiatives to stimulate business growth, a skilled workforce, high value jobs and economic growth are priorities outlined in the Core Strategy of the adopted Local Plan and embedded in the aims of Bradford Councils Economic Strategy. The successful delivery of the One City Park scheme, creating new business accommodation will make a major contribution to achieving these key strategic aims.
- 2.123 This scheme is expected to bring forward private sector investment, attract corporate firms to the location and enhance the overall image of Bradford.
- 2.124 The project received an approval to £5.2 million Growth Deal funding, split into a £400,000 loan and £4.8 million grant. To date £400,000 has been spent on the demolition and temporary landscaping of the site, while the grant allocation has not been drawn down.

Description of Change Request

- 2.125 The programme for delivery has slipped from the original forecast of 2018 to 2021. The original timeframes for this project were estimates produced in 2014 based on expectations at the time.
- 2.126 There had been interest from a developer with a potential secured end user and extensive planning, feasibility and cost/funding appraisal work was carried out. However the end user determined not to progress with their involvement in the scheme. The developer remained committed and produced proposals to undertake a new commercial development on a joint venture basis with Bradford Council. Following consideration of the proposals it was decided that an alternative approach to assess market interest on a wider, transparent, competitive basis would be a more beneficial approach. Subsequent pre-tender market consultation as part of the Council's presence at the MIPIM UK 2017 and MIPIM 2018 events have confirmed appetite from the market for bringing the scheme forward.
- 2.127 In addition, this change request also recommends that the scheme undertakes activity 5 (full business with finalised costs), so that that the revised business case which takes account of the changes can be considered in line with the Combined Authority's current assurance process.

Outputs, benefits and inclusive growth implications

- 2.128 The project aims to create 8,500 square metres of commercial accommodation which could lead to the creation of 432 permanent jobs and 395 temporary construction jobs at the site.
- 2.129 As part of the next stage of the assurance process a value for money assessment will be undertaken.

Risks

- 2.130 The key risks, and mitigating actions, for this project are:
- That the timeframe for procuring a developer is not met. This will cause the project to be delayed. This risk is being mitigated through the appointment of a development advisor to develop a suitably robust procurement strategy.
 - That there will be a lack of end-user interest. This risk is being mitigated through work being undertaken to identify occupier interest and formal discussions will be held with prospective occupiers as part of the delivery process.

Costs

- 2.131 The total Combined Authority contribution to the scheme is £5.2 million, which consists of a £400,000 loan and £4.8 million grant from the Local Growth Fund. The full loan amount has been drawn down by Bradford Council.
- 2.132 The grant request of £4.8 million has remained unchanged since its approval in September 2016.
- 2.133 This scheme is expected to bring forward private sector investment and attract corporate firms to the location.

Timescales

- 2.134 The anticipated timescales of the project:
- Full Business Case with finalised costs by April 2019
 - A developer will be appointed by April 2019
 - The funds will be spent by 2021
 - The commercial space will be developed by 2021 (decision point 6, delivery)

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|---|
| Activity 5 Full business case with finalised costs | Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority's Managing Director |

Tolerances

| Project tolerances |
|--|
| The Combined Authority's grant contribution should remain within £4.8 million. That programme timescales remain within 3 months of the timescales outlined within this report. That the number of jobs delivered is forecast to remain within 10% of the figures outlined in this report. That the total commercial floorspace delivered should remain within 10% of the figure outlined in this report |

Project responsibilities

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|---------------------------------|----------------------------------|
| Senior Responsible Officer | Shelagh O'Neil, Bradford Council |
| Project Manager | Tina Parry, Bradford Council |
| Combined Authority case officer | Heather Briggs |

Appraisal summary

- 2.135 This project aims to provide high quality commercial accommodation in the centre of Bradford. The area for development is a key priority for development in Bradford City Centre and it could lead to a growth in employment.
- 2.136 The project has the potential to create 8,500sqm of commercial space which could lead to the creation of 432 permanent jobs and 395 temporary construction jobs which will assist with the regeneration of Bradford City Centre and enhance the overall image to attract further private sector investment.
- 2.137 Procurement of a developer to take this project forward is not expected to be complete until April 2019. The timeframes to enable delivery by 2021 are very tight and there is the possibility that this project will be further delayed if the developer is not appointed in a timely manner.

Recommendations

2.138 That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the One City Park project is approved to extension to the project timescales and that the project should reconfirm its business case as part of undertaking activity 5 (full business case with finalised costs).
- (ii) 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.

| | |
|-----------------------|---|
| Project Title | Halifax Station Gateway |
| Stage | 2 (Development) |
| Decision Point | Change Request activity 3 (Outline business case) |

Background

- 2.139 The Halifax Station Gateway project will deliver a transformational redevelopment of Halifax Rail Station. A new iconic station building will be constructed, connecting architecturally with the Grade II Listed 1855 Building.
- 2.140 A new platform will be delivered, substantially increasing passenger platform capacity at Halifax. The land in front of the station - owned by Calderdale Council and currently leased to Eureka! The Children's Museum - will be developed into an attractive landscaped 'Station Gardens'. The 'Station Gardens' will connect the station with Halifax Town Centre via both the Piece Hall and Horton Street, and to Eureka! The Children's Museum.
- 2.141 The project will provide environmentally sensitive regeneration to legacy railway land, and deliver high quality pedestrian journey opportunities between Halifax rail station and the town centre core. The project is being developed by Calderdale Council in parallel with the West Yorkshire plus Transport Fund A629 Halifax Town Centre (phase 2) project. In combination these projects will transform the Eastern Gateway to Halifax Town Centre.

Description of Change Request

- 2.142 Calderdale Council requires additional development funding to support further project development to maintain the project programme leading to outline business case (OBC) submission.

Outputs, benefits and inclusive growth implications

- 2.143 It is expected that the project will:
- Increase the number of jobs and income per capita within Halifax above baseline trends within 5 years of project completion
 - Increase the number and proportion of journeys to Halifax by rail in excess of industry forecasts (RUMS) within 5 years of project completion
 - Increase the level of investment by existing employers within Halifax above current levels within 5 years of project completion
 - Increase the number of visitors to Halifax and the average duration of their stay against baseline visitor numbers within 5 years of project completion
 - Increase the number of local business start-ups and external businesses establishing a base in Halifax above the baseline trend within 5 years of project completion

- Further work will take place on the business case which will include the production of a benefit cost ratio as the project develops.

Risks

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

- The scheme does not secure all the required funding to be delivered. This will be mitigated by the promoter working closely with other public and private sector partners to identify potential match funding early in the development process, and pursuing relevant funding opportunities.
- A lack of funding leads to the timescales slipping further, which impacts on the project programme. This will be mitigated by robust programme management, and early identification of potential appropriate match funding sources.

Costs

2.145 The total cost of the scheme is forecast to be £28.2 million, of which £10.6 million will be funded by the Combined Authority from the West Yorkshire plus Transport Fund. £315,000 development costs were approved, when the scheme passed through the equivalent to decision point 2 in 2016. An additional £793,000 is now sought by Calderdale Council to undertake additional feasibility works and produce a comprehensive outline business case and progress the scheme to decision point 3. This takes the total expenditure approval to £1.108 million. 16% of anticipated revised scheme costs are forecast to be spent on development.

Timescales

2.146 The anticipated timescales of the project:

- Approval of an updated outline business case (decision point 3) is forecast to be achieved in Spring 2019
- The revised full approval at decision point 5 is forecast to be achieved in Winter 2020
- The revised forecasted completion date (decision point 7), will be Winter 2023

Future assurance pathway and approval route

| Assurance pathway | Approval route |
|---|--|
| Decision point 3 Outline business case | Recommendation – Investment Committee Approval – Combined Authority |
| Decision point 4 Full business case | Recommendation – Combined Authority's Programme Appraisal Team |

| | |
|---|---|
| | Approval – Combined Authority’s Managing Director |
| Decision point 5 Full business case with finalised costs | Recommendation – Combined Authority’s Programme Appraisal Team Approval – Combined Authority’s Managing Director |

Tolerances

| |
|--|
| Project tolerances |
| That costs should remain within 10% of the costs outlined in this report That timescales should remain within 3 months of the timescales set out in this report |

Project responsibilities

| | |
|--|-------------------------------------|
| Senior Responsible Officer | Mark Thompson, Calderdale Council |
| Project Manager | Sarah Callaghan, Calderdale Council |
| Combined Authority case officer | Rachel Jones |

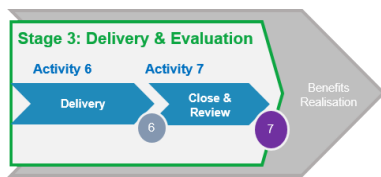
Appraisal summary

- 2.147 The scheme requires additional development funding to be brought forward to undertake further feasibility work to enhance the outline business case. The updated outline business case will be re-appraised when it is submitted, and recommendations presented to the Programme Appraisal Team.

Recommendations

- 2.148 That Investment Committee recommends to the Combined Authority that:
- (i) The change request to the Halifax Station Gateway project of £793,000 additional development funds is approved. This takes the total approved development funds to £1.108 million.
 - (ii) The Combined Authority enters into a £793,000 addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1.108 million from the West Yorkshire plus Transport Fund.
 - (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at decision points 4 and 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: Delivery and Evaluation



2.149 There are no schemes requiring consideration at this assurance stage.

Decisions made through the delegation to the Managing Director

2.150 Since Investment Committee's meeting on the 5 June 2018, decisions regarding the following schemes has been exercised. This decision was made though the delegation to the Combined Authority's Managing Director following a recommendation from Combined Authority's Programme Appraisal Team.

LEP Loan 318 – Canal Road Urban Village Ltd (CRUVL), New Bolton Woods

2.151 The decision point 5 approval related to the LEP Loan 318: CRUVL project and work starting on activity 6 (delivery). The project will 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 was first approved by the Combined Authority in May 2018. The Managing Director approved the total project value of £346,000 from the Growing Places Fund and the Combined Authority entering into a funding agreement with CRUVL for expenditure of up to £346,000 on 15 June 2018.

2.152 A summary of the scheme's business case is included in **Appendix 8**.

LEP Loan 308 (incl 319) – Citu Bridge

2.153 The change request related to the LEP Loan 308 (incl 319) – Citu Bridge project. The project will remediate the site and create urban homes including family housing and affordable homes all with a high ecological specification. The aim is also to create public realm and open up the riverside and showcase what a zero carbon modular housing development can become. In March 2016 a loan (GPF 308) was made to the project from the Revolving Investment Fund (RIF), for which Leeds City Council is the general partner and to which the West Yorkshire Combined Authority contributed £1 million from the Growing Places Fund on a co-lender basis. The change requested is to bring two projects which have started the assurance process together in one funding agreement, increasing the amount of the contributory loan the Combined Authority adds to the Revolving Investment Fund (RIF) loan by £1 million for a bridge to a new total of £2 million whilst retaining the same final repayment date of the original loan on 3 April 2020. The additional £1 million would come from the Growing Places Fund. The additional loan of £1 million is to be added to the existing joint loan with the RIF. This £1 million loan was previously considered as a separate application (GPF 319) which was

approved by the Combined Authority in April 2018 to proceed through decision point 3 to activity 5. The change also includes amendment to the charges the Combined Authority holds over Citu's loan as security for the loan, approved in March 2018, to enable a private sector bank to invest in the project.

Tackling Fuel Poverty Phases 3 and 4

- 2.154 This change request related to the Tackling Fuel poverty Programme Phases 3 and 4, which received decision point 5 (full business case) approval in December 2016 and June 2017 respectively and is now in delivery (activity 6). The programme provides grants to householders in fuel poverty to meet the cost of energy efficiency measures. This change request had two elements:
- 2.155 Amendment to the Grant Agreement with Wakefield Council to enable the council to utilise the funding allocated in the grant agreement to deliver additional measures in households which have already received primary measures, and instead use this to provide grants to additional households which only require primary measures undertaken. This will enable the number of households benefiting from grants to increase from 101 to 110. This change also results in a reduction in the funding requirement for Wakefield's funding of £87,300, but does not impact on the Local Growth fund requirement.
- 2.156 Increase to the scheme timescales of 3 months for the phases delivered by Wakefield, Calderdale and Kirklees. These phases will be completed by December 2018.
- 2.157 This change request was within the tolerances defined for the programme and as a result could be approved through a delegation to the Combined Authority's Managing Director. This approval was received on the 15 June 2018.

Bus Hotspots – change request

- 2.158 The Bus Hotspot 'Punctuality and Reliability' programme is a programme of works to key congestion hotspots to improve bus punctuality. The majority of the programme is in delivery stage with schemes in Bradford, Calderdale and Wakefield underway. The original programme was considered by Transport Committee on 7 July 2017; changes to the programme which were approved by the Managing Director were considered and endorsed by Transport Committee on 16 March 2018 and reported to Investment Committee in April 2018. The outstanding element of the programme was for Kirklees Council's scheme the costs for which have now been confirmed and are within approval tolerances. The Combined Authority Managing Director approved the change request to enter into funding agreement with Kirklees Council for up to £200,592 to deliver their scheme on 15 June 2018, subject to Transport Committee approval of the finalised Hotspots programme.

3 Inclusive growth implications

- 3.1 The inclusive growth implications are outlined in each scheme, see above.

4 Financial implications

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

5 Legal implications

- 5.1 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.
- 5.2 The information contained in **Appendix 7** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

6 Staffing implications

- 6.1 A combination of Combined Authority and local partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

7 External consultees

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

8 Recommendations

- 8.1 Rochdale Canal - Cycle Safety Fund - Canal Towpath Improvement Phase 2 - Hebden Bridge to Todmorden

That Investment Committee recommends to Combined Authority that:

- (i) The Rochdale Canal Towpath Improvement project proceeds through decision point 2 and work commences on activity 4 (full business case)
- (ii) That an indicative approval is given to the total project value of £1.553 million and the Combined Authority funding contribution of £1.473 million (from the Department for Transport – Cycle Safety Grant 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). The remainder will be funded by £80,000 from Calderdale Council,
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by either Investment Committee or the

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

8.2 Corridor Improvement Programme - A58/A672

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A58/A672 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 £6.024 million is given to be funded from the West Yorkshire plus 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).
- (iii) That the development costs of £706,665 are approved in order to progress the scheme to decision point 4 (full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £706,665 from the West Yorkshire plus Transport Fund taking the total approval to £941,665.
- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.3 Corridor Improvement Programme - A646/6033 Calderdale

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A646/6033 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 £5.092 million is given to be funded from the West Yorkshire plus 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)
- (iii) That the development costs of £594,581 are approved in order to progress the scheme to decision point 4 (full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £594,581 from the West Yorkshire plus Transport Fund taking the total approval to £789,581.

- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.4 Beech Hill, Halifax

That the Investment Committee recommends to Combined Authority that:

- (i) The Beech Hill project (phase 1a) proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) The Beech Hill project (phase 1b) proceeds through decision point 2 and work commences on activity 4 (full business case) through the provision of an updated business case for both phases 1a and 1b.
- (iii) That indicative approval is given to the total revised Combined Authority funding requirement of £2.197 million, to be funded from the Local Growth Fund. Phase 1b total forecast cost of £797,000 to be funded from over-programming against the Local Growth 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).
- (iv) That approval is given for expenditure of up to £1.4 million for Phase 1a of the project to be funded from the Combined Authority's Local Growth Deal and that the Combined Authority enter into a Funding Agreement with Calderdale Council for expenditure up to £1.4 million.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include for Phase 1b at decision points 4 and 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.

8.5 Forge Lane / Dewsbury Riverside

That Investment Committee recommends to the Combined Authority that:

- (i) The change request is approved to omit the Forge Lane site from the Growth Deal Priority 4a programme and that this site is substituted with the Dewsbury Riverside site with an indicative allocation of a grant from the Local Growth Fund to the value specified in the exempt Appendix, 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)
- (ii) The Dewsbury Riverside project proceeds through decision point 2 and work commences on activity 4 (full business case).

- (iii) That funding support to the Dewsbury Riverside site is provided in the form of a grant to the value specified in the exempt Appendix, rather than as a loan, (which was previously approved).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, 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.

8.6 Kirklees Housing

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Kirklees Housing project is approved to reduce the Local Growth Fund funding for Phase 1 (Ashbrow Housing and Soothill Housing Sites) to £700,000.
- (ii) The change request is approved to omit the Stile Common site from the project and that this site is substituted with the Waterfront site (Phase 2) with an indicative allocation for a £300,000 loan from the Local Growth Fund, subject to Phase 2 being brought back through the assurance process in the form of an expression of interest and considered by Investment Committee and the Combined Authority at decision point 2 (case paper)
- (iii) The Combined Authority enters into an addendum to the existing loan agreement with Kirklees Council to reflect the change request.
- (iv) Future approvals are 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.

8.7 One City Park, Bradford

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the One City Park project is approved to extension to the project timescales and that the project should reconfirm its business case as part of undertaking activity 5 (full business case with finalised costs).
- (ii) 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.

8.8 Halifax Station Gateway

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Halifax Station Gateway project of £793,000 additional development funds is approved. This takes the total approved development funds to £1.108 million.
- (ii) The Combined Authority enters into a £793,000 addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1.108 million from the West Yorkshire plus Transport Fund.
- (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at decision points 4 and 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.

9 Background documents

9.1 None as part of this report.

10 Appendices

Appendix 1 - Background to the Combined Authority's assurance framework

Appendix 2 - Business case summary – Rochdale Canal Cycle Safety

Appendix 3 - Business case summary – CIP Calderdale A58 A672

Appendix 4 - Business case summary – CIP Calderdale A646 A6033

Appendix 5 - Business case summary – Beech Hill

Appendix 6 - Business case summary – Dewsbury Riverside

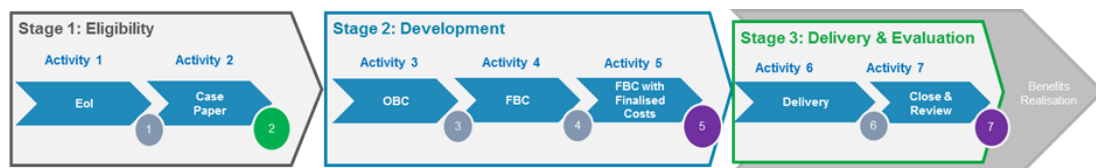
Appendix 7 – Exempt appendix Dewsbury Riverside

Appendix 8 - Business case summary – LEP Loan 318

Appendix 1: Background to the report

Information

- 1.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by the Combined Authority, following consideration by the West Yorkshire and York's Investment Committee. The Combined Authority will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the assurance framework, will as a minimum, need to formally pass decision point 2 (case paper approval) and 5 (final cost approval) highlighted below, with the requirement to meet the intervening activities deemed on a project by project basis.



- 1.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.

Future assurance and approval route

- 1.3 The tables for each scheme in the main report outlines the proposed assurance process and corresponding approval route for the 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.

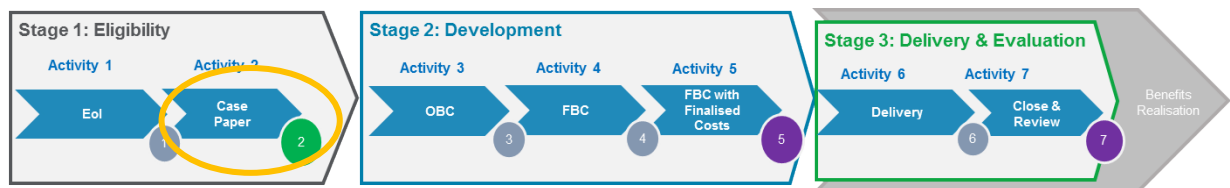
Tolerances

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

Appendix 2: Scheme Summary

| | |
|--|--|
| Name of Scheme: | Rochdale Canal Towpath Improvement Phase 2 – Hebden Bridge to Todmorden |
| PMO Scheme Code: | DFT-CSF-001 |
| Lead Organisation: | West Yorkshire Combined Authority |
| Senior Responsible Officer: | Kate Thompson |
| Lead Promoter Contact: | Fiona Limb (WYCA) / Peter Stubbs (Calderdale Council) |
| Case Officer: | Nicholas Kiwomya |
| Applicable Funding Stream(s) – Grant or Loan: | Department for Transport – Cycle Safety Grant |
| Growth Fund Priority Area (if applicable): | N/A |
| Approvals to Date: | N/A |
| Forecasted Full Approval Date (Decision Point 5): | November 2018 |
| Forecasted Completion Date (Decision Point 6): | June 2019 |
| Total Scheme Cost (£): | £1.553 million |
| WYCA Funding (£): | £1.473 million |
| Total other public sector investment (£): | £80,000 (Calderdale Council Funds) |
| Total other private sector investment (£): | N/A |
| Is this a standalone Project? | No |
| Is this a Programme? | No |
| Is this Project part of an agreed Programme? | Yes – CityConnect (CCAG) |

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver 6km of high quality cycle route in Calderdale district between the centres of Hebden Bridge and Todmorden. Building on the projects currently being delivered in the area, as part of the CityConnect Programme, the project will utilise the Rochdale Canal towpath as a traffic free, flat, safe and attractive walking and cycling route alternative to the A646.

Completion of the project will provide a continuous off road route between Brighouse and Todmorden, linking and connecting the towns and settlements (including rail stations and key destinations) along the Calder valley, facilitating journeys to be made by bike or on foot as well as enhancing the tourism and leisure offer and boosting this sector of the local economy.

The project has been awarded funding by the Department for Transport following a competitive bidding process to improve cycle safety in the area and will be delivered in partnership with the Canal and Rivers Trust and Calderdale Council.

Business Case Summary:

Strategic Case

The project builds upon the work completed through the CCAG funded CityConnect programme and will deliver against the Strategic Economic Plan's Priority 4 – Infrastructure for Growth and the stated principle of 'the establishment of cycling as a major mode of travel'. The proposal will contribute to the Transport Strategy's target of increasing trips by bike by 300% and "improving safety on the transport network".

In addition it will support the delivery of Priority 3 – Clean Energy and Environmental resilience through the improved flood resilience that will result from the required wash wall repairs to enable a new towpath to be constructed.

The project will also help to deliver Calderdale's local strategies and plans including, the cycling strategy (2017), health and wellbeing strategy and the Local Plan along with the Government's national Cycling and Walking Investment Strategy including its ambition to double cycling levels by 2025.

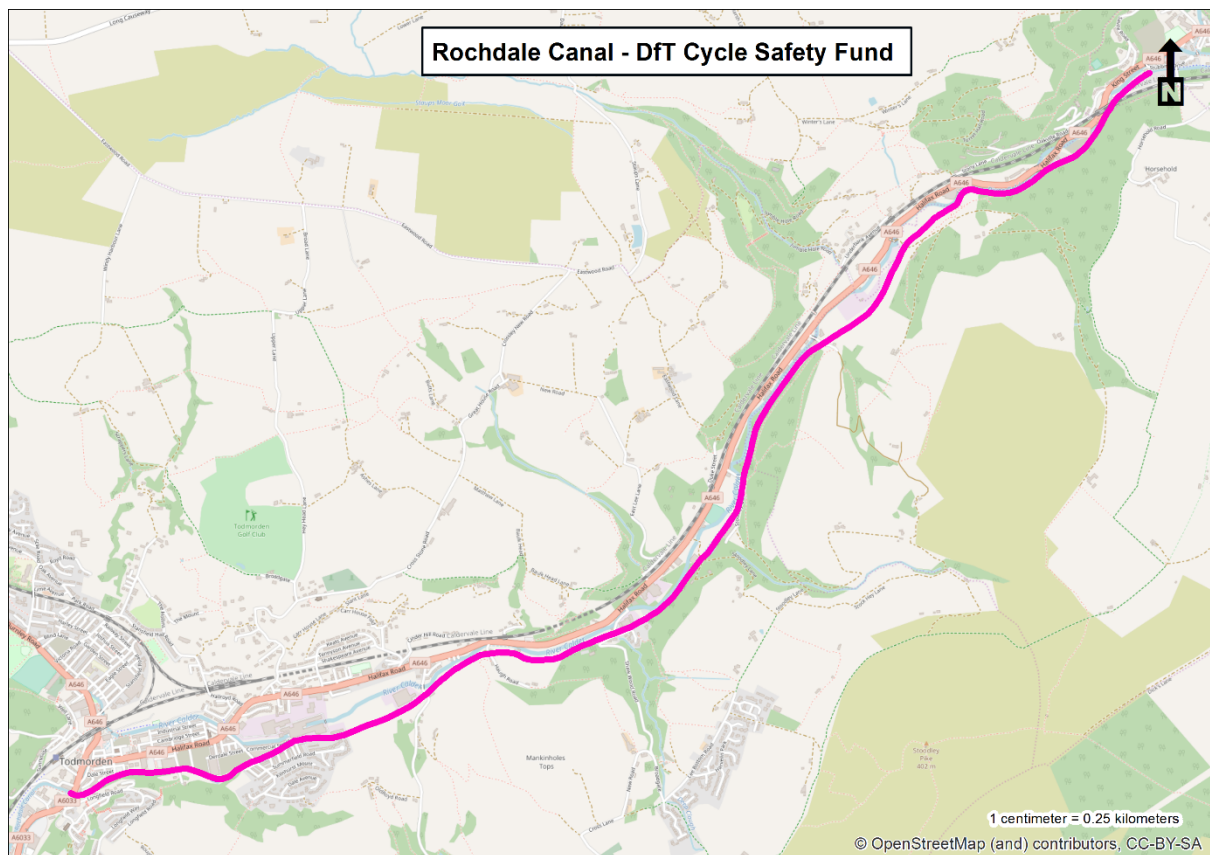
The project will deliver the following objectives:

- Creation of 6km of high quality cycle route, connecting people to urban centres, key employment sites and economic opportunities
- Increase the numbers of walking and cycling trips to help deliver against the target of a 300% increase across West Yorkshire by 2027
- Link to, enhance and complement other planned transport projects and programmes
- Deliver reductions in carbon emissions and improve local air quality
- Create a safe and attractive environment for active modes,

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| | <p>reducing cyclists' road traffic accidents</p> <ul style="list-style-type: none"> • Provide economic benefit to the region |
| Commercial Case | <p>The proposed cycle route (utilising the towpath between Hebden Bridge and Todmorden) runs parallel to the A646 in the Calder Valley. This stretch of highway is heavily trafficked which leads to conflict between users, particularly in the urban centres. Increasing levels of cycling in the valley has also seen a corresponding increase in road traffic accidents involving cyclists clustered around the Todmorden section of the A646.</p> <p>As there is limited opportunity within the highway to provide safe and attractive cycle facilities to address these issues due to the topographical and geographical constraints of the valley, provision of an off-highway route along the towpath is a clear alternative. Delivery of this section of route will provide a continuous facility between Brighouse and Todmorden, linking all the towns and settlements along the valley.</p> <p>As well as addressing the road safety issue (and accident record) of this route it will unlock the latent demand for cycling and walking along the corridor for both transport and leisure purposes. Experience following delivery of similar schemes across the region has seen increases in cycling of over 70% and the initial demand analysis (including the use of DfT cycle propensity tool) has suggested that provision of this route could see cycle mode share in the area increase from 1.3% to 3.5%.</p> <p>The project will build on the delivery of the CCAG funded CityConnect canal towpath schemes in the area. The project is managed by the Canal and River Trust who will procure the construction of the scheme either through their appointed framework contractor or through a competitive tender process.</p> |
| Economic Case | <p>The funding identified and secured for this project is primarily focused on delivering safety benefits and the associated economic impacts of improved road safety. The scheme will provide an alternative parallel off-highway route for cyclists and pedestrians, minimising the potential risk of accidents involving vulnerable road users on the A646.</p> <p>Other benefits will be realised through congestion relief, improved health and reduction in greenhouse gas emissions. The initial economic assessment for the full corridor route has suggested that the benefit cost ratio of the scheme is 3.25:1. In addition there will be a quantifiable contribution to environmental resilience in the form of wash wall repairs to mitigate against flooding in the area.</p> <p>The project will support the delivery of the SEP objectives through improving access to local centres for jobs and training as well as facilitating the growth of the local tourist and visitor economy through developing the outdoor tourism offer, and in turn, increasing visitor spend in Calderdale, which is already worth £200m per annum.</p> |
| Financial Case | <p>The scheme cost is £1.553million including project development costs, delivery and risk items (other costs such as Monitoring and Evaluation are being met by the wider CityConnect programme). These costs are based upon design and feasibility work (undertaken previously as part of the wider programme) along with the approved construction costs of the first phase of the project, currently in delivery. There are no land requirements or enabling works. It is expected that the project will be procured and delivery</p> |

| | |
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| | <p>will commence within the financial year so no inflation is required.</p> <p>Funding has been secured to deliver the project through a competitive bidding process to the Department for Transport, who have awarded the Combined Authority £1.473million. Calderdale Council are also contributing £80,000 to the project from local funding.</p> |
| Management Case | <p>The project forms part of the wider CityConnect programme and the management structures and governance arrangements are well established as the programme has been up and running since 2013. The scheme will be overseen by the project board for the Canals Project which includes Canal and Rivers Trust as project managers and delivery partners, as well as Calderdale Council (Project executive and Senior User) and the Combined Authority programme management team.</p> <p>Whilst the programme for delivery is ambitious, the project has already undertaken feasibility and initial design, and the detailed design is underway. A risk register is in place which has been informed through the lessons learnt and experiences from the canal towpath schemes, currently being delivered and previously delivered in the first phase of the programme. It is expected that construction will commence early in January 2019 and be completed by summer 2019 (as is required by the Department for Transport Grant conditions).</p> |

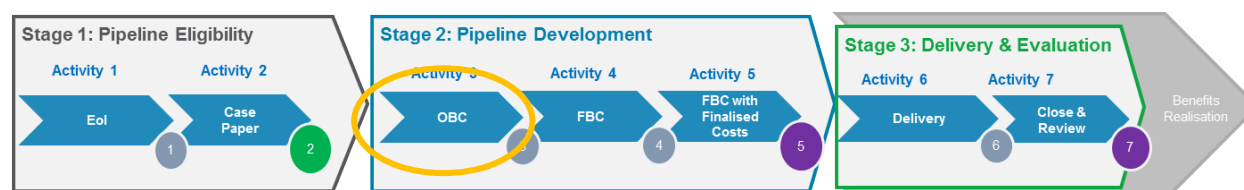
Location map:



Appendix 3: Scheme Summary

| | |
|--|--|
| Name of Scheme: | A58 / A672 Corridor Improvement Programme |
| PMO Scheme Code: | WYTF-PA4-038a-7 |
| Lead Organisation: | Calderdale Council |
| Senior Responsible Officer: | Mark Thompson |
| Lead Promoter Contact: | Peter Stubbs |
| Case Officer: | Simon Collingwood |
| Applicable Funding Stream(s) – Grant or Loan: | 100% funded from the West Yorkshire plus Transport Fund |
| Growth Fund Priority Area (if applicable): | Growth Deal - West Yorkshire plus Transport Fund |
| Approvals to Date: | CIP Phase 1 – Programme level decision point 2 approval June 2017, including £235,000 development costs for this scheme to get to outline business case (decision point 3) |
| Forecasted Full Approval Date (Decision Point 5): | August 2019 |
| Forecasted Completion Date (Decision Point 6): | March 2021 |
| Total Scheme Cost (£): | £6,024,183 |
| Combined Authority Funding (£): | £6,024,183 |
| Total other public sector investment (£): | £0 |
| Total other private sector investment (£): | £0 |
| Is this a standalone Project? | Yes |
| Is this a Programme? | Yes |
| Is this Project part of an agreed Programme? | A58/ A672 Corridor Improvements Programme |

Current Assurance Process Activity:



Scheme Description:

A package of small-scale transport interventions on the A58/A672 corridor, focused on highway improvements, along with improving facilities for active modes.

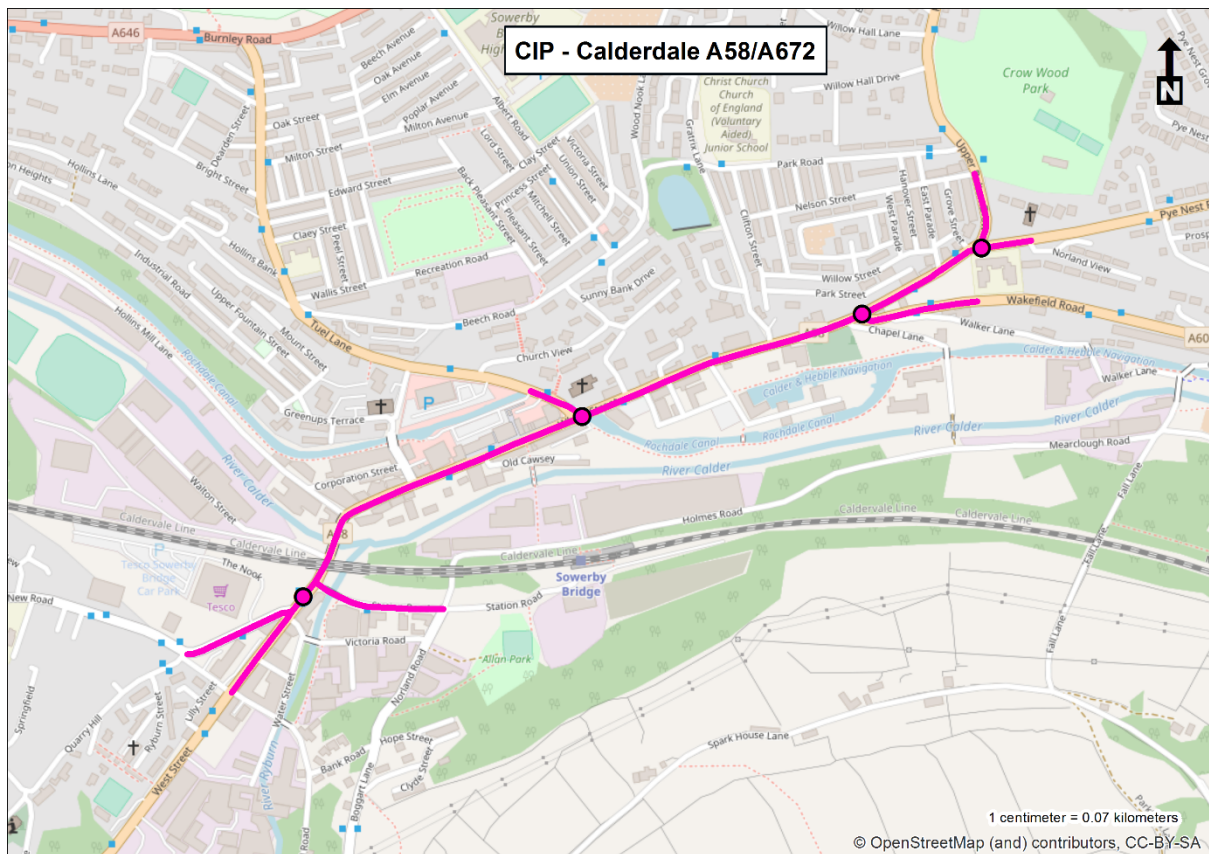
The scheme involves a package of measures to improve highway efficiency for the benefit of all road users along part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth.

Business Case Summary:

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| Strategic Case | The scheme has a good strategic case. Socio-economic drivers are strongly set out, with restrictions to connectivity being well argued as one of the barriers to improving the district's economy. Health benefits of promoting active travel and improving air quality are also set out. However, business drivers are less developed, with restrictions to employment growth being more based on the topography of the district leaving little unsuitable land to develop. CIP cannot address these issues but there is a driver of connecting people along the corridor to other centres of employment in the wider Leeds City Region and Greater Manchester (half of Calderdale residents commute out of district) by improving traffic flow, in particular to the M62. |
| Commercial Case | The scheme has a good commercial case. The commercial viability and financial sustainability of the scheme is not dependent upon market demand as the scope of work relates to highway infrastructure improvements. The OBC states that market demand stems from the requirement for transport improvements to support development aspirations and from the scheme being integral to providing a suitable alternative route to the M62 (as it is the designated diversionary route). Financial sustainability beyond the completion of project and the Combined Authority's investment predominantly relates to the affordability of operational / maintenance costs. Whilst details of these costs are not provided in the OBC, it is stated that Calderdale Council's existing maintenance and funding profile will fund these costs. |
| Economic Case | The scheme has a good economic case. A long list of 98 potential interventions were developed and considered for this Corridor Improvement Programme project for Calderdale. The schemes range from local junction improvement to developing a new bypass to carry traffic around Sowerby Bridge. Journey time reliability, congestion, future housing growth, active modes, air quality and collisions were used to |

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| | appraise the long list of options which are consistent with SEP priorities and as such is appropriate for such use. |
| Financial Case | <p>The scheme has a good financial case but requires some clarification. As preliminary design information is not yet complete, there is a lack of certainty regarding the calculated outturn capital cost. In addition, certain key areas need to be addressed in order to gain confidence in the figures provided, including the calculation of the risk value; use of professional estimates of costs; the merging of preliminaries costs and contingency allowance within the cost plan, and whether construction preliminaries costs are adequately covered.</p> <p>The breakdown of project outturn costs provided in table 21 under section 5.1.1 of the OBC aligns with the key areas stated under the PMO control area on costs, however values are not included against all items as follows:</p> <ul style="list-style-type: none"> ▪ Project Development – (£475,637). Supported by Cost Plan. ▪ Land Assembly – not included (£0). Comment inserted stating “land values to be obtained and added”. ▪ Enabling works – included (£47,260). Included within Delivery costs in Cost Plan. ▪ Delivery – included (£3,746,508). Aligns with Cost Plan after adjusting for Enabling Works. ▪ Benefits Realisation Reporting – not included (£0). No comment inserted. ▪ Other – Included (£150,000). Comment inserted stating “monitoring and evaluation of transport impacts”. No supporting information or breakdown for this lump sum figure. Not included in Cost Plan. <p>Risk – included but not supported by the Risk Register or Cost Plan (£769,667). Comment inserted stating “value calculated by a Quantified Risk Assessment. As shown in Appendix I”.</p> <ul style="list-style-type: none"> ▪ Contingency – included (£252,878). Supported by Cost Plan. ▪ Inflation – included (£296,998). Supported by Cost Plan. ▪ Total - £5,789,183 |
| Management Case | <p>The scheme has a good management case. A high level programme has been developed to outline key milestone dates, although this is only demonstrated at a high level within the business case; more detail is required. The Highways and Transportation team will ensure that the scheme’s development and delivery is closely aligned with other projects being led by the team. A summary has been provided for all the key roles on the project and their responsibilities. There is a project board and the right individuals would seem to be on the project board. A copy of the governance structure has been provided with the OBC.</p> |

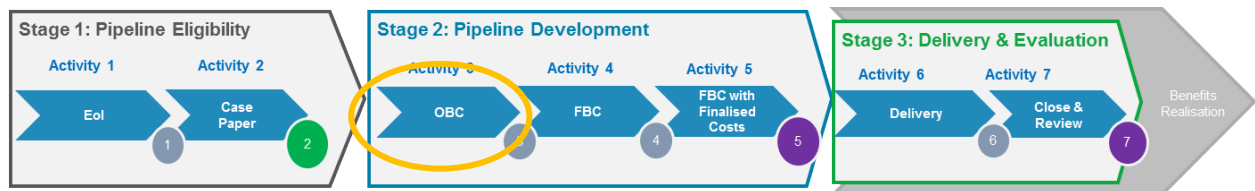
Location map:



Appendix 4: Scheme Summary

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| Name of Scheme: | A646/A6033 |
| PMO Scheme Code: | WYTF-PA4-038a-8 |
| Lead Organisation: | Calderdale Council |
| Senior Responsible Officer: | Mary Farrar |
| Lead Promoter Contact: | Peter Stubbs |
| Case Officer: | Simon Collingwood |
| Applicable Funding Stream(s) – Grant or Loan: | 100% funded from the West Yorkshire plus Transport Fund |
| Growth Fund Priority Area (if applicable): | Growth Deal - West Yorkshire plus Transport Fund |
| Approvals to Date: | Corridor Improvement Programme received decision point 2 approval (case paper) from the Combined Authority in June 2017. |
| Forecasted Full Approval Date (Decision Point 5): | August 2019 |
| Forecasted Completion Date (Decision Point 6): | March 2021 |
| Total Scheme Cost (£): | £5,091,750 |
| Combined Authority Funding (£): | £5,091,750 |
| Total other public sector investment (£): | £0 |
| Total other private sector investment (£): | £0 |
| Is this a standalone Project? | Yes |
| Is this a Programme? | Yes |
| Is this Project part of an agreed Programme? | A646/A6033 Corridor Improvements Programme |

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033. Proposals include:

- Junction improvements;
- Bus facility improvements;
- Provision of pedestrian crossing facilities;
- Provision of cycle facilities;
- Linkages to existing walking and cycling routes;
- Public realm improvements; and
- Footbridge replacement.

Business Case Summary:

Strategic Case

Socio-economic drivers are strongly set out, with restrictions to connectivity being well argued as one of the barriers to improving the district's economy. Health benefits of promoting active travel and improving air quality are also set out. However, business drivers are less developed, with restrictions to employment growth being more based on the topography of the district leaving little unsuitable land to develop. CIP cannot address these issues but there is a driver of connecting people along the corridor to other centres of employment in the wider Leeds City Region and Greater Manchester (half of Calderdale residents commute out of district) by improving traffic flow, in particular to the M62. There is a specific reference to a large employment site earmarked for development at Mytholmroyd, adding extra pressure on the New Road/A646 junction. Actual deliverability of site may be impacted without any CIP interventions to improve access.

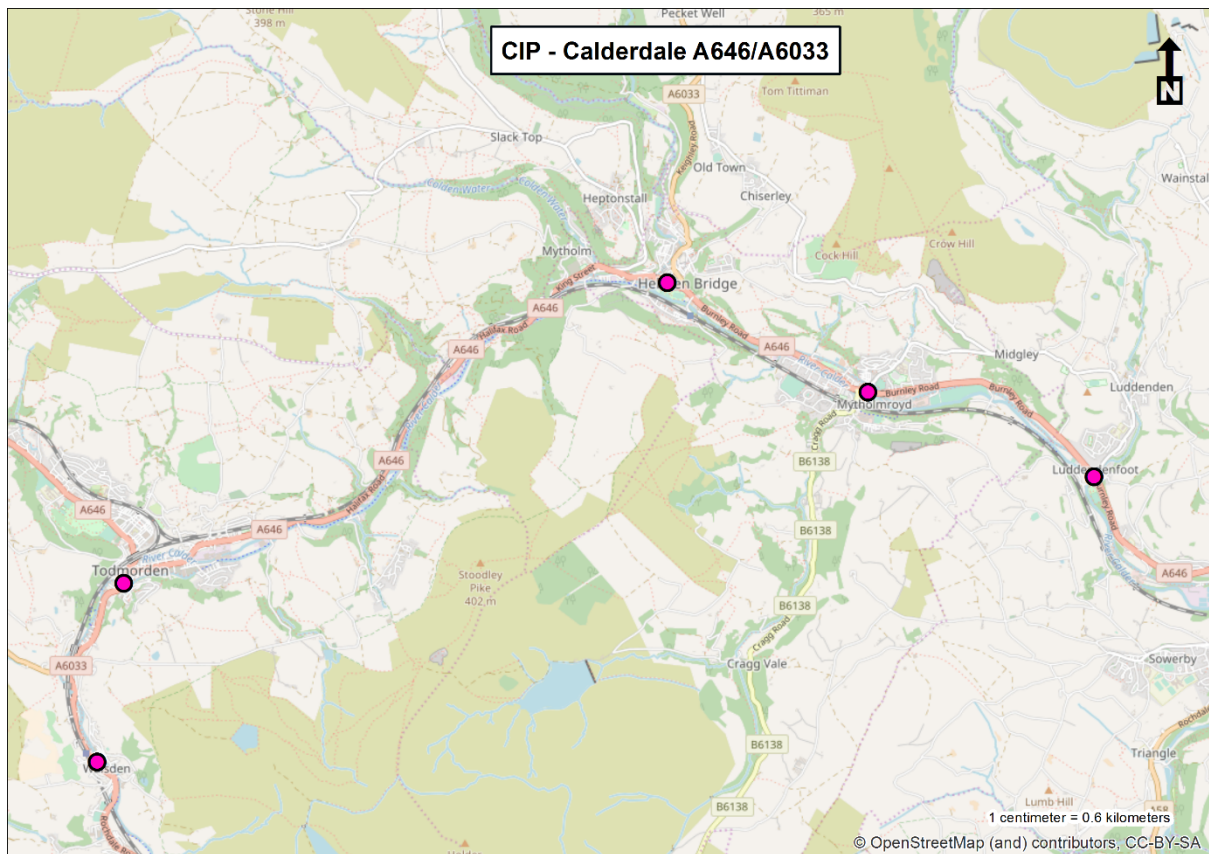
Commercial Case

Multiple sources of evidence provided (see below). Note: BIM-UK is not able to comment on whether the evidence provided to support the market demand justification is adequate to satisfy the requirements of an OBC and pass decision point 3.

- Evidence of population growth statistics provided.
- The UDM identifies that growth would be limited without this investment.
- Evidence provided in the Sowerby Bridge Transport study that

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| | <p>current traffic volumes result in reduced productivity and deter further investment.</p> <ul style="list-style-type: none"> Evidence has been provided of consultation with local businesses that corroborates that congestion deters some businesses from making further investments and causes some businesses to lose their competitive advantage. <p>The commercial viability and financial sustainability of the scheme is not dependent upon market demand as the scope of work relates to highway infrastructure improvements. The OBC states that market demand stems from the requirement for transport improvements to support development aspirations and to address the limitations and constraints arising from the existing network arrangements. Financial sustainability beyond the completion of the project and the Combined Authority's investment predominantly relates to the affordability of operational / maintenance costs. Whilst details of these costs are not provided in the OBC, it is stated that Calderdale's existing maintenance and funding profile will fund these costs.</p> |
| Economic Case | <p>A long list of 130 potential interventions were developed and considered for this Corridor Improvement Programme project for Calderdale. The schemes range from local junction improvement to developing a new bypass to carry traffic around Sowerby Bridge. Journey time reliability, congestion, future housing growth, active modes, air quality and collisions were used to appraise the long list of options which are consistent with SEP priorities and as such is appropriate for such use.</p> |
| Financial Case | <p>As preliminary design information is not yet complete, there is a lack of certainty regarding the calculated outturn capital cost. In addition, the following key areas need to be addressed in order to gain confidence in the figures provided;</p> <ul style="list-style-type: none"> The total of the figures provided is £4,896,750 (+£9,730). There is uncertainty around the figures used for Project Development, Enabling Works, Delivery, Other and Risk. <p>Please refer to the section below and the Quantitative Review for further details.</p> |
| Management Case | <p>The scheme has a good management case. A high level programme has been developed to outline key milestone dates, although this is only demonstrated at a high level within the business case; more detail is required.</p> <p>The Highways and Transportation team will ensure that the scheme's development and delivery is closely aligned with other projects being led by the team.</p> <p>A summary has been provided for all the key roles on the project and their responsibilities.</p> <p>There is a project board and the right individuals would seem to be on the project board. A copy of the governance structure has been provided with the OBC.</p> |

Location map:

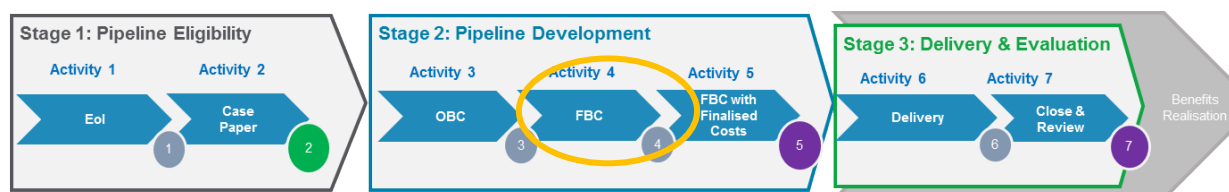


Appendix 5: Scheme Summary

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| Name of Scheme: | Beech Hill |
| PMO Scheme Code: | GD-PA4-024 |
| Lead Organisation: | Calderdale Council |
| Senior Responsible Officer: | Heidi Wilson, Calderdale Council |
| Lead Promoter Contact: | Stephanie Furness, Calderdale Council |
| Case Officer: | Caroline Farnham-Crossland |
| Applicable Funding Stream(s) – Grant or Loan: | Growth Deal 3 Grant |
| Growth Fund Priority Area (if applicable): | 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 decision point 4 May 2018 |
| Forecasted Full Approval Date (Decision Point 5): | August 2018 |
| Forecasted Completion Date (Decision Point 6): | Demolition works: June 2019 Abnormal site remediation: Dec 2020 Housing development: May 2022 |
| Total Scheme Cost (£): | £21.813 million |
| WYCA Funding (£): | £2.197 million (£1.4 million for demolition works and £797,000 for site remediation) |
| Total other public sector investment (£): | £336k Department for Communities and Local Government Estate Regeneration Enabling Grant £395,000 Calderdale Council, land contribution (Stannary Depot) £2.166 million Homes England Shared Ownership & Affordable Homes Programme (SOAHP) |
| Total other private sector investment (£): | Together Housing Association (THA) • £5,069,849 towards demolition and asbestos removal |

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| | <ul style="list-style-type: none"> £1,819,200 towards the other abnormal costs, off site works, design and contingency £10,159,537 towards residential scheme development <p>TOTAL = £17,048,586</p> |
| Is this a standalone Project? | No – This project is Phase 1 of a larger scheme to regenerate Beech Hill, Halifax. |
| 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 of three high-rise tower blocks and Council depot, asbestos removal and site remediation to develop new housing in its place.

The funding will focus on the enabling phase of the regeneration project; this brings together the demolition and site remediation as one project.



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 contributes to Priority 4: Infrastructure for Growth (a) Integrated spatial 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 a multi agency partnership board that has been created to deliver the master plan and interventions required to create a sustainable community.

Commercial Case

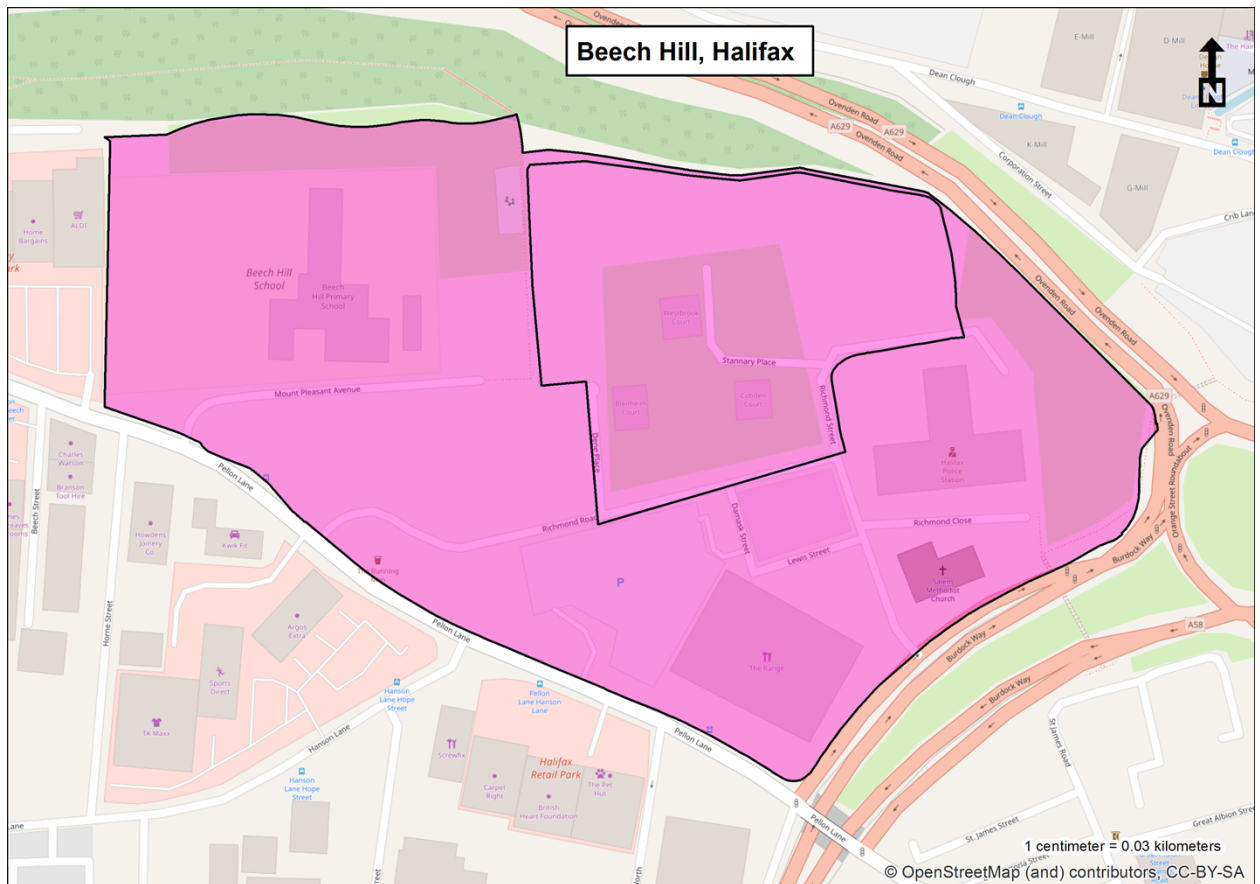
Calderdale Council has formed an established, strategic partnership with Together Housing Group (THG). Both partners share the same vision to regenerate Beech Hill.

This 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. There 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.

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| 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 work are £6.47 million due to the extensive stripping of asbestos materials. Indicative costs for the site remediation currently stand at £2.616 million.</p> <p>The tower blocks represent long term empty properties and, as such there is no rental income generation 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 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> |

Wider location map:

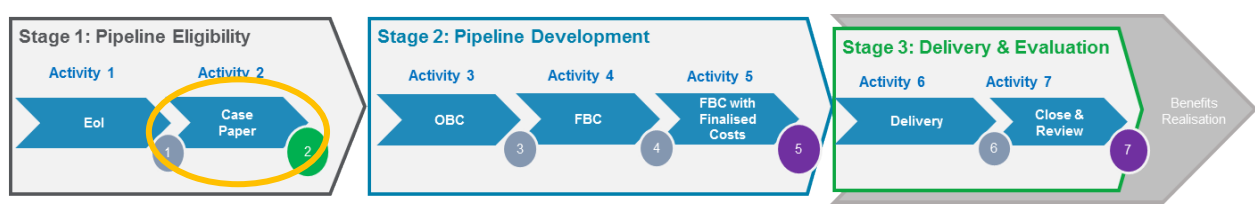


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Appendix 6: Scheme Summary

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| Name of Scheme: | Dewsbury Riverside |
| PMO Scheme Code: | GD – PA4 – 009 |
| Lead Organisation: | Kirklees Council |
| Senior Responsible Officer: | Alan Seasman |
| Lead Promoter Contact: | Alison Bruton |
| Case Officer: | Heather Briggs |
| Applicable Funding Stream(s) – Grant or Loan: | Growth Deal Grant |
| Growth Fund Priority Area (if applicable): | Leeds City Region Strategic Economic Plan 2016, Priority 4: Infrastructure for Growth, Key Action Area (a) Integrated spatial priority areas – Housing Growth Areas. |
| Forecasted Full Approval Date (Decision Point 5): | December 2018 |
| Forecasted Completion Date (Decision Point 6): | March 2024 |
| WYCA Funding (£): | Exempt |
| Is this a standalone Project? | No – this project represents the enabling phase of a larger scheme to regenerate Dewsbury Riverside |
| Is this a Programme? | No |

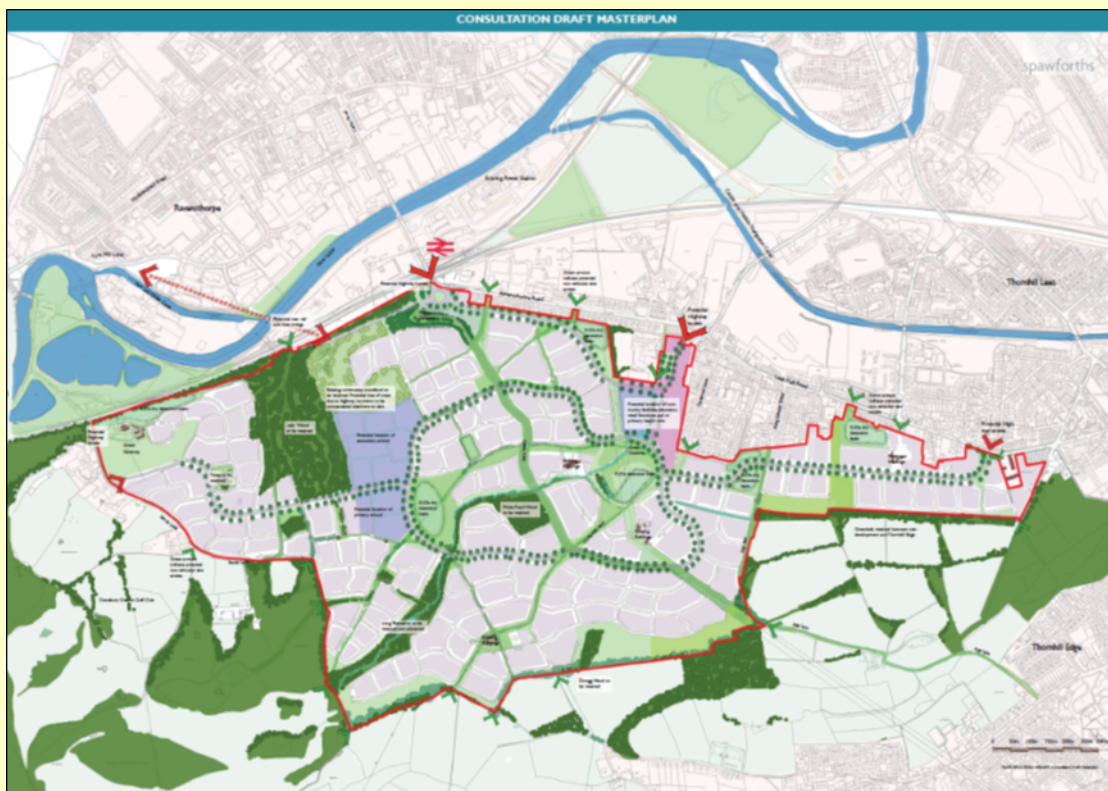
Current Assurance Process Activity:



Scheme Description:

The Dewsbury Riverside Urban Extension will be situated in the north-east of Kirklees, to the south-west of Dewsbury town centre. The scheme is a major regeneration project, which will bring forward a sustainable urban extension of 4,000 homes, master-planned alongside new infrastructure and a community hub. The scheme is a key component of the North Kirklees Growth Zone (NKGZ) and supports the ambitious plans for growth as set out in the Council's emerging Local Plan.

Funding has been sought for early provision of strategic infrastructure which will include the new spine road and access works. This work is key to unlocking the site and providing the necessary infrastructure for the first phases of the scheme, which includes residential housing and the proposed local centre. This community hub will in turn create a sense of place, building confidence in housing delivery and allowing anticipated housing build rates to be achieved.



Business Case Summary:

Strategic Case

The scheme aligns with the Leeds City Region Strategic Economic Plan (SEP 2016 – 2036) and contributes to Priority 4: Infrastructure for Growth (a) Integrated spatial priority areas which include Urban Growth Centres, Housing Growth Areas and Employment Growth Areas.

Located centrally in West Yorkshire, with good connections to other parts of the Leeds City Region and the wider Northern Powerhouse, the overall package of developments provides a valuable opportunity to improve economic conditions and achieve large scale growth for North Kirklees.

Dewsbury Riverside is a key site within the North Kirklees Growth Zone, which is identified as a spatial priority area for housing growth in the

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| | Leeds City Region Strategic Economic Plan. Within this context, Dewsbury Riverside is seen as an important part of a regionally significant growth initiative, unlocking the area's potential to become more prosperous, and providing jobs and homes for existing and new local communities. |
| Commercial Case | <p>Kirklees Council has an established, strategic partnership with Miller Homes and Yorkshire Housing. Both partners share the same vision to regenerate Dewsbury Riverside.</p> <p>The Dewsbury Riverside proposal looks to address the local, regional and national shortage of housing, whilst also contributing to the regeneration of the wider area, which is a key element of the North Kirklees Growth Zone. There is a local shortage of and high demand for higher quality family homes. The wider area around Dewsbury Riverside and Dewsbury Town Centre are in need of investment and regeneration that the scheme will catalyse through inward investment, new customers for local services, and the recycling of income in the local area.</p> |
| Economic Case | <p>Having the right quantity, quality and balance of housing in an area is necessary for economic growth. The development of the Dewsbury Riverside scheme will initially support local economic growth through the direct creation of construction jobs. Subsequently, the increased population will create sustainable local jobs through increased demand for goods and services, plus there will be further direct job creation through the new local centre and community hub.</p> <p>Kirklees Council is committed to ensuring that growth benefits neighbouring communities through the provision of jobs, training and business growth, which will be driven forward in partnership with Kirklees College.</p> |
| Financial Case | <p>The infrastructure required to support the delivery of Dewsbury Riverside has been fully scoped out and costed. The required infrastructure funding to unlock the development includes contributions to:</p> <ul style="list-style-type: none"> • Highways and drainage infrastructure improvements and access associated with Lees Hall Road • Highways improvements and access associated with Ravensthorpe Road |
| Management Case | Delivery arrangements are being established in terms of the partnership between Kirklees Council and a development partner. |

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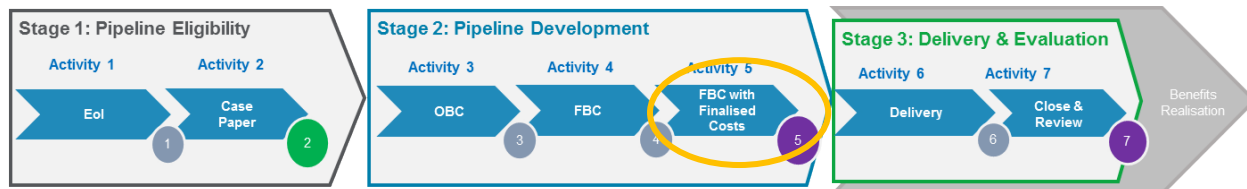
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Appendix 8: Scheme Summary

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| Name of Scheme: | CRUVL/ New Bolton Woods Commercial zone |
| 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: | Heather Briggs |
| Applicable Funding Stream(s) – Grant or Loan: | Growing Places Fund - Loan |
| Growth Fund Priority Area (if applicable): | Priority 1 - Growing Business Priority 4 - Infrastructure for Growth |
| Approvals to Date: | Decision Point 2 |
| 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 (£): | N/A |
| Total other private sector investment (£): | £1,204,000 |
| 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 Costa Drive Thru 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 (CRUVL).

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 over 1000 new homes. The primary aim of the CRUVL joint venture for New Bolton Woods is delivery of desperately 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 a 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 will comprise 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 and largely of poor quality. 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

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.

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| | 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. |
| 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 over £1,000,000. The loan will be repaid over 5 years with interest. |
| Management Case | The applicant has harnessed the professional knowledge of an in-house and external team of specialists and has the ability to deliver the project appropriately. |

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Report to: West Yorkshire & York Investment Committee

Date: 4 July 2018

Subject: **European Structural and Investment Funds (ESIF) – Sustainable Urban Development (SUD) Update**

Director(s): Angela Taylor, Director of Finance

Author(s): Heather Waddington

1. Purpose of this report

- 1.1 To update the Committee on progress made on the implementation of the ESIF SUD Strategy

2. Information

- 2.1 At the previous Investment Committee on 9 November 2017 members considered the outline applications for SUD, part of the ESIF Programme, and provided advice to the Combined Authority, in its role as the Intermediate Body.
- 2.2 The Combined Authority subsequently supported this advice and selected the projects to progress to full application stage following final reconciliation to the available budget by the Ministry of Housing, Communities and Local Government (MHCLG) as Managing Authority (MA) for the funds. This resulted in 4 out of the 5 selected projects asked to progress to full application, February 2018, with one project placed on a reserve list should funds become available.
- 2.3 Unfortunately since February two projects have now been deemed ineligible by the MA under the EU Regulations after submitting their full application. Reasons include one applicant did not fully meet the requirements of the selection criteria as a significant proportion of the project costs were deemed to be ineligible. The other application as presented at full application stage had radically changed, and no longer reflected the activities, level of investment or contribution to the Call and the ERDF Operational Programme as set out in the outline application, including a significant reduction in outputs such that the proposal no longer represented value for money. A third project had to withdraw from the process themselves. This now leaves one project and the application placed on the reserve list now progressing to full application stage.

2.4 Given the high attrition rate a new Call was published on Monday 3 July 2018 with a closing date of Friday 27 July 2018 by the MA. The Committee, in its advisory role, previously provided advice on the original draft SUD Call at its meeting in June 2017, which was subsequently agreed by the Combined Authority at the 29 June 2017 meeting. The Call has not materially changed from that previously approved. The Call grant value is £12m split as follows ;

- Priority Axis 3 (Site development) – £5,000,000
- Priority Axis 5 (Flood mitigation) - £2,000,000
- Priority Axis 6 (Green and blue infrastructure) - £5,000,000

3. Financial Implications

3.1 MHCLG, as MA for the funds, is responsible for the issuing of Funding Agreements, paying projects and general contract management. The funding within the Strategy (€19.95m) is a notional budget and is part of the ESIF ERDF programme. All finances go directly through MHCLG's accounts not the Combined Authority's.

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 MHCLG have been consulted in their role as Managing Authority in the production of this report.

7. Recommendations

7.1 It is recommended that the Investment Committee:

- Notes the progress made in implementing the ESIF SUD Strategy.

8. Background Documents

8.1 None.

9 Appendices

9.1 None.



Report to: West Yorkshire and York Investment Committee

Date: 4 July 2018

Subject: **Kirklees College Update**

Director: Melanie Corcoran, Director of Delivery

Author(s): Sarah Ratcliffe

1. Purpose of this report

- 1.1 To update Members on the current status of the Dewsbury Learning Quarter Skills Capital Project.
- 1.2 To seek endorsement of the 'intention' to release monies from the Combined Authority held escrow account for the immediate completion of the Springfield Centre and thereafter for works at Pioneer House.

2. Information

- 2.1. The Dewsbury Learning Quarter (DLQ) Project consists of two separate elements:
 - A new build Springfield Centre; and
 - Pioneer House, which includes extensive landlord works by Kirklees Council followed by fit out from Kirklees College.
- 2.2. **Springfield Centre.** Practical completion of the Springfield Centre was achieved in March 2018. The fit out works are underway and will complete by September 2018, when the Centre is due to be open for students.
- 2.3. **Pioneer House.** Due to a number of issues on site, delays have occurred on the Pioneer House element of the DLQ project. This is now back on track to complete in autumn 2020.
- 2.4. In May 2018, the College sold a property (called Highfields Annex). This property was security against the potential loan for the completion of the DLQ project. However, it is important to note that the loan has not been taken up at

this stage and is due to be drawn down to support the fit-out costs of Pioneer House.

- 2.5. The Combined Authority agreed to lift the charge on Highfields and Kirklees College agreed to the sale monies being placed into an escrow account to be held by the Combined Authority with the intention of ensuring the immediate completion of Springfield Centre and thereafter for works at Pioneer House.
- 2.6. It is recommended that members endorse the intention to release monies from the Combined Authority held escrow account for the immediate completion of the Springfield Centre and thereafter for works at Pioneer House. This ensures that Springfield Centre will complete by 2018 and the outputs associated with this centre will be realised. This is an ultra-modern, purpose built facility that will host courses that are aimed predominantly at 16-18 year olds.

3. Financial Implications

- 3.1 The financial implications are explained in exempt Appendix 1; however there are no direct financial implications on the Combined Authority budget.

4. Legal Implications

- 4.1 The information contained in Appendix 1, is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

5. Staffing Implications

There are no staffing implications

6. External Consultees

None

7. Recommendations

- 7.1 It is recommended that members endorse the intention to release monies (through delegation to the Combined Authority's Managing Director) from the Combined Authority held escrow account for the immediate completion of the Springfield Centre and thereafter for works at Pioneer House, as detailed in exempt Appendix 1.

8. Background Documents

None.

9. Appendices –

EXEMPT - Appendix 1 – Pioneer House - Financial/Programme Update.

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