
Report to: West Yorkshire Combined Authority

Date: 9 January 2020

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

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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 Combined Authority's assurance process.
- 1.2 The schemes being considered today were recommended by the West Yorkshire and York Investment Committee (the Investment Committee) on 7 November 2019 and 4 December 2019.
- 1.3 Furthermore, one of the schemes being considered today was recommended by the Investment Committee on 9 January 2020. Please note, at the time of preparing this report this scheme will not have been considered by Investment Committee which meets immediately prior to this meeting. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in February 2020) the scheme is being presented at this time. The recommendations within this report are based on those being put to Investment Committee. The Chair of the Investment Committee will provide a verbal update on the outcome of the 9 January 2020 Investment Committee's consideration of this scheme and whether there are any changes to the recommendations to be considered by the Combined Authority. Any significant changes will be presented in an addendum to the report.
- 1.4 In December 2018, the Combined Authority amended the terms of reference of the Investment Committee to provide for the Committee to make any decision to progress a scheme under the Leeds City Region Assurance Framework, in accordance with the scheme's bespoke approval pathway and approval route (subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%). This report includes information on the exercise of the Investment Committee's new delegated decision-making role.

Decisions made by Investment Committee which are for the Combined Authority's information, and those requiring an approval decision by the Combined Authority, will be made clear in this report through being highlighted in the summary table and the recommendations where applicable.

2 Integrated Clean Growth

- 2.1 Through the Assurance Framework and other internal decision-making procedures, the Combined Authority will review and embed clean growth considerations into our activities.
- 2.2 Building on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's predicted carbon emissions / wider clean growth impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments. A further update will follow in early 2020.
- 2.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

3 Report

- 3.1 This report presents proposals for the progression of nine schemes, which have been recommended for approval by the West Yorkshire and York Investment Committee and considered in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £61.710 million when fully approved, of which £42.379 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £4.572 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.
- 3.2 The Benefit to Cost Ratio (BCR) for some of the LPTIP schemes in this report potentially represent low value for money when assessed using TAG, the Department for Transport's guidance on the appraisal of transport schemes. This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus and as a consequence the monetised benefits arising from improvements to bus journeys may be outweighed by the monetised dis-benefits to car users.

However, a key strategic objective of LPTIP investment is to encourage modal switch to more sustainable modes in alignment with the priorities of the Strategic economic Plan (SEP). Therefore whilst the 'Core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some LPTIP schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making.

<p><u>Scheme</u></p> <p>Leeds Transport Model</p> <p>(9 January 2020 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The project is to deliver a new multi-modal transport model for Leeds which reflects Department for Transport (DfT) best practice guidance. The model will be used to develop and appraise transport schemes and for assessing development options associated with the Local Plan and wider Leeds City Region schemes.</p> <p><u>Impact</u></p> <p>Delivery of the model will be used to appraise the value of future pipeline schemes, including allowing clean growth and climate change implications to be tested.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 and work commences on activity 5 (Full business case with finalised costs)</p> <p>Indicative total scheme cost – £1.2 million.</p> <p>Total value of Combined Authority funding - £600,000.</p> <p>Funding recommendation sought – £0</p>
<p><u>Scheme</u></p> <p>Leeds City Region Skills for Growth</p> <p>Leeds City Region</p> <p>(7 November 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>This scheme will support businesses to engage with schools, colleges and universities in order to improve the relevance of education and training to local labour market need, to support people in education to develop a better understanding of the career opportunities on their doorsteps and to enable them to develop the technical and transferable skills that businesses are looking for. The scheme will fund a number of education and skills advisors based in Local Authorities who will work directly with businesses and education providers.</p> <p>This scheme will help businesses to navigate the complex education landscape and to find the opportunities for engagement that best meet their requirements. Ultimately this will address a mismatch between the supply and demand for skills.</p> <p>The scheme will conclude with a high-profile skills show bringing together the region's employers and showcasing skills and apprenticeships to help young people experience many careers in one place, raising their aspirations for getting the best start in work and life.</p> <p>The scheme fits with Priority 2: Skills People, Better Jobs of the Leeds City Region Strategic Economic Plan.</p> <p>The scheme will be funded by ESIF, Local Skills Funds and business sponsorship.</p> <p><u>Impact</u></p> <p>The scheme will:</p> <ul style="list-style-type: none"> • Improve the relevance of education and training to local labour market need. • Support people studying in schools, colleges and universities to develop a better understanding of the career opportunities on their doorsteps.

	<ul style="list-style-type: none"> Support learners, particularly those most disadvantaged, to develop the technical and transferable skills that businesses are looking for. Enhance learners' career opportunities. <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 and for work to commence on activity 5 (full business case with finalised costs) subject to external funding being secured.</p> <p>Total value - £2.929 million</p> <p>Total value of Combined Authority funding - £2.429 million</p> <p>Funding recommendation sought - £0</p>
<p><u>Scheme</u></p> <p>Bradford Interchange Carriageway Works</p> <p>Bradford</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Bradford Interchange carriageway is showing signs of deterioration and has been subject to a number of repairs over a number of years. This deterioration and constant repairs are causing disruption for passengers and bus operators and affecting the day to day operation of this key transport facility in the city centre.</p> <p>The scheme will involve resurfacing of the bus carriageways on a phased basis ensuring the facility remains operational and any disruption is kept to a minimum. The initial works will require structural surveys to be undertaken to determine the extent of repairs required. Once all the works have been completed future repair and maintenance costs will be minimised for around the next 10 to 15 years.</p> <p>The scheme is part of the Integrated Transport Block (ITB) programme submitted to the Combined Authority and approved at meeting of 25 April 2019 and was allocated a budget of £2 million.</p> <p><u>Impact</u></p> <p>This project is required to maintain an operational public transport asset and will allow the continued, safe operation of the Interchange. The repair and resurfacing of the carriageway is one part of a proposed programme to further improve Bradford Interchange.</p> <p><u>Decision sought</u></p> <p>That the Bradford Interchange Carriageway Works proceeds through decision point 2 and work commences on activity 4 (full business case)</p> <p>Total value - £2 million</p> <p>Total value of Combined Authority funding - £2 million</p> <p>Funding recommendation sought - £461,400</p>
<p><u>Scheme</u></p> <p><u>Connecting Innovation</u></p> <p>Leeds City Region</p>	<p><u>Scheme description</u></p> <p>Connecting Innovation (CI) is proposing a broader approach to increase the innovation capacity of SMEs within the Leeds City Region. CI will focus more on inspiring SMEs that have a lower propensity to engage and supporting them through the complex</p>

<p>(4 December 2019 Investment Committee)</p>	<p>eco system of innovation support. The project aims to increase the take up of all innovation support and funding including Innovate UK, Catapult Centres, Knowledge Transfer Partnerships (KTPs), universities and private sector innovation and product development companies.</p> <p>The programme will comprise of 3 main work streams:</p> <ul style="list-style-type: none"> • Innovation Brokerage/Support • Innovation Voucher – Small Grant Scheme • Targeted Innovation Fund – Larger, targeted grants to SMEs in key sectors. <p>This scheme is to be funded through the Local Growth Fund</p> <p><u>Impact</u></p> <p>Full time equivalent employment increase in the region.</p> <p>A positive change in the innovation culture in the region with more SMEs engaging R&D.</p> <p>An increased uptake of other innovation support provision and funding (e.g. UK Funding of Knowledge Transfer Partnerships)</p> <p>More SMEs that successfully deliver R&D projects because of investment in innovation and project management techniques.</p> <p>Aligned to new inclusive growth grant criteria, all grant recipients will be asked to voluntarily commit to inclusive growth outcomes. This will be compulsory for all grants of over £25k value.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 and work commence on activity 5 (full business case plus costs)</p> <p>Total value - £4,057,771</p> <p>Total value of Combined Authority funding - £2,779,846</p> <p>Funding recommendation sought - £0.</p>
<p><u>Scheme</u></p> <p>White Rose Station</p> <p>Leeds</p> <p>(7 November 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a new rail station on the Leeds-Huddersfield line. The proposed station will sit between Morley and Cottingley on the Transpennine Route. This scheme will enable modal shift from road to rail and provide a better service for the local communities of Cottingley, Churwell and Millshaw.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Programme and other public and private sector match funding.</p> <p>Please note that the funding made available through this report is to develop the final business case with finalised costs (FBC+) only. A funding strategy for delivery of the project will be set out in the FBC+.</p> <p><u>Impact</u></p> <p>This scheme contributes to the delivery of all four Leeds Enterprise Partnership Strategic Economic Plan priority areas: Growing Businesses, Skilled People, Better Jobs, Clean Energy and Environmental Resilience and Infrastructure for Growth.</p>

	<p>The scheme has a forecast benefit cost ration of 3.2:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme's wider social benefits include a reduction in emissions due to modal shift from road to rail, and an accessible rail station for commuters and shoppers including the provision of blue badge parking bays.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and for work to commence on activity 4 (full business case).</p> <p>Total value - £21.953 million</p> <p>Total value of Combined Authority funding - £5 million</p> <p>Funding recommendation sought - £2.611 million</p>
<p><u>Scheme</u></p> <p>Leeds Bus Station Gateway</p> <p>Leeds</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme is part of the Leeds Public Transport Investment Programme and consists of a series of improvements to Leeds Bus Station. These include upgrading passenger facilities (new seating areas, self-service units and retail units), public realm and signage / wayfinding improvements to ensure the bus station remains accessible for all users and upgrades to the fabric of station building including the provision of photovoltaic solar panels to improve energy efficiency</p> <p>The scheme will deliver benefits to all bus station users and supports the delivery of Priority 3 (Clean Energy and Environmental Resilience) and Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>The scheme is funded by the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme aims to improve the overall customer experience at Leeds Bus Station, making it more accessible and safer for all users and increase pedestrian footfall, which has the potential to generate new employment opportunities in the station.</p> <p>The scheme also aims to improve the environmental sustainability of the bus station by introducing photovoltaic (PV) cells on the roof to generate electricity and reduce carbon emissions.</p> <p>The scheme presents a benefit cost ratio (BCR) of 1.45:1 when taking account of these wider economic and environmental benefits.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value - £4.984 million</p> <p>Total value of Combined Authority funding - £4.984 million</p> <p>Funding recommendation sought - £350,000</p>

<p><u>Scheme</u></p> <p>A58 Beckett Street & York Street</p> <p>Leeds</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme is one of five prioritised corridors in the LPTIP Bus Infrastructure Package and consists of a series of improvements along Beckett Street and York Street including new bus lanes, bus signal prioritisation, segregated cycle tracks, new pedestrian crossings, and widened footways, extended bus stops and waiting areas.</p> <p>The scheme will deliver benefits to bus users and those walking and cycling in the corridor, improving bus journey reliability and encouraging modal shift and supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP) by increasing connectivity, improving access to jobs and services and reducing carbon emissions.</p> <p>The scheme is funded by the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme presents a benefit cost ratio (BCR) of 1.47:1 which represents Low Value for Money (VfM) when accounting for disbenefits to car users from the introduction of bus, cycle and pedestrian prioritisation measures. This is expected to increase when the impact of bus reliability benefits are further assessed</p> <p>However, it has the potential to deliver a reduction in bus journey times along Beckett Street and York Street, improving the bus passenger experience, improve network safety for all users as well as improve access to employment and training via public transport.</p> <p>The scheme aims to promote modal shift from car to bus, taking up to 55,000 car kilometres per annum off the road network following completion, helping to reduce levels of nitrogen oxides on a key transport corridor adjacent to residential areas and hospital.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and commence work on activity 4 (full business case)</p> <p>Total value - £14.536 million</p> <p>Total value of Combined Authority funding - £14.536 million</p> <p>Funding approval sought - £0</p>
<p><u>Scheme</u></p> <p>Infirmity Street Gateway</p> <p>Leeds</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Infirmity Street Gateway forms a component project of the Leeds City Centre Package (LCCP), delivering the changes necessary to both Infirmity Street and Park Row to facilitate adaptation of bus routes in preparation for the City Square closure, which will be delivered after the Infirmity Street Gateway through a series of other LCCP projects.</p> <p>Infirmity Street, which is currently one-way eastbound, will become a two-way operation for buses and hackney carriages only. Park Row is to become a one-way south-bound operation for buses and hackney carriages only, with one running lane and the reallocation of bus bays. This will narrow the carriageway along Park Row, creating wider footways in areas with high pedestrian footfall and creating space for a</p>

	<p>segregated cycle facility on the northern side of the carriageway.</p> <p>The scheme is to be funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>Scheme delivery is anticipated to reduce bus journey times by improving journey reliability (complementing network improvements proposed through other schemes), enhance the quality of sustainable transport infrastructure (bus, pedestrian, cycling), and improve the public realm offer along a core city centre gateway. This will support increasing bus patronage and active travel, to in turn improve air quality and reduce car dominance in the city centre.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.48:1 judging the scheme as low value for money against the Department for Transport's value for money criteria.</p> <p>The scheme however supports inclusive growth by complementing public transport network improvements in the city centre to enable better, more sustainable access to employment and education.</p> <p>Additionally, it supports a better quality of life by encouraging modal shift to bus and active travel (walking, cycling), and enhancing the urban environment, forecast to improve air quality and the attractiveness of the city centre environment.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value - £8.9 million</p> <p>Total value of Combined Authority funding - £8.9 million</p> <p>Funding recommendation sought - £0 million</p>
<p><u>Scheme</u></p> <p>A660 Holt Lane</p> <p>Leeds</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme is the first of a series of proposed improvements to the A660 corridor coming forward through LPTIP. It involves improvements to the junction of the A660 Otley Road and Holt Lane in Adel, north of Lawnswood roundabout.</p> <p>The current priority junction will be replaced by a signalised junction to enable bus priority, controlled pedestrian crossings and a new bus stop lay-by on the southbound carriageway to reduce delays to general traffic.</p> <p>The scheme is funded by the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme will deliver benefits to bus users through improving journey times and reliability.</p> <p>The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services and reducing carbon emissions.</p>

	<p>The scheme aims to promote modal shift from car to bus and has a benefit cost ratio (BCR) of 1.19:1 based on benefits to public transport users, improving bus journey times and reliability. It will potentially remove up to 7,300 car kilometres per annum off the road network following completion, helping to reduce levels of nitrogen oxides on a key arterial road.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs)</p> <p>Total value - £1.150 million</p> <p>Total value of Combined Authority funding - £1.150 million</p> <p>Funding recommendation sought - £1.150 million</p>
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3.3 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

3.4 This report provides information required to enable the Combined Authority to approve each of the above elements.

3.5 Since the Combined Authority's meeting on 10 October 2019, 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 Investment Committee.

<u>Scheme</u>	<u>Scheme description</u>
<p>LTP- Integrated Transport Block - Districts' Programmes</p> <p>All West Yorkshire Districts</p> <p>(7 November 2019 Investment Committee)</p>	<p>The scheme is a 3 year programme with a total value of £29.6 million for local transport improvements.</p> <p>This will be delivered from 1 April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department of Transport (DfT). Projects within this scheme will deliver maintenance and operational improvements, accident reduction (KSI) engineering works, local traffic management, accessibility improvements, education, training and promotion.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (case paper) and decision point 5 (full business case plus finalised cost) and for work to commence on activity 6 (Delivery).</p> <p>Total value - £26.9 million</p>

	<p>Total value of Combined Authority funding - £26.9 million</p> <p>Funding recommendation sought - £26.9 million</p>
<p><u>Scheme</u></p> <p>Bradford Shipley Route Improvement</p> <p>Bradford</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Bradford-Shipley Route Improvement Scheme (BSRIS) will primarily deliver improvements at key junctions along the A6037 Canal Road corridor in Bradford to enhance the highway capacity and connectivity to/from Shipley town centre. The scheme will also improve accessibility to Frizinghall rail station, improve the urban environment at Bradford Beck, and improve the walking and cycling provision along the Manningham Lane corridor.</p> <p>The scheme is to be funded through the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value - £47.9 million</p> <p>Total value of Combined Authority funding - £47.9 million</p> <p>Funding recommendation sought - £2.382 million</p>
<p><u>Scheme</u></p> <p>Wakefield South East Gateway – Rutland Mill</p> <p>Wakefield</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Wakefield City Centre, South East Gateway scheme forms part of the Housing and Regeneration programme. The objectives of this programme are to deliver commercial floor space and homes in the Leeds City Region.</p> <p>The scope of the project is the restoration of historic buildings at Rutland Mills and creation of high quality public realm at the Waterfront to deliver a creative industries jobs hub through studio, office and learning space along with associated hotel, food and beverage offer</p> <p>This scheme is to be funded through the Local Growth Fund</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 and work commences on activity 5 full business with finalised costs.</p> <p>Total value £20.57 million</p> <p>Total value of Combined Authority funding £2.89 million</p> <p>Funding recommendation sought - £0 million</p>
<p><u>Scheme</u></p> <p>Leeds PIPES District Heating Network</p> <p>Change Request</p> <p>(4 December 2019 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme focusses on construction of a 4.5km district heating network, using underground super insulated steel pipes, to deliver heat from the Recycling and Energy Recovery Facility (RERF) in the Aire Valley to businesses and residential properties in Leeds city centre.</p> <p><u>Description of Change</u></p> <p>The change request is made up of two elements including a retrospective extension to the grant agreement and an amendment to the drawdown condition.</p>

	<p>There was a delay in the installation of the main gas supply to the back up boilers at Saxton gardens due to land consent formalities which were more complex than forecasted and therefore a six month extension to the grant agreement is required. The network is currently operational and supplying heat.</p> <p>Originally the two-part grant drawdown condition was set to demonstrate that there was sufficient demand to make the network viable. Currently the network, by supplying to Leeds Playhouse and approximately 1000 council-owned flats, is meeting 80% of its 19/20 target, therefore establishing viability. The College of Music, who represent a modest consumption of 3.8% in 19/20, were unable to be connected this financial year due to issues outside the scope of this scheme. However, the promoter has demonstrated substantial demand from alternative customers, therefore, partially meeting the second part of the drawdown condition. The College of music are committed to connecting early next financial year.</p> <p>Decision sought</p> <p>Activity 6 change request to retrospectively extend the grant agreement from June 2019 to March 2020 and amend the drawdown conditions, on the basis that one condition has been met in full and the second condition has been met in part.</p> <p>Total value – £4 million</p> <p>Total value of Combined Authority funding – £4 million</p> <p>Funding recommendation sought - £0</p>
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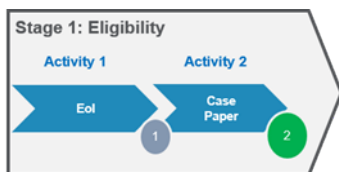
- 3.6 Exempt **Appendix 1** updates on the current status of the Leeds City College Quarry Hill Skills Capital Project and sets out consideration for the completion of the Quarry Hill project and subsequent repayment of the Combined Authority loan and outlines the recommendations of the Investment Committee on the 4 December 2019 for approval by the Combined Authority.

4 Information

- 4.1 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 2**.
- 4.2 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 3**.
- 4.3 All the schemes set out in this report have been considered by the Investment Committee on 7 November 2019, 4 December 2019 and 9 January 2020.

Programmes and projects for consideration

Projects in stage 1: Eligibility



- 4.4 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	Leeds Transport Model Update 2020
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.5 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.6 The purpose of this scheme is to deliver a new multi-modal transport model for Leeds which reflects Department for Transport (DfT) best practice guidance, indirectly supporting the delivery of the Leeds City Region Strategic Economic Plan priorities by developing and appraising transport schemes and assessing development options associated with the Local Plan and wider Leeds City Region schemes. While the current Leeds Transport Model is fit for purpose, it needs updating as part of the normal 5 year cycle of updating transport

models in order to reflect DfT best practice guidance. Failure to update the model could result in risk of challenge to outputs produced in the near future.

4.7 The new multi-modal transport model for Leeds will need to be able to model:

- Supply and demand constraints, increasing walking and cycling and managing peak transport times.
- Public transport route, capacity, fare and frequency changes.
- Highway and public transport (bus, rail, mass transit) schemes.
- Change in the use of walking and cycling.
- Leeds city centre parking supply and cost changes
- Park and Ride (bus, mass transit and rail)
- Work with a variety of planning growth

4.8 There is a requirement to collect data in spring 2020 ahead of a number of new schemes coming into delivery in Leeds city centre.

Clean Growth / Climate Change Implications

4.9 The Leeds Transport Model Update 2020 will be used to appraise future pipeline schemes, allowing clean growth and climate change implications to be tested.

Outputs, Benefits and Inclusive Growth Implications

4.10 The forecast outputs, benefits and inclusive growth implications are:

- Up to date origin and destination data for 2020 for use in model building.
- Transport model that meets the requirements of DfT guidance.
- A model that can be used in support of a wide range of transport schemes across Leeds.
- Transport model produces more reliable answers more quickly.
- Can be applied in the development and appraisal of schemes that support inclusive growth.

Risks

4.11 The key risks to the delivery of the scheme and associated mitigation measures are:

- Tight timescales for data collection to be completed by spring 2020 – Data collection needs to be completed by spring 2020 before work commences on major transport projects. This will be mitigated by prioritising data collection in areas most likely to be impacted by the works.

- Overall cost of model deemed unaffordable at tender stage – The specification of the model would be reviewed to achieve cost savings.

Costs

- 4.12 The total cost of the scheme is forecast to be approximately £1.2 million. The Combined Authority contribution sought is £600,000. Similar model updates have been procured by Bradford, Calderdale and Kirklees recently and have been used to inform the cost estimates for the model. The scope and scale of the Leeds Transport Model Update 2020 is different to these models.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/05/2020

Other Key Timescales

- Data collection is conducted by the end of spring 2020.

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remain within 20% of those outlined in this report. That the timeframes outlined in this report remain within 3 months.

Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Tim Harvey, Leeds Council
Combined Authority case officer	David Powell

Appraisal Summary

- 4.13 A strong rationale exists for the Leeds Transport Model Update 2020, as it will indirectly contribute to delivering the Leeds City Region SEP priorities along with national, regional and local strategies through the appraisal of schemes and the development of more robust business cases.

- 4.14 With a large programme of schemes in the future pipeline, it is imperative that Leeds update their transport model according to the timescales outlined in this report. There is a requirement to collect data in spring 2020 ahead of a number of new schemes coming into delivery in Leeds city centre. While the current Leeds Transport Model is fit for purpose, it needs updating as part of the normal 5 year cycle of updating transport models in order to reflect DfT best practice guidance. Failure to update the model could result in risk of challenge to outputs produced in the near future.
- 4.15 There is a clear need for an up to date transport model that meets with DfT guidance. A clear procurement strategy is in place.

Recommendations

- 4.16 That Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Transport Model Update 2020 project proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).
 - (ii) An indicative approval of £600,000 is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £1.2 million with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5.
 - (iii) Future approvals are made in accordance with the assurance 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	Leeds City Region Skills for Growth
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.17 A call was issued by the Department for Work and Pensions (DWP) to commission ESF funded projects that will support Priority Axis 2 of the Operational Programme: Skills for Growth and Investment to be delivered from January 2020. A funding decision is expected on 31st October 2019.
- 4.18 The Leeds City Region Skills for Growth programme will build on the track record of current skills programmes, linking closely with other business-facing services and products to support businesses to engage with the full breadth of the education landscape in order to improve the relevance of education and training provision.
- 4.19 The scheme will target areas of disadvantage helping connect businesses with underrepresented groups within education who may otherwise not have the opportunities to gain skills and meaningful employment.
- 4.20 The main focus of the scheme will be to help businesses to navigate the complex education landscape and to find the opportunities for engagement that best meet their requirements. Ultimately this will address a mismatch between the supply and demand for skills. Businesses will be supported to develop an education engagement plan which will identify the most suitable opportunities for them to engage with education, in response to their motivations for doing so (which may include CSR, immediate recruitment needs, hard-to-fill vacancies, long-term employment growth ambitions, a desire to build a more diverse workforce, building local profile and meeting contractual requirements).
- 4.21 This scheme is intended to support businesses to engage with schools, colleges and universities in order to improve the relevance of education and training to local labour market need, to support people in education to develop a better understanding of the career opportunities on their doorsteps and to enable them to develop the technical and transferable skills that businesses are looking for. Through this engagement, learners' career opportunities will

be enhanced, building on robust evidence that meaningful interactions with employers has a significant positive impact on destinations.

- 4.22 There will be a particular focus on those most disadvantaged learners, including those from deprived communities or with special educational needs and disabilities, as attainment and employment rates for these groups are significantly lower than for the broader population.
- 4.23 The scheme will work with businesses to identify the best way/s for them to engage with education at all levels, and to develop a tailored engagement plan that responds to their specific needs, motivation and the amount of time they're looking to commit.
- 4.24 Following consultation and engagement with Local Authority Employment and Skills teams in the region it has been agreed that the best approach is to recruit 8 education and skills advisors and have them co-located with Local Authorities.
- 4.25 The scheme will conclude with a high-profile skills show to highlight practical skills required in key priority sectors and showcase the work of the programme.
- 4.26 Despite the Leeds City Region's economic strengths and assets, it is not realising its full potential. The decline of heavy industry has left pockets of serious deprivation and an economy that is less productive than those in many other parts of the country.
- 4.27 Analysis shows that there is a strong correlation between the performance of local areas on skills and their productivity performance. The City Region's deficit of people with higher level skills is reflected in its below-average productivity level. The West Yorkshire Combined Authority's latest Labour Market report contains a range of evidence that demonstrates the importance of stimulating demand for training among local business and working to ensure that available skills and education training provision is demand responsive.
- 4.28 The lack of information regarding jobs and routes to employment is highlighted by the sector skills gaps and number of young people who become NEET (Not in Employment, Education or Training) which is above the national average in some local authority areas of Leeds City Region.
- 4.29 The Leeds City Region Employment and Skills Plan 2016-2020 identifies the need for 'Great Education connected to Business' at all levels of education. This is a key area of focus to ensure that the City Region's skills are developed.
- 4.30 The scheme will be managed by the Combined Authority and fits with Priority 2: Skills People, Better Jobs of the Leeds City Region Strategic Economic Plan.

Outputs, benefits and inclusive growth implications

- 4.31 The outputs, benefits and inclusive growth implications will:

- Enable 375 small-medium enterprises to engage with education establishments ranging from supporting employer engagement, influencing the curriculum or offering an industrial placement programme
- Create 300 employer led projects and business engagement activities that will impact and engage 1000 individuals
- Develop teaching resources linked to robust regional Labour Market Information to provide differentiated resources for a range of audiences including SEND, university and primary audiences
- Reach 8000 individuals through a regional Skills Show to highlight practical skills required in key priority sectors and showcase the work of the programme, targeting 30% attendance from disadvantaged and underrepresented groups.

Clean growth/climate change implications

- 4.32 There are no direct clean growth/climate change implications related to this scheme.

Risks

- 4.33 The key risks for this scheme and their mitigations include:
- Underachievement of results leading to a withdrawal of funding by DWP. This will be mitigated by performance and controls monitored weekly and corrective action taken immediately. Close monitoring proactive response put in place if required.
 - Unable to secure £500,000 business sponsorship for the skills show which affects its reach and impact. Mitigation: Engagement already underway with regional employers to secure funding.
 - Unsuccessful in gaining ESIF Funding. Mitigation: A smaller project will be undertaken with funding taken from the local skills fund. This would also mean a reduction in the impact and outcomes.

Costs

- 4.34 The total scheme cost is £2.929 million. £1.464 million has been applied for from ESIF, £964,925 has been secured from the Local Skills Fund and £500,000 will be raised from business sponsorship.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	13/03/2020

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

4.35 The key timescales for this programme include:

- Outcome of ESIF Bid is expected early 2020
- Recruitment to the programme- March 2020
- Programme of work starts – April 2020
- Completion – March 2022

Assurance Tolerances

Assurance tolerances
<p>The Combined Authority contribution should remain within the costs set out in this report.</p> <p>That the timescales should remain within 3 months of the timescales set out in this report for the preferred way forward.</p>

Project responsibilities

Senior Responsible Officer	Michelle Burton
Project Manager	Jane Green
Combined Authority case officer	Heather Briggs

Appraisal summary

- 4.36 The strategic fit for this scheme is clearly defined and alignment to the Leeds City Region objectives is clear. The scheme aligns with Priority 2: Skills People Better Jobs and will connect disadvantaged and underrepresented groups within education to businesses who may not otherwise gain this opportunity.
- 4.37 The total scheme cost is £2.929 million with £1.464 million applied for from ESIF. The outcome of this bid is currently unknown with the result expected at in early 2020; a verbal update will be provided at the meeting. If the bid is not successful, a smaller programme is expected to be delivered with the benefits reduced accordingly.
- 4.38 The programme will be managed by the Combined Authority's Employment and Skills team using Managing Successful Programmes and Prince2 methodologies. Eight business partnership advisors and one Project Manager/ Team Leader will be recruited to manage the programme and ensure delivery of the benefits. It is estimated that recruitment to the posts will begin in January 2020 and be completed by March 2020.

Recommendations

4.39 The Combined Authority approves that:

- (i) The Leeds City Region Skills for Growth programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the Combined Authority's contribution of £2.429 million (which will be funded through £1.464 million from the ESIF fund and £964,925 from the Local Skills Fund is given with full approval to spend being granted once the outcome of the ESIF bid is known and the scheme has progressed through the assurance process to decision point 5. The total project value is £2.929 million with the remaining £500,000 to be raised from business sponsorship.
- (iii) Future approvals are made in accordance with the assurance 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	Bradford Interchange Carriageway Works
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.40 The scheme will be funded from the Local Transport Plan – Integrated Transport Block. This is a £26.9 million fund, covering all West Yorkshire partner councils. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes.
- 4.41 Areas of carriageway are showing signs of deterioration and have been subject to a number of repairs over a number of years. The cost of repairs will become uneconomical when compared to a complete re-surfacing of the affected areas. These works are therefore needed for the continued uninterrupted operation for all users of Bradford Interchange.
- 4.42 The scheme will resurface the carriageway to the suspended deck. This will likely ensure that future maintenance costs will be significantly reduced for a period of 10 to 15 years to the areas resurfaced.
- 4.43 The scheme has been initially allocated a budget of £2 million from the Local Transport Plan (LTP) – Integrated Transport Block. This allocation was included as part of the Integrated Transport Block (ITB) programme submitted to the Combined Authority and approved at meeting of 25 April 2019.
- 4.44 This project is required to maintain a public asset and allow the continued, safe operation of a public transport facility. The repair and refurbishment of the carriageway is required before further projects to improve Bradford Interchange being promoted by City of Bradford Metropolitan District Council can be delivered.

Outputs, benefits and inclusive growth implications

- 4.45 Future maintenance costs will be significantly reduced for a period of 10 to 15 years to the areas resurfaced. Currently ad hoc repair costs are approximately

£40,000 per annum and are expected to increase to £215,000 if the repairs are not undertaken.

- 4.46 The repair and resurfacing of the carriageway is one part of a proposed programme to further improve Bradford Interchange and these works will ensure structural integrity of the facility to allow the future enhancement projects to be delivered.

Clean growth / climate change implications

- 4.47 There are no direct clean growth/climate change implications related to this scheme as this is focussed on improvement of an existing facility and delivering VfM by avoiding future revenue costs.

Risks

- 4.48 There is a risk that structural surveys may discover a far greater extent of repair works than anticipated. Mitigation is that surveys are already being undertaken to determine the works required.
- 4.49 Disruption to users of Bradford Interchange. Mitigation is that the bus station will continue to operate during the works which will be delivered in phases. The phasing of the works will be planned so as to suit the requirements of the bus station management and users of Bradford Interchange.

Costs

- 4.50 The total scheme cost is £2 million of which the cost to the Combined Authority is £2 million to be funded from the Local Transport Plan - Integrated Transport Block.
- 4.51 Development costs of up to £461,400 are sought to do the structural surveys and progress the scheme to DP5. These will clarify the extent of the work required and the potential impact on total budget.
- 4.52 The Combined Authority will need to enter into a Funding Agreement with Bradford Council for expenditure of up to £300,000 from the Local Transport Plan Integrated Transport Block. The remainder of the development costs are for Combined Authority costs, including project management fees.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team	27/05/2020

	Decision: Combined Authority's Managing Director	
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	14/07/2020
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	20/07/2021
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	20/07/2022

Other Key Timescales

- Construction to commence in September 2020 and complete in May 2021.

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs above 10% will require further approval from the Combined Authority Timescale for scheme completion to remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	David Dufton – Combined Authority
Project Manager	Nick Fairchild – Combined Authority
Combined Authority case officer	Paul Coy

Appraisal summary

- 4.53 The Bradford Interchange Carriageway Works is in a position to progress through decision point 2.
- 4.54 The scheme has an indicative funding allocation of £2 million which is to be provided from the Integrated Transport Block programme. It must be noted that further survey work is required at Bradford Interchange to understand the extent of work which is required as part of this scheme. If further funding is required, this will need to be presented at the full business case stage.

- 4.55 In terms of value for money it is appropriate to spend capital from the Integrated Transport Block rather than continue with increasing revenue maintenance costs to maintain the Bus Interchange.

Recommendations

- 4.56 The Combined Authority approves that:

- (i) That the Bradford Interchange Carriageway Works proceeds through decision point 2 and work commences on Activity 4 (full business case)
- (ii) An indicative approval to the total project value of £2 million is given from the Local Transport Plan - Integrated Transport Block with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £461,400 are approved in order to progress the scheme to decision point 5.
- (iv) That the Combined Authority enter into a Funding Agreement with City of Bradford Metropolitan District Council for expenditure up to £300,000.
- (v) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the 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	ERDF – Connecting Innovation
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.57 Innovation is reflected in the Industrial Strategy as one of the five ‘foundations’ that support the Government’s vision for a transformed economy. It is a particular challenge in the City Region where rates of innovation are lower than in other areas of the country.
- 4.58 Business R&D in the region is very low - proportionally six times lower than the East of England and four times lower than the South East despite slightly higher than average Higher Education Institution (HEI) spending on R&D. There is also low take up of Innovate UK opportunities (and other innovation support) by Leeds City Region businesses.
- 4.59 The Strategic Economic Plan (SEP) identifies headline initiatives under each of the strategic priorities. The first headline initiative under ‘Growing Businesses’ is to ‘Implement coordinated and wide-ranging action to radically increase innovation.’
- 4.60 The SEP explains that innovation is critical to future growth and prosperity. This includes R&D, links to higher education institutions and a creative culture that drives better products and services.
- 4.61 The Combined Authority is currently delivering the ERDF funded Access Innovation programme which has focussed largely on encouraging collaboration with research intensive organisations (typically universities or other publicly funded bodies). Access Innovation is on track to:
- Support 285 business with either grant funding or innovation capacity support.
 - Fund projects worth a total of £4.6 million
 - Bring in around £2,745,500 of match funding from SME investment in innovation projects.

- Deliver associated innovation and job creation outputs.
- 4.62 The programme will finish at the end of June 2020. In May 2019, a full application for ERDF funding for a successor programme, Connecting Innovation (CI), was submitted to the Ministry for Housing, Communities and Local Government. Detailed feedback has not yet been received but is expected in late November 2019. Connecting Innovation is due to begin in April 2020 providing continuity to the current programme.
- 4.63 Connecting Innovation is proposing a broader approach to increase the innovation capacity of Small and Medium sized Enterprises (SMEs) within the Leeds City Region. CI will focus more on inspiring SMEs that have a lower propensity to engage and supporting them through the complex eco system of innovation support. The project aims to increase the take up of all innovation support and funding including Innovate UK, Catapult Centres, Knowledge Transfer Partnerships (KTPs), universities and private sector innovation and product development companies.
- 4.64 There are three key components of the Connecting Innovation programme:
- **Innovation Brokerage/Support:** A team of four Innovation Growth Managers will support SMEs to develop their innovation capacity and capabilities, access specialist expertise, apply for funding and other dedicated support, and make connections into universities including opportunities around KTPs, graduate placements, incubation space, etc. 110 SMEs will receive at least 12 hours support from the team of Innovation Growth Managers who will provide a mix of the following:
 - **Innovation Vouchers:** Feedback from businesses, research organisations, and other innovation funding organisations suggests that many SMEs do not have the capacity, maturity or knowledge to successfully apply for larger innovation grants (e.g. through Innovate UK). Connecting Innovation will provide a small grant scheme (funding of up to 50% of innovation project costs of up to £25,000) to assist SMEs to undertake collaborative R&D projects. This will be targeted at SMEs who are either new to collaborative R&D, or that need earlier stage research in order to move their project on to be able to access further investment/funding. The project expects to deliver a minimum of 39 small grants.
 - **Targeted Innovation Fund:** Larger grants (funding up to 50% of innovation project costs of up to £100,000) to innovative SMEs are aligned with the sectors identified within the Strategic Economic Plan (Digital and Creative, Low Carbon and Environmental, Health and Life Sciences and Innovative Manufacturing). These may be revised subject to any new sector priorities identified through the process of developing the Local Industrial Strategy. The project expects to provide 21 large grants to SMEs that are able to demonstrate strong strategic alignment, deliverability, technical innovation and impact.

Clean Growth / Climate Change Implications

- 4.65 Experience of Access Innovation suggests that many funded projects involve innovation that positively contribute towards reducing energy consumption. To prioritise these type of projects, Low Carbon has been included as one of the priority sectors for the Targeted Innovation Fund. The programme will also refer into the proposed REF2 programme, particularly in relation to innovation related to circular economy business models.

Outputs, benefits and inclusive growth implications

- 4.66 The forecast outputs from Connecting Innovation are as follows:
- The project will support (in terms of claimable outputs) over 160 SMEs with either grant support or 12 hours of non-financial innovation capacity support.
 - The project will have the added benefit of benefiting approx. 250 SMEs as many will be helped through less than 12 hours of support and through brokering support from other innovation services.
 - 110 SMEs will receive at least 12 hours support from the team of Innovation Growth Managers
 - 60 SMEs will receive grant support towards collaborative innovation projects securing £1.27 million of SME match funding.
 - Creation of at least 35 new jobs
 - 50 SMEs delivering new to the firm, or new to the market, products or processes.

Risks

- 4.67 **Risk** - Failure to deliver project outputs and spend as profiled could result in underspend and/or clawback of funding – **Mitigation** – Strong project management on the part of the Programme and Project Manager combined with strategic review and oversight from the Project Steering Group will identify and rectify areas of under-performance early. Programme outputs and spend profiles have been carefully profiled based on the practical experience of delivering Access Innovation.
- 4.68 **Risk** – Unwillingness of Small Medium enterprises to invest in innovation in an uncertain economic climate surround the UK's withdrawal from the EU resulting in lower than expected demand and therefore targets not being met. **Mitigation** – Investment in marketing and communications resource will provide positive messaging about the benefits of innovation in an uncertain economic climate.

Costs

- 4.69 £750,961 will be funded through Access to Capital Grants element of the Local Growth Fund, £2,028,885 from the European Regional Development Fund,

£1,277,925 match funding from Small Medium Enterprises. The total project value is £4,057,771.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2020

Other Key Timescales

4.70 Start date of Quarter 2 2020 and end date of Quarter 1 2022.

Assurance Tolerances

Assurance tolerances
<p>Cost increases up to 20% can be approved by the Managing Director and will not require further approvals from the Combined Authority. Cost increases over 20% will require further approvals from the Combined Authority.</p> <p>If the programme is forecast to slip beyond its original approval but is less than 6 months, then this can be approved by the Managing Director and will not require further approvals from the Combined Authority. If the programme is forecast to slip by more than 6 months, then this will require further approvals by the Combined Authority.</p>

Project responsibilities

Senior Responsible Officer	Vincent McCabe – Head of Business Support
Project Manager	Patrick Robertson – Service Manager
Combined Authority case officer	Paul Coy

Appraisal summary

- 4.71 The scheme has a strong strategic case as it clearly addresses the problem of lowest innovation rates in the Leeds City Region.
- 4.72 There is a good fit with the Combined Authority's adopted policy, and the scheme is expected to provide contribution to a number of SEP Priorities.
- 4.73 The primary benefits of the scheme are to increase the number of businesses innovating to bring new products / service to market in the region, increase

productivity, investment and jobs creation in the region. Learning from previous experiences assist in clear delivery mechanism for this scheme.

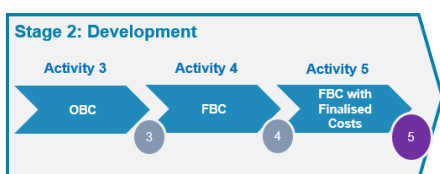
- 4.74 The proposed model is 50% of ERDF funding, approximately £2 million, with £750,000 from the Access to Capital grants. The remaining £1.25 million is from small, medium enterprise match contribution, which demonstrates good value for money (Connecting Innovation 47%) in comparison to the previous match for Access Innovation (31%).

Recommendations

- 4.75 The Combined Authority approves that:

- (i) That in respect of the ERDF Connecting Innovation project proceeds through decision point 2 and work commences on activity 5 (full business case plus)
- (ii) An indicative approval of £2,779,846, comprised of £750,961 from the Access to Capital Grants element of the Local Growth Fund and £2,028,885 from the European Regional Development Fund. The total project costs are £4,057,771 million, with Small Medium Enterprise match funding of £1,277,925 million.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



- 4.76 Projects at this 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.

Project Title	White Rose Station
Stage	2 (Development)
Decision Point	3 (Outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.77 This scheme forms part of the Leeds Public Transport Investment Programme, a £185 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improving transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.78 This scheme will develop a new rail station adjacent to the White Rose office park, approximately 750 metres south of the existing Cottingley station. The new station development includes:
- Station platforms with access via lifts and staircases to both platforms.
 - Development of a drop off/ pick-up area and taxi rank.
 - Provision of core passenger facilities including cycle storage, waiting shelters, CCTV and signage's for the station.
- 4.79 And will:
- Be accessible to all users, and fully compliant with the Equality Act

- Offer excellent public access with safe, well-lit walkways
- Incorporate new and upgraded cycle routes and pathways
- Be served by bus and vehicle drop off and pick up points
- Utilise sustainable construction methods and building operation

4.80 White Rose office park has been identified as the proposed site due to approximately 23,000 customers per week visiting the shopping centre and 10,000 people employed across the shopping centre, office park and industrial estate. In addition, approximately 900 students attend Elliot Hudson College located in the office park and major housing developments are planned in close proximity to the proposed station.

Outputs, benefits and inclusive growth implications

4.81 The forecast scheme outputs and benefits include:

- Provision of an accessible station for all users.
- Better connections for local people to employment opportunities, education and leisure.
- Access to labour markets for existing and prospective businesses at White Rose Office Park and White Rose shopping centre.
- Increase active mode travel.
- The forecast benefit cost ratio (BCR) for this scheme is 3.2:1 which represents high value for money.

Clean Growth/Climate Change Implications

4.82 The Clean Growth/Climate Change Implications include:

- Modal shift from car to rail of up to 200,000 passengers a year resulting in reduced congestion and improved air quality through the reduction of vehicles on Leeds arterial roads.
- Improve safety and health outcomes, by reducing total emissions and vehicle km's travelled on the network. This will assist the region in meeting its climate change targets by 2038.
- Further details of clean growth and climate change implications will be brought forward at decision point 4 (full business case).

Risks

4.83 The key risks for this scheme are:

- The designs envisaged require that the platforms and other station facilities be built on top of an embankment. This will be mitigated by investigations being undertaken to inform design and costs. The area is known for historical mining with 11 mine shafts in the vicinity, 2 of which are within the proposed footprint of the station. There may also be

additional unknown shafts. This will be mitigated by undertaking investigations to inform design and costs.

Costs

- 4.84 The total cost to deliver the project is estimated at £21.953 million.
- 4.85 The Combined Authority contribution for this scheme is £5 million which will be funded from the Leeds Public Transport Improvement Programme (LPTIP). This funding is to undertake detailed designs and approval to final business case with finalised costs (FBC+).
- 4.86 As part of this outline business case, development funds of £2.611 million are requested to develop the full business case and full business case with finalised costs. This will take the overall approval to £3.111 million. The remainder of the £5 million allocated LPTIP funds are proposed to be spent by March 2021 on project delivery costs, subject to approval of the FBC +.
- 4.87 A funding strategy to deliver the project is currently being developed and will be presented in the final business case (FBC). This will include developer contributions and other public sector match funding (currently being applied for).
- 4.88 It is proposed that the developer leads on the detailed designs and therefore a funding agreement is required between the Combined Authority and the developer. The funding agreement will clearly set out the requirements of the Combined Authority and any clawback requirements.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	09/01/2020
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	30/04/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2021

Other Key Timescales

- 4.89 Key timescales for this scheme include:
- Stakeholder consultation Autumn 2019

- Scheme design completed December 2020
- Start of construction February 2021
- End of construction December 2021

4.90 The developer and the Combined Authority submitted the planning application in December 2019 with a target determination date of March 2020. Until the Planning application was submitted, the consultation remained open. Drop-in sessions to view and discuss these plans took place on:

- Tuesday 22nd October 2019 from 5.30pm to 9pm at The Hub, White Rose Office Park,
- Wednesday 23rd October 2019 from 4.00pm to 7.00pm at The White Rose Shopping Centre,
- Thursday 24th October 2019 from 4.00pm to 7.00pm at Cottingley Vale,
- There is a dedicated display of the proposals in the Planning Cabin located at White Rose Office Park.

Assurance Tolerances

Assurance tolerances
Combined Authority costs should remain within 10% of those outlined in this report The timeframes should remain within 3 months of those set out in this report.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Pete Coello, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal summary

- 4.91 The outline business case provides clear rationale for investment and the strategic nature of White Rose as an investment location for employment, education and housing development. Evidence has been provided on rationale for a new station to be developed at White Rose.
- 4.92 This scheme currently has a significant funding gap. Options for public and private sector funding are currently being explored. Scheme costs are required to be developed in further detail at the full business case stage to evidence that the total forecast scheme costs are affordable within secured funding.

Implications for Cottingley Rail Station

- 4.93 The station forms part of an improved city transport system and is part of a wider transport investment and regeneration programme, the Leeds Public Transport Investment Programme. We will be doing detailed work to understand the potential implications of this development for Cottingley station, because it is unlikely that two stations that are so close together can be fully sustained. Following this assessment, we will undertake additional substantial consultation with local people in 2020 to understand their needs and develop a scheme that best meets their requirements. We will also explore a range of options to ensure people in Cottingley and neighbouring areas have the access they need to the rail network and other transport links, including the potential for an on-demand bus service for the community.
- 4.94 The communications plan and benefits realisation plan are required to be developed further as the scheme progresses through the assurance process.

Recommendations

- 4.95 The Combined Authority approves that:
- (i) The White Rose Station project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) Indicative approval to the Combined Authority contribution of £5 million is given from the Leeds Public Transport Investment Programme 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) Development costs of £2.611 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £3.111 million.
 - (iv) The Combined Authority enters into a Funding Agreement with the developer for expenditure of up to £1.9 million from the LPTIP Fund.
 - (v) Future approvals are made in accordance with the assurance 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	Leeds Bus Station Gateway
Stage	2 (Development)
Decision Point	3 (Outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.96 This scheme forms part of the Leeds Public Transport Investment Programme, a £173.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.97 The improvements to Leeds Bus Station follow a wider assessment to understand the role and function of Leeds Bus Station, within Leeds city centre. This study considered the longer term ambition and opportunity for the bus station, which is the largest in the city.
- 4.98 The emerging conclusion is to retain a bus station facility in Leeds city centre and keep the bus station on the existing site. The key factors in this are:
- The east side of Leeds city centre is growing with Victoria Gate, the markets and Quarry Hill. It is likely that Quarry Hill will have in excess of 2,000 students, many are likely to use the bus station.
 - The existing location is the only site in the City Centre which has the capacity to provide all facilities in one place making it an efficient operation
- 4.99 These include upgrading passenger facilities (new seating areas, self-service units and retail units), public realm and signage / wayfinding improvements to ensure the bus station remains accessible for all users, upgrades to the fabric of station building including the provision of photovoltaic solar panels to improve energy efficiency and improvements to public realm.
- 4.100 The scheme will bring improvements to the pedestrian environment around the bus station, improved customer experience, reduced carbon emissions,

improvement in air quality and a reduction in electricity spend by the Combined Authority by using energy efficient resources.

- 4.101 This scheme fits with Priority 3: Clean Energy and Environmental Resilience and Priority 4: Infrastructure for Growth of the Leeds City Region Strategic Economic Plan. The scheme will be managed by the Combined Authority.

Clean Growth / Climate Change Implications

- 4.102 The scheme aims to improve the environmental sustainability of the bus station building, contributing towards carbon reduction, and promote modal shift from car to public transport by enhancing the bus passenger experience.
- 4.103 Photo Voltaic (PV) systems generating electricity to make the bus station self-sufficient for electricity and reduce spend on electricity by the Combined Authority. This also contributes towards making the facility carbon neutral and making a positive contribution to climate change targets by a 45% decrease in carbon emissions from the bus station building.

Outputs, benefits and inclusive growth implications

- 4.104 The outputs, benefits and inclusive growth implications include:
- Upgrade to the bus station facilities including enhanced passenger waiting areas to improve the overall customer experience by 10% and increase pedestrian footfall through the bus station by 10%.
 - Improvements to the bus station to ensure it remains accessible for all customers to improve the customer experience and safety for pedestrians around the station.
 - Improved signage and wayfinding for all users for better integration between the bus station and surrounding area.
- 4.105 The scheme presents a benefit cost ratio (BCR) of 1.09:1 which represents low Value for Money (VfM). The adjusted BCR, which takes into account wider economic benefits rises to 1.45:1, which is broadly similar to the forecast benefits of bus interchange refurbishment scheme's elsewhere in the country where the focus is on improving the quality of the bus passenger experience to encourage travel by sustainable modes.

Risks

- 4.106 The key risks and associated mitigation to this scheme are:
- Delays to scheme delivery before DfT funding deadline of 31 March 2021. This will be mitigated by assessing the potential for scheduling works outside normal working hours in consultation with effected parties
 - Structural damage to the existing lightweight roof structure from the installation of photovoltaic (PV) cells. This will be mitigated through detailed surveys and a limit to PV surface area.

- Works may be required to be undertaken outside of normal working hours incurring additional costs and schedule impact. This will be mitigated through negotiations with all parties to agree acceptable working hours.
- The removal of the existing floor tiling exposes floor slab damage that requires significant repair. This will be mitigated through undertaking early trial samples to determine the state of the sub-floor and identify the extent of the works required.

Costs

- 4.107 The total cost of the scheme is £4.984 million. The Combined Authority will fund 100% of the costs from the devolved DfT Leeds Public Transport Investment Programme.
- 4.108 At this stage the scheme promoter is seeking to draw down £350,000 of this indicative allocation to enable progression to decision point 5 (full business case with costs) including detailed design, the development of construction tender and the procurement of construction contractor. This will be released under the existing LPTIP funding agreement between the Combined Authority and the scheme promoter, Leeds City Council.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	27/03/2020

Other Key Timescales

- Scheme construction commences March 2020, scheme completion March 2021

Assurance Tolerances

Assurance tolerances
An increase in Combined Authority costs of over 10% will require further approval from the Investment Committee
Timescale for scheme completion to remain within 3 months of the timescale set out in this report
A reduction in forecast benefits of more than 20% will require further approval from the Investment committee

Project responsibilities

Senior Responsible Officer	David Pearson
Project Manager	Helen Ellerton
Combined Authority case officer	Ian McNichol

Appraisal summary

- 4.109 The strategic benefits of this scheme strongly contribute towards the overall Leeds Public Transport Investment Programme (LPTIP) initiatives and the development of the bus station contributes to the achievement of the Leeds City Region Strategic Economic Plan as the scheme aims to deliver a quality places and environments as part of the Good Growth agenda.
- 4.110 The economic case takes into account a range of different options and the value for money position (the preferred option has a BCR of 1.09:1 and an adjusted BCR, which takes into account wider economic benefits of 1.45:1), will be further refined as the scheme progresses through the assurance process.
- 4.111 The scheme will be managed under the established governance and project management arrangements for LPTIP. The delivery programme for this scheme appears reasonable.

Recommendations

- 4.112 The Combined Authority approves that:
- (i) The Leeds Public Transport Improvement Programme Leeds Bus Station Gateway project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the total project value of £4.984 million is given from the Leeds Public Transport Investment Programme 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) Development costs of £350,000 are approved in order to progress the scheme to Decision Point 5.
 - (iv) The Combined Authority enters into a variation to the Funding Agreement with Leeds City Council for release of expenditure of £350,000 from the LPTIP Fund for further project development.
 - (v) Future approvals are made in accordance with the assurance 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	A58 Beckett Street & York Street
Stage	2 (Development)
Decision Point	3 (Outline business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.113 The A58 Beckett Street & York Street scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.114 The scheme is one of five prioritised corridors in the LPTIP Bus Infrastructure Package and consists of a series of improvements along Beckett Street and York Street including new bus lanes, bus signal prioritisation, segregated cycle tracks, new pedestrian crossings, and widened footways, extended bus stops and waiting areas.
- 4.115 The scheme will deliver benefits to bus users and those walking and cycling in the corridor, improving bus journey reliability and encouraging modal shift and supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP) by increasing connectivity, improving access to jobs and services and reducing carbon emissions.
- 4.116 Leeds City Council are the scheme promoter with WSP as development partner and BAM appointed as the delivery partner.

Clean Growth / Climate Change Implications

- 4.117 The scheme aims to promote modal shift from car to bus, taking up to 55,000 car kilometres per annum off the road network following completion, helping to reduce levels of nitrogen oxides on a key transport corridor adjacent to residential areas and hospital. Further details of the clean growth and climate change implications of the scheme will be brought forward as the scheme progresses through the assurance process.

Outputs, benefits and inclusive growth implications

4.118 The outputs, benefits and inclusive growth implications of the scheme will include

- A 20% reduction in bus journey times along Beckett Street and York Street on opening
- A reduction in journey time variability and improvements to the bus passenger experience
- Improved network safety for all users and improved access to employment and training via public transport

4.119 The scheme presents a benefit cost ratio (BCR) of 1.47:1 which represents Low Value for Money (VfM) when accounting for disbenefits to car users from the introduction of bus, cycle and pedestrian prioritisation measures

Risks

4.120 The key risks to the delivery of the scheme and associated mitigation measures are: -

- Scheme expenditure extends beyond the DfT LPTIP funding deadline of 31st March 2021 – mitigated by further programme refinements and ongoing discussions with DfT
- Refining scope regarding cycling provision leads to scheme cost increase – mitigated by additional funding from the scheme promoter
- Delays linked to statutory service diversions – mitigating measures include designing-out requirements for diversions and regular liaison with suppliers
- Risk of above expected levels of disruption to road network during construction – mitigating measures include effective communication with road users and monitoring of noise and pollution levels given the proximity of residential areas and hospital

Costs

4.121 The total cost of the scheme is £14.536 million. The Combined Authority will fund 100% of this cost from the devolved DfT Leeds Public Transport Investment Programme.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020

4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/04/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	10/07/2020

Other Key Timescales

- Scheme construction commences July 2020 and scheme completion March 2021.

Assurance Tolerances

Assurance tolerances
An increase in Combined Authority costs of over 10% will require further approval from the Investment Committee
Timescale for scheme completion to remain within 3 months of the timescale set out in this report
A reduction in forecast benefits of more than 20% will require further approval from the Investment committee

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Robert Mason, Leeds City Council
Combined Authority case officer	Ian McNichol

Appraisal summary

- 4.122 The scheme has a strong strategic case as a priority scheme in the LPTIP Bus Infrastructure Package which aims to address congestion and poor journey time reliability and the need to support modal shift on key routes into the city centre.
- 4.123 The economic case for the scheme takes account of a range of different options and the value for money position (captured by the preferred scheme BCR of 1.47:1) will be further refined as detailed scheme designs come forward at the next stage of the assurance.
- 4.124 The scheme is part of the established governance, programme and project management arrangements for LPTIP. The approach to risk and mitigation is appropriate to the scale and complexity of the scheme and the overall delivery programme appears reasonable.

Recommendations

4.125 The Combined Authority approves that:

- (i) The A58 Beckett Street and York Street proceeds through decision point 3 (Outline business case) and work commences on activity 4 (Full business case)
- (ii) An indicative approval to the total project value of £14.536 million is given from the Leeds Public Transport Investment Programme 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).
- (iii) Future approvals are made in accordance with the assurance 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.

Project Title	Infirmiry Street Gateway
Stage	2 (Development)
Decision Point	4 (Full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.126 The Infirmiry Street scheme is to be delivered through the Leeds City Centre Package (LCCP), which brings together a set of related projects in to one programme. This includes the proposed expanded public space at City Square, major junction and inner ring road improvements at Armley Gyratory, and highway alterations to the Southbank to support the Southbank Regeneration Framework. The programme is forecast to cost £185 million, to which a £66.8 million funding contribution has been secured through the West Yorkshire plus Transport Fund.
- 4.127 The scheme was initially presented as part of the LPTIP programme which secured programme approval (decision point 2) at the Combined Authority Board of June 2017. However, as part of a wider review of the LPTIP programme deliverability and affordability, Leeds City Council have requested that the scheme to be funded through the Leeds City Centre Package, which as alluded to above, is part funded by the West Yorkshire plus Transport Fund (WY+TF).
- 4.128 Infirmiry Street, which is currently one-way eastbound, will become a two-way operation for buses and hackney carriages only. Park Row is to become a one-way south-bound operation for buses and hackney carriages only, with one running lane and the reallocation of bus bays. This will narrow the carriageway along Park Row, creating wider footways in areas with high pedestrian footfall and creating space for a segregated cycle facility on the northern side of the carriageway.
- 4.129 The changes to both Infirmiry Street and Park Row are to facilitate adaptation of bus routes in preparation for the City Square closure and interface with the bus re-routing network to be delivered through the LPTIP Headrow Gateway scheme.

4.130 As a result of scheme delivery, it is anticipated to reduce bus journey times by improving journey reliability (complementing network improvements proposed through other schemes), enhance the quality of sustainable transport infrastructure (bus, pedestrian, cycling), and improve the public realm offer along a core city centre gateway. This will support increasing bus patronage and active travel, to in turn improve air quality and reduce car dominance in the city centre, supporting several local and regional public transport strategies and policies.

Clean Growth / Climate Change Implications

4.131 The Clean Growth/Climate Change Implications include:

- Improve air quality across the Leeds city centre by supporting and encouraging modal shift to more sustainable transport modes, reducing emissions of NOx in the city centre.
- The scheme also supports inclusive growth, supporting a better quality of life by enhancing public transport and active mode access to employment and education, supporting better air quality in the city centre, and enhancing the urban environment.

Outputs, benefits and inclusive growth implications

4.132 Scheme outputs and benefits include:

- Improving the quality of bus routing through the Leeds City centre with a 20% improvement in end to end journey times for selected services by 2021.
- The programme will increase overall bus patronage by 25% by 2026.
- Enhance the quality of sustainable transport infrastructure through the delivery of 200 metres of segregated cycle lanes by 2021.
- Improve the quality of the bus passenger experience and levels of satisfaction by 2022.
- Enhance pedestrian streetscapes, the built environment and improve green infrastructure, to support a 1% uplift in footfall by 2026.
- The value for money assessment reflects a benefit cost ratio of 1.48:1, judging the scheme as low value for money – however the scheme's support to local and regional transport strategies, specifically its interface to LCCP and LPTIP schemes demonstrates the wider impact of the proposal.

Risks

4.133 Scheme risks include:

- Redundant services encountered during construction, causing delay and possible costs to the scheme. To be mitigated through undertaking of ground investigations (GPRS, trial holes, slit trenches).

- Influence of key stakeholders may affect programme schedule, such as noise complaints by businesses adjacent to the works. To be mitigated through early engagement with businesses with programme development to minimise noisy operations during peak trading hours.

Costs

4.134 The project costs can be summarised as:

- The total forecast scheme cost at full business case (activity 4) is £8.9 million, to be wholly funded by the West Yorkshire plus Transport Fund (WY+TF) through the £66.8 million WY+TF allocation to the Leeds City Centre Package (LCCP).
- Given the scheme was initially profiled for delivery through the Leeds Public Transport Investment Programme (LPTIP), the promoter has established scheme affordability through the £66.8 million WY+TF allocation to the LCCP.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
4 (Full business case)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/01/2020

Other Key Timescales

4.135 Scheme construction to commence late January 2020 with practical completion anticipated for April 2021.

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of that set out in this report. That the delivery programme remains within 3 months of that set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett
Project Manager	Gwyn Owen
Combined Authority case officer	Asif Abed

Appraisal summary

- 4.136 The scheme at full business case adequately captures the strategic drivers for investment, reflecting its support to the delivery of local and regional public transport strategies and policies across West Yorkshire, but more pertinently to deliver works to complement and accommodate current and forthcoming schemes through the Leeds City Centre Package (LCCP) and the Leeds Public Transport Investment Programme (LPTIP).
- 4.137 The commercial and management cases are suitably developed, and very much reflective of processes in place for the LPTIP programme, which is to be expected given the scheme has been developed through LPTIP. Going forwards, scheme implementation is to be delivered and funded through LCCP. Given the interface with LPTIP schemes, specifically Headrow Gateway, construction progress will be monitored at both programme boards, with appropriate governance in place.
- 4.138 Scheme cost estimates are clearly presented and deemed to be relatively robust, with development of a contractor target cost at full business case with finalised costs (activity 5) expected to be within budget. The promoter has also presented the latest LCCP and LPTIP programme funding papers to demonstrate scheme and programme affordability.
- 4.139 The value for money assessment reflects low value for money scheme, however, the strategic alignment and wider role in facilitating enhancement of public transport network and expansion of public space at City Square, in long term, outweighs the low value for money assessment.

Recommendations

- 4.140 The Combined Authority approves that:
- (i) The Infirmary Street Gateway scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £8.90 million is given 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) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	LPTIP: A660 Holt Lane
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.141 The A660 Holt Lane scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.142 The scheme is the first of a series of proposed improvements to the A660 corridor coming forward through LPTIP. It involves improvements to the junction of the A660 Otley Road and Holt Lane in Adel, north of Lawnswood Roundabout. The current priority junction will be replaced by a signalised junction to enable bus priority, controlled pedestrian crossings and a new bus stop lay-by on the southbound carriageway to reduce delays to general traffic.
- 4.143 The scheme will primarily deliver benefits to bus users through improving journey times and reliability and supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services and reducing carbon emissions.
- 4.144 The A660 is one of five prioritised corridors in the LPTIP programme which received Strategic Outline Case (decision point 2) approval from the Combined Authority on 29th June 2019. Due to its relatively small scale, the Holt Lane scheme has come forward at full business case with finalised costs (decision point 5).
- 4.145 Further improvement schemes along the A660 corridor will come forward for consideration in early 2020. These are expected to include bus prioritisation measures at Headingley Hills (north of Hyde Park Corner) and traffic signal upgrades south of Lawnswood Roundabout.

4.146 Leeds City Council are the scheme promoter with WSP as development partner and BAM appointed as the delivery partner.

Clean Growth / Climate Change Implications

4.147 The scheme aims to promote modal shift from car to bus, taking up to 7,300 car kilometres per annum off the road network following completion, helping to reduce levels of nitrogen oxides on a key arterial road. Outputs, benefits and inclusive growth implications

Outputs, benefits and inclusive growth implications

4.148 The outputs, benefits and inclusive growth implications of the scheme will include

- Improving end-to-end journey times for buses
- Improving punctuality by reducing journey time variability
- Improving the quality of bus passenger experience and levels of satisfaction
- Improving access to employment and training via public transport
- Improving network safety for all users

4.149 Recognising that this scheme is a relatively small scale intervention, specific targets at a corridor-level will be brought forward as furthermore significant improvement schemes are brought forward.

Risks

4.150 The key risks to the delivery of the scheme and associated mitigation measures are: -

- Unforeseen and/or unidentified services discovered during construction – mitigated by detailed surveys in areas where works cross areas with utilities
- Long lead times for traffic signal equipment and bus shelters – mitigated by early specification and engagement with suppliers

Costs

4.151 The total cost of the scheme is £1.15 million. The Combined Authority will fund 100% of this cost from the devolved DfT Leeds Public Transport Investment Programme.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	09/01/2020

Other Key Timescales

- Start on site November 2019, construction complete January 2020

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs above 10% will require further approval from the Combined Authority Timescale for scheme completion to remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Morgan Tatchell-Evans
Combined Authority case officer	Ian McNichol

Appraisal summary

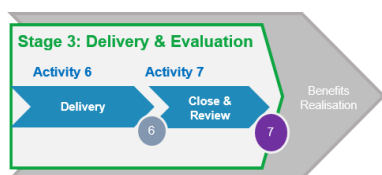
- 4.152 The scheme has a strong strategic case within the context of LPTIP and the proposed interventions on the A660 corridor. The case for intervention is well made in terms of the impact of delays on high frequency bus services routed through the junction and associated safety issues which impact on all users.
- 4.153 The economic assessment produces a core benefit cost ratio (BCR) of -2.39. However, when the value of highway dis-benefits to car users are excluded this rises to 1.19 and the economic case demonstrates a range of benefits in relation to safety and access to services (pedestrians and cyclists) and air quality.
- 4.154 The scheme is fully funded through LPTIP and will be delivered by retained contractors under established governance arrangements.

Recommendations

- 4.155 The Combined Authority approves that:
- The A660 Holt Lane project proceeds through Decision Point 5 and work commences on Activity 6 (Delivery).

- (ii) Approval to the total project value of £1.150 million is given from the LPTIP fund.
- (iii) The Combined Authority enters into an addendum to the Funding Agreement with Leeds City Council for expenditure of up to £1.150 million from the LPTIP Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation



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

Decisions made by the Investment Committee

4.157 The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%. Decisions regarding the following schemes have been made by Investment Committee on the 7 November 2019 and 4 December 2019. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

LTP- Integrated Transport Block - Districts' Programme

4.158 The scheme is a 3 year programme with a total value of £29.6 million for local transport improvements. This will be delivered from 1 April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department of Transport (DfT). Projects within this scheme will deliver maintenance and operational improvements, accident reduction (KSI) engineering works, local traffic management, accessibility improvements, education, training and promotion.

The investment committee agreed approval to proceed through decision point 2 (case paper) and decision point 5 (full business case plus finalised cost) and for work to commence on activity 6 (Delivery).

Total value - £26.9 million

Bradford Shipley Route Improvement

4.159 The Bradford-Shipley Route Improvement Scheme (BSRIS) will primarily deliver improvements at key junctions along the A6037 Canal Road corridor in Bradford to enhance the highway capacity and connectivity to/from Shipley town centre. The scheme will also improve accessibility to Frizinghall rail station, improve the urban environment at Bradford Beck, and improve the walking and cycling provision along the Manningham Lane corridor.

The Investment Committee agreed approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).

Total value - £47.9 million

Wakefield South East Gateway – Rutland Mills

- 4.160 The Wakefield City Centre, South East Gateway scheme forms part of the Housing and Regeneration programme. The objectives of this programme are to deliver commercial floor space and homes in the Leeds City Region. The scope of the project is the restoration of historic buildings at Rutland Mills and creation of high quality public realm at the Waterfront to deliver a creative industries jobs hub through studio, office and learning space along with associated hotel, food and beverage offer.

The Investment Committee agreed approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).

Total value £20.57 million

Leeds PIPES District Heating Network

- 4.161 The scheme focusses on construction of a 4.5km district heating network, using underground super insulated steel pipes, to deliver heat from the Recycling and Energy Recovery Facility (RERF) in the Aire Valley to businesses and residential properties in Leeds city centre.

The change request is made up of two elements including a retrospective extension to the grant agreement and an amendment to the drawdown condition.

- There was a delay in the installation of the main gas supply to the back-up boilers at Saxton gardens due to land consent formalities which were more complex than forecasted and therefore a six month extension to the grant agreement is required. The network is currently operational and supplying heat.
- Originally the two-part grant drawdown condition was set to demonstrate that there was sufficient demand to make the network viable. Currently the network, by supplying to Leeds Playhouse and approximately 1000 council-owned flats, is meeting 80% of its 19/20 target, therefore establishing viability. The College of Music, who represent a modest consumption of 3.8% in 19/20, were unable to be connected this financial year due to issues outside the scope of this scheme. However, the promoter has demonstrated substantial demand from alternative customers, therefore, partially meeting the second part of the drawdown condition. The College of music are committed to connecting early next financial year.

The Investment Committee agreed approval of the change request for the Leeds District Heating Network project to extend the time for the completion date, removal of Leeds College of Music contract as promoter has evidenced demand from other sources and the Funding Agreement for Leeds City Council is retrospectively extended from June 2019 to March 2020.

Total value – £4 million

5 Clean Growth Implications

5.1 Clean growth implications are outlined in each scheme, see above.

6 Inclusive growth implications

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

7 Financial implications

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

8 Legal implications

8.1 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.

8.2 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.

9 Staffing implications

9.1 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.

10 External consultees

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

11 Recommendations

Leeds Transport Model Update 2020

11.1 That Investment Committee recommends to the Combined Authority that:

(i) The Leeds Transport Model Update 2020 project proceeds through Decision Point 2 and work commences on Activity 5 (full business case with finalised costs).

(ii) An indicative approval of £600,000 is given from the West Yorkshire plus Transport Fund towards a total scheme cost of £1.2 million with full

approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5.

- (iii) Future approvals are made in accordance with the assurance 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.

Leeds City Region Skills for Growth

11.2 The Combined Authority approves that:

- (i) The Leeds City Region Skills for Growth programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the Combined Authority's contribution of £2.429 million (which will be funded through £1.464 million from the ESIF fund and £964,925 from the Local Skills Fund) is given with full approval to spend being granted once the outcome of the ESIF bid is known and the scheme has progressed through the assurance process to decision point 5. The total project value is £2.929 million with the remaining £500,000 to be raised from business sponsorship.
- (iii) Future approvals are made in accordance with the assurance 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.

Bradford Interchange Carriageway Works

11.3 The Combined Authority approves that:

- (i) That the Bradford Interchange Carriageway Works proceeds through decision point 2 and work commences on Activity 4 (full business case)
- (ii) An indicative approval to the total project value of £2 million is given from the Local Transport Plan - Integrated Transport Block with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
- (iii) Development costs of £461,400 are approved in order to progress the scheme to decision point 5.
- (iv) That the Combined Authority enter into a Funding Agreement with City of Bradford Metropolitan District Council for expenditure up to £300,000.

- (v) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the 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.

ERDF – Connecting Innovation

11.4 The Combined Authority approves that:

- (i) That in respect of the ERDF Connecting Innovation project proceeds through decision point 2 and work commences on Activity 5 (full business case plus)
- (ii) An indicative approval of £2,779,846, comprised of £750,961 from the Access to Capital Grants element of the Local Growth Fund and £2,028,885 from the European Regional Development Fund. The total project costs are £4,057,771 million, with Small Medium Enterprise match funding of £1,277,925 million.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the 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.

White Rose Station

11.5 The Combined Authority approves that:

- (i) The White Rose Station project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) Indicative approval to the total project value of £5 million has been given from the LPTIP 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) Development costs of £2.611 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £3.111 million.
- (iv) The Combined Authority enters into a Funding Agreement with the developer for expenditure of up to £1.9 million from the LPTIP Fund.
- (v) Future approvals are made in accordance with the assurance 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.

Leeds Bus Station Gateway

11.6 The Combined Authority approves that:

- (i) The Leeds Public Transport Improvement Programme Leeds Bus Station Gateway project proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total project value of £4.984 million is given from the Leeds Public Transport Investment Programme 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) Development costs of £350,000 are approved in order to progress the scheme to decision point 5.
- (iv) The Combined Authority enters into a variation to the Funding Agreement with Leeds City Council for release of expenditure of £350,000 from the LPTIP Fund for further project development.
- (v) Future approvals are made in accordance with the assurance 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.

A58 Beckett Street & York Street

11.7 The Combined Authority approves that:

- (i) The A58 Beckett Street and York Street proceeds through decision point 3 (Outline business case) and work commences on activity 4 (Full business case)
- (ii) An indicative approval to the total project value of £14.536 million is given from the Leeds Public Transport Investment Programme 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).
- (iii) Future approvals are made in accordance with the assurance 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.

LCCP Infirmary Street

11.8 The Combined Authority approves that:

- (i) The Infirmary Street Gateway scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £8.90 million is given 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) Future approvals are made in accordance with the Assurance pathway and Approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

LPTIP: A660 Holt Lane

11.9 The Combined Authority approves that:

- (i) The A660 Holt Lane project proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Approval to the total project value of £1.150 million is given from the LPTIP fund.
- (iii) The Combined Authority enters into an addendum to the Funding Agreement with Leeds City Council for expenditure of up to £1.150 million from the LPTIP Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Leeds City College

11.10 The Combined Authority approves:

- (i) The recommendations of the Investment Committee on the 4 December 2019 as outlined in Exempt Appendix 1 for the Leeds City College.

12 Background documents

12.1 Business case summaries for the schemes recommended for approval by the Investment Committee are available here:

[7 November 2019 Investment Committee](#)

[4 December 2019 Investment Committee](#)

[9 January 2020 Investment Committee](#)

13 Appendices

Appendix 1 - EXEMPT Leeds City College, Quarry Hill, Detailed Project Update

Appendix 2 - Background to the Combined Authority's assurance framework

Appendix 3 – Location maps for the schemes presented in this report