
Report to: West Yorkshire Combined Authority

Date: 5 April 2018

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 This report presents proposals for the progression of six schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £18.415 million when fully approved, of this amount £17.915 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £3.010 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

Scheme	Decision sought	Scheme description
Rail Park and Ride Programme – Garforth Rail Station Car Park Project <i>Leeds Scheme</i>	Approval to proceed beyond decision point 2 (case paper) and provide formal entry into the Growth Deal Programme. Total value - £825,000 Total value of Combined Authority Funding - £825,000 Funding recommendation sought - £45,000 Approval to proceed beyond decision point 2 (case paper)	A project that will improve access to the main urban centres and deliver an increase in car parking capacity at Garforth Rail Station.
Apprenticeship Grants for Employers (AGE) Extension <i>Leeds City Region Scheme</i>	Approval to proceed beyond decision point 2 (case paper) and provide formal entry into the Growth Deal Programme. Total value - £1.2 million	An extension to a grant fund which engages SMEs to offer apprenticeships.

	<p>Total value of Combined Authority Funding - £1.2 million</p> <p>Funding recommendation sought - £0 million</p> <p>Approval to proceed beyond decision point 2 (case paper)</p>	
<p>North East Calderdale Transformational Programme</p> <p><i>Calderdale</i></p>	<p>Approval to proceed beyond decision point 2 (case paper) and provide formal entry into the Growth Deal Programme.</p> <p>Total value - £400,000</p> <p>Total value of Combined Authority funding - £400,000</p> <p>Funding recommendation sought - £400,000 million</p> <p>Approval to proceed beyond decision point 2 (case paper)</p>	<p>A scheme to enhance north-south connectivity between Calderdale and neighbouring districts such as the A629 in Halifax town centre and A641 scheme between Brighouse and Bradford/Huddersfield.</p>
<p>Inclusive Growth Corridors and the Transformational Programme</p> <p><i>Leeds City Region Scheme</i></p>	<p>Approval to proceed beyond decision point 2 (case paper) and provide formal entry into the Growth Deal Programme.</p> <p>Total value - £7 million</p> <p>Total value of Combined Authority funding - £7 million</p> <p>Funding recommendation sought - £2.395 million</p> <p>Approval to proceed beyond decision point 2 (case paper)</p>	<p>Programme to develop Inclusive Growth Corridor Plans and carry-out initial feasibility works on identified schemes.</p>
<p>Growing Places Fund (GPF) LEP Loan 319</p> <p><i>Leeds Scheme</i></p>	<p>Approval to proceed beyond decision point 3 to approve the outline business case.</p> <p>Total value - £1.5 million</p> <p>Total value of Combined Authority funding - £1 million</p> <p>Funding recommendation sought - £0 million</p> <p>Approval to proceed beyond decision point 3 (outline business case)</p>	<p>A project to construct a bridge providing connectivity for pedestrians and cyclists across the River Aire which forms part of the South Bank Leeds regeneration plans.</p>
<p>The West Yorkshire Urban Traffic Management Control (UTMC)</p> <p><i>West Yorkshire-wide scheme</i></p>	<p>Approval to proceed beyond decision point 3 to approve the outline business case.</p> <p>Total value - £7.490 million</p> <p>Total value of Combined Authority funding - £7.490 million</p> <p>Funding recommendation sought - £170,000</p> <p>Approval to proceed beyond decision point 3 (outline business case)</p>	<p>The West Yorkshire Urban Traffic Management Control (UTMC) project aims to reduce the effects of congestion and the resulting costs to the local economy.</p>

- 1.3 This report also presents recommendation for the following scheme that has had a change request assessed in line with the Combined Authority's assurance process. This scheme has a total funding value of £17.68 million when fully approved, all of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £10.43 million is sought as part of this report for the delivery of this scheme.

Further details on the scheme is summarised below can be found as part of this report.

Scheme	Decision sought	Scheme Description
West Yorkshire and York Broadband Infrastructure Programme	<p>Activity 6 (delivery) change request to authorise spending of additional funding received.</p> <p>Total value - £17.68 million</p> <p>Total value of Combined Authority Funding - £17.68 million</p> <p>Funding recommendation sought - £10.43 million</p> <p>Change request – To further extend the reach and life of the Contract 2 of the programme and utilise the additional £10.43 million funding the Combined Authority has received.</p>	To provide superfast fibre broadband to areas of West Yorkshire and York in areas that are currently not covered by British Telecom.

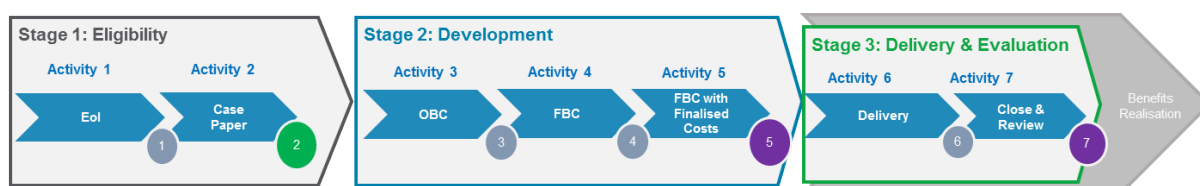
1.4 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- 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.

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

2 Information

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

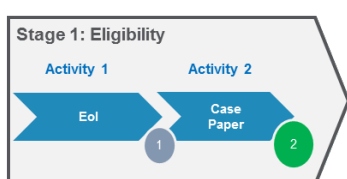


- 2.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.
- 2.3 The six schemes that have been set out in this report have been considered by the Investment Committee and have been recommended for approval. These are summarised as:

Rail Park and Ride Programme – Garforth Rail Station Car Park Project	Decision point 2 (case paper)
Apprenticeship Grants for Employers (AGE) Extension	Decision point 2 (case paper)
North East Calderdale Transformational Programme	Decision point 2 (case paper)
Inclusive Growth Corridors and the Transformational Programme	Decision point 2 (case paper)
GPF LEP Loan 319	Decision point 3 (outline business case)
The West Yorkshire Urban Traffic Management Control (UTMC)	Decision point 3 (outline business case)

Programmes and projects for consideration

Projects in Stage 1: Eligibility



- 2.4 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.

2.5 Rail Park and Ride Programme – Garforth Rail Station Car Park Project (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:	N/A

Background

- 2.5.1 The Garforth Rail Station Car Park project forms part of Phase 1 of the Rail Park and Ride Programme being delivered as part of the Transport Fund. The scheme will deliver improvements and additional capacity at the existing rail station car park to improve access to the main urban centres and increase parking capacity within West Yorkshire, supporting sustainable employment growth in the centres and commuting by rail. There is an increasing demand forecast to provide extra car parking spaces at this rail station.
- 2.5.2 The project will deliver against Priority 4 of the Strategic Economic Plan, (Infrastructure for Growth) along with delivering against the West Yorkshire Transport Strategy and Rail Plan 7. This will be achieved through improving travel options for car users and integrating and enhancing the public transport network in the form of new park and ride facilities helping to increase rail patronage and improve customer satisfaction.
- 2.5.3 The project is being managed by the Combined Authority in partnership with Network Rail and Arriva Rail North as land owner and station operator. Initial designs have been developed and it is expected that the project will deliver the following; increases in car park capacity for both standard and blue badge users, environmental and energy efficiency measures, reduced on street parking and increased security and safety for customers.

Outputs and benefits

- 2.5.4 The project will contribute to the overall objectives of the Transport Fund, to increase employment and productivity growth, improve employment accessibility and be carbon neutral. It is expected that the project will deliver the following outputs:
- An estimated 97 additional car park spaces (standard and blue badge), representing a 35% increase in capacity.
 - Increase the number of blue badge spaces from 5 to 17; achieving Department for Transport (DfT) requirements.
 - Environmental and energy efficiency measures (low energy lighting, drainage and future proofing for electric vehicle charging).

- Reduce on-street parking on adjacent streets.
- Improve security and safety through CCTV, improved layout and vehicle access arrangements.
- An assessment of the current provision for cyclists and pedestrians with a view to providing enhanced facilities.

2.5.5 The project will contribute to the overall expected benefits of the Rail Park and Ride Programme which include an incremental Gross Value Added (GVA) of £11.4 million and employment benefits of 154 jobs created county wide through improved access to employment and extended free parking. The benefit to cost ratio (BCR) of the Garforth Rail Station Car Park project has been assessed at 4.8:1, providing high value for money.

Risks

2.5.6 The key risks and mitigating actions for this scheme are listed below:

- Planning consents may be required for highway access: the project team are already liaising with Leeds City Council to assess and agree any planning requirements.
- Potential scope for additional spaces is feasible if the land occupied by the Vets Practice is made available, though would impact on delivery timescales. Network Rail have confirmed that the land is not available.
- Additional disabled spaces (in line with guidance) may result in unused spaces. Project Team seeking clarification to input at detailed design stage.
- Ongoing interface with Network Rail Trans-Pennine route upgrade required at design stage however Interface meetings with the East TRU team have confirmed that the car park design will not be affected.
- Low level retaining wall may be required increasing cost however this has been included in the overall budget forecast of £825,000.

Costs

2.5.7 The total cost to deliver the project is £825,000 to be funded through the Transport Fund.

2.5.8 The project has £14,000 approved to date to deliver the initial feasibility and design and a further £45,000 is sought to develop the project to full business case with finalised costs.

Timescales

2.5.9 The project is advanced and it is expected that the full business case with finalised costs will be completed by September 2018.

- Construction will commence December 2018.

- Construction to complete May 2019.

Assurance pathway and approval route

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

Assurance pathway	Approval route
Decision point 2 (case paper)	<ul style="list-style-type: none"> • Recommendation – Investment Committee • Approval – the Combined Authority
Decision point 3 (outline business case)	<ul style="list-style-type: none"> • Not applicable
Decision point 4 (full business case)	<ul style="list-style-type: none"> • Not applicable
Decision point 5 (full business case with finalised costs)	<ul style="list-style-type: none"> • Recommendation – Programme Appraisal Team • Approval – the Combined Authority's Managing Director delegated decision

Tolerances

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

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

Project responsibilities

2.5.12 The key project responsibilities are:

- Senior Responsible Officer: Melanie Corcoran, Combined Authority officer
- Project Manager: Sara Brook, Combined Authority officer
- Combined Authority case officer: Fiona Limb

Recommendations

2.5.13 That the Combined Authority approves that:

- The Garforth Rail Station Car Park project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- An indicative approval to the total project value of £825,000 is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Development costs of £45,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £59,000.
- The Combined Authority enter into a funding agreement (Section 56) with Arriva Rail North for expenditure of up to £45,000 from the Transport Fund.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.6 Apprenticeship Grants for Employers (AGE) Extension (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:	N/A

Background

- 2.6.1 The Combined Authority has devolved responsibility for the use of the grant to engage SMEs in offering apprenticeships across the Leeds City Region – a direct link and support of The Government's "3 million additional apprenticeship starts" priority.
- 2.6.2 Since summer 2015, as a result of an agreement on devolution, the Combined Authority has been in receipt of funding via funding agreements with BEIS/Skills Funding Agency for local delivery of the Combined Authority element of the national Apprenticeship Grant for Employers (AGE). The funding agreements over three financial years had a combined value of £8.062 million and were offered for financial years 2015/16, 2016/17 and 2017/18. £6.520 million of the original funding has been used to support 2,924 businesses to offer apprenticeships (excluding salaries and delivery resources).

2.6.3 At the end of each financial year the Combined Authority has been authorised to rollover any unallocated funding. After taking out grant payments and the Combined Authority's programme delivery, some funding has remained unallocated each year. The Combined Authority are currently processing final payments and estimate that £1- £1.2 million remains unallocated. Following a request to retain the unallocated funds in order to continue a localised grant scheme, the ESFA (Education and Skills Funding Agency) have confirmed that DfE (Department for Education) and MHCLG (Ministry of Housing Communities and Local Government) have agreed that the Combined Authority can retain the devolved AGE funding subject to the Combined Authority continuing to use the funding to support the uptake of apprenticeships. DfE and MHCLG are interested in 'understanding the positive evidence concerning the impact of AGE on boosting apprenticeship starts' that is emerging within the Leeds City Region.

Outputs and benefits

2.6.4 The outputs and benefits for the scheme are as follows:

- A minimum of 375 businesses engaged.
- A minimum of 375 apprenticeships supported.
- Over 10 years this has the potential to generate a wage premium impact of £8.4 million.
- By year 10 this results in a return on investment for the LEP i.e. for every £1 invested in the programme some £7 is generated.

Risks

2.6.5 The key risks highlighted in the project risk register are:

- ICT supplier not meeting development timescales for the online application process which will be managed by ensuring the plan for ICT includes enough time for corrective action.
- Insufficient/ineffective marketing activity to promote the grant which will be managed by a communications plan regularly reviewed throughout the scheme.
- Expectation management to stakeholders/partners around funding conditions which will be managed by planned, targeted marketing and communications.

Costs

2.6.6 £1.2 million grant funding from unallocated AGE Programme 2015-2017 funds devolved to the Combined Authority from the Education and Skills Funding Agency and agreed with DfE/MHCLG.

Timescales

2.6.7 The timescales for the scheme are as follows:

- Programme starts April 2018
- Programme completion September 2019
- Programme evaluation September/October 2019

Assurance pathway and approval route

2.6.8 The table below outlines the proposed assurance process and corresponding approval route for this scheme.

Assurance pathway	Approval route
Decision point 2 (case paper)	<ul style="list-style-type: none"> • Recommendation – Investment Committee • Approval – the Combined Authority
Decision point 5 (full business case with finalised costs)	<ul style="list-style-type: none"> • Recommendation – Programme Appraisal Team • Approval – the Combined Authority's Managing Director delegated decision

Tolerances

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

- That programme costs remain within £1.2 million.

Project responsibilities

2.6.10 The key project responsibilities are:

- Senior Responsible Officer: Sue Cooke, Combined Authority officer
- Project Manager: Catherine Lunn, Combined Authority Officer
- Combined Authority's case officer: Martin Fox

Recommendations

2.6.11 That the Combined Authority approves that:

- The AGE Extension Programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- An indicative approval to the total grant fund value of £1.2 million is given to be funded from the unallocated AGE Programme 2015-2017 funds with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

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

2.7 North East Calderdale Transformational Programme study (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:	N/A

Background

- 2.7.1 This is a programme to transform connectivity in and around north east Calderdale, enable businesses and people to access work opportunities, make the area more attractive for inward investment in housing and employment, and minimise the carbon and air pollution impacts of transport. The programme area comprises the north east section of Calderdale extending from the A629 in Halifax town centre in the west to the A641 on the eastern edge of Calderdale.
- 2.7.2 The Combined Authority's funding will be used to develop a strategic case for investment in north east Calderdale and to define a holistic programme of transformational multi-modal interventions to realise the objectives set out in that strategic case. This will build on the emerging strategic case for interventions in north east Calderdale and have a key interface with the south east Calderdale programme and the wider Transport Fund funded schemes in the borough.
- 2.7.3 This transformational scheme will take a broader approach than the currently planned and funded schemes in place, considering the entire north east Calderdale area and exploring how all modes can contribute to enhancing connectivity. The scheme will not only facilitate additional growth in the area, beyond the period of the current Local Plan, but it will enhance an important strategic route in the Leeds City Region and the North of England.
- 2.7.4 The total funding sought at this point is £400,000 in order to develop the scheme through pre-feasibility and gain decision point 2 (case paper) approval.
- 2.7.5 It is envisaged that the further development and subsequent delivery of the identified programme interventions will be funded by a future funding package,

yet to be agreed with government, following the completion of the Transport Fund.

Outputs and benefits

2.7.6 This initial piece of work will set out the strategic case for interventions in north east Calderdale, building on the emerging strategic case described in this expression of interest. It will then define a package of multimodal interventions that will deliver these strategic objectives. Finally, it will explore funding mechanisms for delivering these interventions, including public sector and private sector funding.

2.7.7 The outputs include:

- Provide an evidence base to demonstrate how current connectivity constraints act as a barrier to growth in north east Calderdale and in neighbouring parts of Calderdale and other districts.
- Set objectives for transport interventions in north east Calderdale; scope out long list of multi-modal transport interventions that might address these connectivity constraints.
- Recommend a set of preferred interventions to solve these connectivity constraints at a pre-feasibility level of detail.
- Explain the benefits of these interventions, including the employment and housing growth they could unlock, and establish whether there is a strategic case for them.
- Set out a possible timeframe for developing and delivering these interventions and calculate the costs of delivery at a high level.

Risks

2.7.8 The key risks highlighted by the project promoter include:

- The source of future funding to deliver the interventions identified through the pre-feasibility study which will be managed through regular meetings with partner councils.
- The interface with schemes in the current Transport Fund which are themselves at an early stage of development. This most particularly relates to the A641 programme but also the proposed A629 (N) Corridor Improvement Programme scheme mitigated through careful project management.
- The location of the Northern Powerhouse rail station in Bradford, which is a key inter-dependency for transformational interventions in north east Calderdale managed through alignment with Transport for the North.
- Gaining community and political buy in to any emerging preferred scheme through a stakeholder engagement and communications plan.

Costs

- 2.7.9 Development costs are £400,000 to include Calderdale staffing, consultancy input, risk management, contingency, and the Combined Authority project management. The full amount will be funded by the Combined Authority.

Timescales

- 2.7.10 The timescales for the scheme are as follows:

- Pre-feasibility works to commence following approval of expression of interest and case paper at the Combined Authority: April 2018
- Work commences on behalf of Calderdale Council: June 2018
- Strategic case and package of preferred interventions including exploring funding opportunities: May 2019

Assurance pathway and approved route

- 2.7.11 The table below outlines the proposed assurance process and corresponding approval route for this scheme.

Assurance pathway	Approval route
Decision point 2 (case paper)	<ul style="list-style-type: none">• Recommendation – Investment Committee• Approval – the Combined Authority

Tolerances

- 2.7.12 In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:
- That the total project cost remains within 5% of the costs identified within this report.
 - That the project delivery timescales remains within three months of the timescales identified within this report.

Project responsibilities

- 2.7.13 The key project responsibilities are:

- Senior Responsible Officer: Steven Lee, Calderdale Council
- Project Manager: Laura Greenan, Combined Authority officer
- Combined Authority case officer: Charlotte Churnside

Recommendations

2.7.14 That the Combined Authority approves that:

- The North East Calderdale Transformational Programme study proceeds through decision point 2 (case paper) and work commences on the strategic case for the programme.
- Full approval is given for the total study costs of £400,000.
- The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £400,000 to be funded from the Transport Fund.
- Any change requests relating to the study are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.8 Inclusive Growth Corridors and the Transformational Fund (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:	N/A

Background

- 2.8.1 The Growth Deal approved Transport Fund programme includes £12.5 million allocated to the development (not construction) of transformational projects through the Transformational Fund. This fund provides the opportunity to undertake early development work to shape the future transformational pipeline of schemes which meet the aspirations of the region beyond our existing planned programmes and projects.
- 2.8.2 Following consideration at the meeting on 3 January 2018 by Investment Committee, on 1 February 2018 the Combined Authority endorsed funding of £7 million to be allocated from the Transport Fund Transformational Fund for the development of the Inclusive Growth Corridor Plans.
- 2.8.3 The Combined Authority had considered the details of the Leeds City Region HS2 Connectivity Strategy at its meeting on 14 December 2017. The December report set out that the City Region's HS2 Connectivity Strategy will establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City

Region. The strategy has three emerging strands and stakeholder led public engagement is currently on-going. The strands can be summarised as follows:

- Embracing technology to create an integrated network.
- Continued government support for delivering our existing transport priorities.
- Delivering inclusive growth through transforming connectivity on the corridors where the economic need is greatest.

2.8.4 The £7 million of indicative funding allocated through the Transport Fund Transformational Fund would be used to support development of the Inclusive Growth Corridor Plans and includes undertaking initial feasibility work for the transformational schemes identified through these corridor plans. This work will be central to defining the future strategic pipeline of schemes across the City Region and links into the emerging Local Inclusive Industrial Strategy. In identifying the pipeline, the work will take into account the recent call for projects as well as look across the range of policy areas including housing and employment, flooding and social policy as well as the transformational connectivity required to support each of these.

2.8.5 The Inclusive Growth Corridor Plans Work has been set into three phases:

- **Phase 1:** Work required to enable completion of the corridor plans and connectivity strategy.
- **Phase 2:** Work to complete a transformational transport modelling tool for the Leeds City Region.
- **Phase 3:** Work to complete the development of additional corridors as well as undertaking technical feasibility and outline design work.

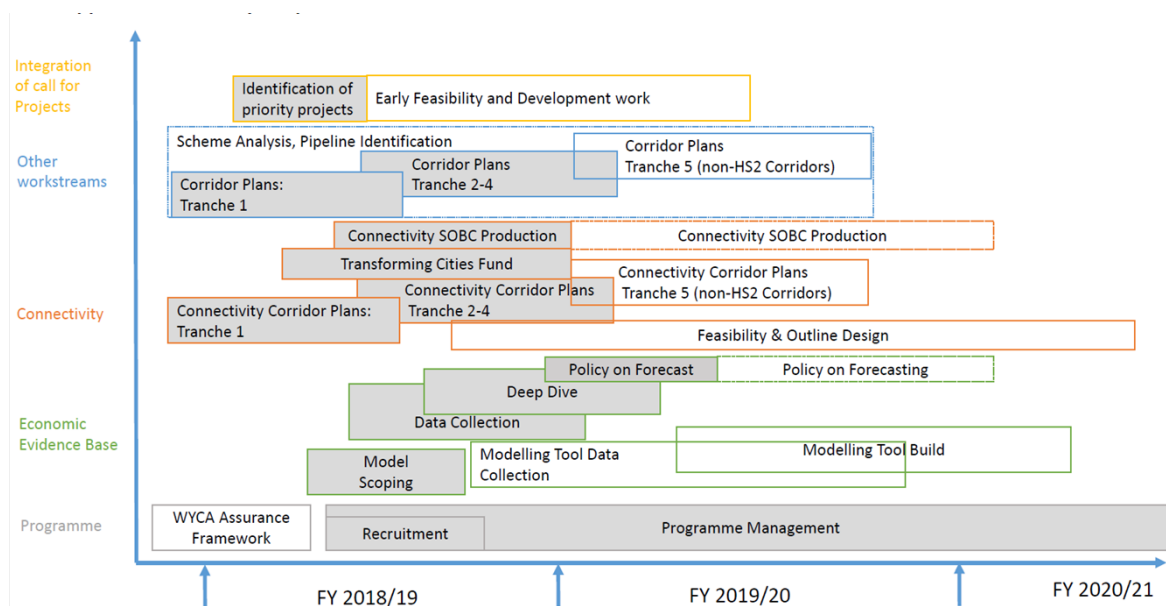
2.8.6 Phase 1 has currently been reviewed through the Combined Authority assurance framework as a case paper and is seeking approval for £2.395 million.

Outputs and benefits

2.8.7 Phase 1 entails the work required to enable completion of the corridor plans and connectivity strategy. The outputs from this phase are:

- Integration of call for projects and identification of priority projects.
Development of the corridor plans: tranche 1-4.
- Detailed economic evidence data collection.
- Development of the strategic outline business base for the connectivity elements of the programme.
- Preparation and submission of the Transforming Cities Fund bid to DfT.
- Development of the connectivity corridor plans: tranche 1-4.

2.8.8 The following shows the interdependencies between the workstreams. The workstreams highlighted are the phase 1 works:



Risks

2.8.9 A detailed risk register will be developed as the programme controls are established. At this stage of development, key risks highlighted through the case paper are as follows:

- Political and stakeholder support for development and implementation of the strategy across the City Region.
- The source of future funding to deliver the interventions identified through the pre-feasibility study.

Costs

2.8.10 A total of £7 million from the Transport Fund has been allocated to deliver phases 1-3 subject to approval through the Combined Authority's assurance process.

2.8.11 The proposed spend for Phase 1, a total of £2.395 million is highlighted in the table below.

Workstream	Budget	Phase 1 outputs delivered
Programme management	£300,000	<ul style="list-style-type: none"> Detailed economic evidence data collection for priority corridors Deep dive research around transport constraints for communities along the corridors Assessment of business case modelling tools required to assess the priority interventions Integration of 'call for projects' within the corridor plans Completing the Leeds City Region Connectivity Strategy including development of the corridor plans Pipeline of transformational connectivity projects which meet local requirements on the priority corridors. Informing the spatial component of the Local Inclusive Industrial Strategies Initial feasibility development work for the connectivity components of the programme Inputting into the Transforming Cities Fund feasibility work <p>The work will be delivered by the Combined Authority's Policy & Strategy officers working in conjunction with partner councils, and where required this will be supplemented by external expertise to meet technical and capacity requirements.</p>
Economic evidence base	£700,000	
Transformational connectivity & future technology	£845,000	
Major future housing & regeneration	£200,000	
Environment / clean energy	£50,000	
Place & community engagement and communications	£300,000	
Total	£2,395,000	

Timescales

2.8.12 The timescales for the scheme are as follows:

- Phase 1**
 Start April 2018.
 Whilst many of the outputs from Phase 1 will be completed by April 2019, some of the programme management tasks will continue to April 2021.
- Phase 2 & 3**
 These phases will be brought forward for approvals as the detailed scope and methodology has been developed in the coming months.

Assurance pathway and approval route

2.8.13 The table below outlines the proposed assurance process and corresponding approval route for this scheme.

Assurance pathway	Approval route
Decision point 2 (case paper)	<ul style="list-style-type: none"> Recommendation – Investment Committee Approval – the Combined Authority

Tolerances

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

- That the total Phase 1 project cost remains within 5% of the costs identified within this report.
- That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

2.8.15 The key project responsibilities are:

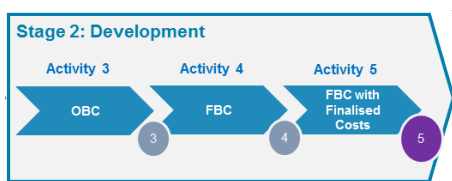
- Senior Responsible Officer: Liz Hunter, Combined Authority officer
- Project Manager: Tom Gifford, Combined Authority officer
- Combined Authority case officer: Martin Fox

Recommendations

2.8.16 That the Combined Authority approves that:

- The Inclusive Growth Corridors and the Transformational Fund Phase 1 proceeds through decision point 2 (case paper) and work commences on the completion of the Corridor Plans and Connectivity Strategy.
- Indicative approval to the total programme value of £7 million is given and full approval of £2.395 million for Phase 1 is approved.
- Any change requests relating to Phase 1 are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



2.9 Projects at Development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost.

2.10 Growing Places Fund 319 Loan (decision point 3 outline business case)

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:	N/A

Background

- 2.10.1 This is a new Growing Places Fund loan from an existing borrower for the construction of a bridge where a modular housing manufacturing facility has been constructed and house building is underway.

Outputs and benefits

- 2.10.2 The scheme will deliver the following outputs and benefits:
- The project will provide infrastructure and connectivity to enhance the regeneration of the South Bank area of Leeds.
 - It will connect the northern half of the new development and the Richmond Hill area of Leeds to the Trans-Pennine Trail for cycling and walking facilities on the South Bank including colleges and the Royal Armouries.
 - Pleasant public realm will be created around the bridge and this will make it an attractive choice to walk/cycle next to the river than walk beside a dual carriageway to catch a bus.
 - House sales will be accelerated at the development.

Risks

- 2.10.3 The key risks highlighted for this scheme are:
- Property sales on the site are not as accelerated as anticipated requiring more time to re-pay the loan. A change request to enable later repayment would be required.
 - Bridge construction plan takes longer than anticipated, postponing the benefits of the scheme.
 - That security for the loan may not be realised. This risk will be reduced by an independent valuation assuring there is adequate value in the land offered as security.

Costs

- 2.10.4 The total costs of the scheme is £1.5 million.
- 2.10.5 Scheme costs will be funded through a £1 million Combined Authority loan (to be repaid with interest in 5 years or less) and an anchor contribution.

Timescales

- 2.10.6 The loan is required for April/May 2018 to enable installation of the bridge by October 2018.

Assurance pathway and approval route

- 2.10.7 The table below outlines the proposed assurance process and corresponding approval route for this scheme.

Assurance pathway	Approval route
Decision point 3 (outline business case)	<ul style="list-style-type: none">• Recommendation – Investment Committee• Approval – the Combined Authority
Decision point 5 (full business case with finalised costs)	<ul style="list-style-type: none">• Recommendation – Programme Appraisal Team• Approval – the Combined Authority's Managing Director delegated decision

Tolerances

- 2.10.8 In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:
- That the total project cost remains within the costs identified within this report.
 - That the project delivery timescale remains within 6 months of the timescales identified within this report.
 - There is a low level of risk of non-repayment of the loan and if this occurs it would need further approvals from Investment Committee.

Project responsibilities

- 2.10.9 The key project responsibilities are:
- Senior Responsible Officer: Kate Thompson, Combined Authority officer
 - Project Manager: Chris Brunold, Combined Authority officer

- Combined Authority's case officer: Chris Moses

Recommendations

2.10.10 That the Combined Authority approves that:

- The project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- An indicative approval to the total project value of £1.5 million, and the Combined Authority contribution of a £1 million (to be funded from the Growing Places Fund) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.11 The West Yorkshire Urban Traffic Management Control (UTMC) 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:	N/A

Background

2.11.1 The West Yorkshire Urban Traffic Management Control (UTMC) project aims to reduce the effects of congestion and the resulting costs to the local economy. It is comprised of three distinct elements:

- Element A (on-street improvements to Urban Traffic Control (UTC) equipment): Improvements to signal facilities at key junctions on the West Yorkshire Key Route Network (KRN).
- Element B (cloud based combined UTC/UTMC system): The joining of all of the districts UTC and UTMC systems into one central, comprehensive system located in the "cloud" including a common database.

- Element C (a new combined West Yorkshire UTMC service):
Reorganisation of the 4 existing district UTC services into a combined West Yorkshire service.

This new combined service will provide improved day-to-day management and coordination across the entire West Yorkshire network through an integrated team based at the West Yorkshire Joint Services building in Morley. Leeds City Council will be the accountable body for the new service which will still maintain a local focus, but will also improve strategic partnership working with Highways England, bus operators, and emergency services.

- 2.11.2 The new combined West Yorkshire UTMC service will provide a more efficient and seamless management of the West Yorkshire highway network, reducing congestion and journey times across all districts and making the West Yorkshire KRN more efficient and reliable for all road users.
- 2.11.3 The project is also an enabler to other schemes within the Transport Fund, highways efficiency programme, and National Productivity Investment Fund (NPIF) to ensure they fully meet their benefits realisation in unlocking growth.

Outputs and benefits

- 2.11.4 The forecasted benefits of this scheme are:

- Consistent UTMC service across West Yorkshire.
- Better management of congestion to unlock capacity on West Yorkshire KRN.
- Improved journey time reliability for highway travel and communications to the travelling public.
- A more resilient network able to better manage unplanned events.
- Air quality improvements.
- Increase in employment and the promotion of economic growth by the completion of transport schemes across West Yorkshire regardless of boundaries.

- 2.11.5 In terms of contribution to headline Strategic Economic Plan indicators, the scheme is forecast to indirectly unlock 28 new jobs by 2031, and indirectly deliver an increase in total economic output of £2.8 million in annual Gross Value Added.

- 2.11.6 The three elements of the scheme have been appraised at a programme level and at an individual element level to demonstrate the benefit cost ratio and value for money. The programme (including elements A, B and C) has a medium value for money proposition with a benefit cost ratio of 1.78.

- 2.11.7 Element A accounts for approximately 90% of the total quantified benefits reported for the programme. At an individual element level, Element A has a high value for money with a benefit cost ratio of 3.0.
- 2.11.8 At outline business case stage, quantified benefits for Element B have been developed; while no quantified benefits are reported for element C to date.
- 2.11.9 At full business case stage, there will be opportunity to calculate financial cost savings attributed to element C. Much of this will be driven by the fact that fewer staff will be required in total to undertake day-to-day duties relating to the operation and management of the network. Whilst no overall reduction is proposed, the combined UTM service will enable staff to be re-deployed from revenue related services to more fee earning work (e.g. transport fund scheme development). There will also be savings relating to reducing duplication of systems and software licences. Quantifying these savings is anticipated to provide an uplift in the overall programme benefit cost ratio and value for money.
- 2.11.10 The value for money assessment for the programme overall is therefore considered conservative with a number of additional benefits that have not been quantified.

Risks

- 2.11.11 The key risks, which have been highlighted by the project promoter are:
- Financial risk for procurement of the UTM/UTC systems, as specialist suppliers are limited – market testing has been completed and the tender will be released to all available suppliers.
 - The lease for the proposed premises of the Combined UTM Service is not yet secured and could be lost - lease negotiation will need to be undertaken in parallel with the project's progress through the assurance framework.
 - Contractual terms for staff vary across districts - consultation will need to take place with the district Human Resources teams, trade unions and staff impacted by the proposed changes, including where applicable under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE).
 - Levels of service and ways of working have yet to be agreed - service level agreements (SLA's) between all five local authorities will be required in advance of implementation with regard to performance indicators and sharing of liabilities.

Costs

- 2.11.12 The forecast total scheme cost is £7.490 million, which will be fully funded by the Transport Fund. This will be confirmed at decision point 5 (full business case with finalised costs).
- 2.11.13 The scheme has £280,000 approved for development costs. The scheme promoter has now requested an additional £170,000 to develop the scheme to decision point 5 (full business case with finalised costs), taking the total development costs to £450,000.

Timescales

- 2.11.14 The current scheme programme forecasts that decision point 5 (full business case with finalised costs) will be approved in July 2018, and scheme completion is currently forecast for April 2021.

Assurance pathway and approval route

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

Assurance pathway	Approval route
Decision point 3 (outline business case)	<ul style="list-style-type: none">• Recommendation – Investment Committee• Approval – the Combined Authority
Decision point 4 (full business case)	<ul style="list-style-type: none">• Recommendation – Programme Appraisal Team• Approval – the Combined Authority's Managing Director delegated decision
Decision point 5 (full business case with finalised costs)	<ul style="list-style-type: none">• Recommendation – Programme Appraisal Team• Approval – the Combined Authority's Managing Director delegated decision

Tolerances

- 2.11.16 In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:
- That the total project cost remains within 10% of the costs identified within this report.

- That the project delivery timescale remains within 6 months of the timescales identified within this report.

Responsibilities

2.11.17 The key project responsibilities are:

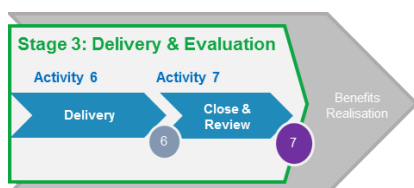
- Senior Responsible Officer: Richard Hadfield, Kirklees Council
- Project Manager: David Caborn, Kirklees Council
- Combined Authority case officer: Rachel Jones with professional services firm WSP

Recommendations

2.11.18 That the Combined Authority approves that:

- The UTMC project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- The project includes the re-organisation of the 4 existing district UTC services into a combined West Yorkshire UTC service.
- An indicative approval to the total project value of £7.49 million is given from the West Yorkshire Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Development costs of £170,000 from the Transport Fund are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £450,000.
- The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £450,000 from the Transport Fund.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include approval at decision point 4 and decision point 5 to be delegated to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3 – Programme committed



2.12 Once in delivery the scheme is delivered and Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its funding agreement. Finally information about a scheme's performance following its completion is collected, in order to evaluate the success of the scheme.

2.13 West Yorkshire and York broadband infrastructure programme (activity 6 Delivery) change request

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:	N/A

Background

2.13.1 The West Yorkshire and York broadband programme uses public sector funding to incentivise British Telecom, the contracted infrastructure supplier, to roll out superfast fibre broadband to those areas of West Yorkshire and York where British Telecom would not normally go on a commercial basis. Contract 1 of the programme is complete and was successful, exceeding the number of target premises and coming in under budget. Contract 2 is to utilise more public funding (Broadband UK - BDUK Government and European Regional Development Fund - ERDF) together with the underspend from contract 1, in deploying fast fibre to more premises, business and residential, in West Yorkshire and York. There are no implications for gainshare from this decision.

Details of the change request

2.13.2 The opportunity to extend both the reach and the life of the contract 2 to try to achieve the Leeds City Region strategic ambition of 100% superfast broadband access has emerged as a result of the Combined Authority receiving an increase in the funding identified to deliver this programme. This requires a change request to the approval for the use of external funding for contract 2. The existing approval for contract 2 of £7.25m is now requested to increase to £17.68 million to take account of new ERDF and BDUK funding and the reinvestment of carried forward funding from contract 1 efficiencies, British Telecom and a refund from BDUK.

2.13.3 In addition, in November 2016 the now Ministry of Housing Communities and Local Government (MHCLG) commenced an audit of the Programme. This was completed in January 2018 and resulted in a variation to the grant agreement. The variation included incorporating Leeds City Council as official delivery partners and a re-profile of the project finances. Approval to enter into this grant agreement variation is sought as part of this change request.

Outputs and benefits

2.13.4 Contract performance on this programme is measured in terms of total homes passed (THP). The target for THP for the programme is as follows.

- Contract 1 target THP: 64,548. Achieved 67,506
- Contract 2 phase 1 target THP: 44,218
- Contract 2 phase 2 target THP: 49,437

Risks

2.13.5 The key risk, which has been highlighted by the project promoter is:

There is currently a level of financial risk to the Combined Authority, since funding cannot be drawn down from ERDF until the variation to the funding agreement has been signed. As the changes to the funding agreement relate to new money coming into the programme and operational matters, it is considered that the risk of not varying the funding agreement is greater than signing it.

Costs

2.13.6 The project is currently working with British Telecom to identify homes and businesses that are not currently covered by superfast broadband so that future provision may be targeted in hard-to-reach areas and neighbourhoods.

- The total value of contract 1 was £7.25 million
- The total value of contract 2 is £10.43 million
- This takes the total programme value to £17.68 million

This will be funded as follows:

Funding	Contract 2 £million
District contributions	0.467
BET refund (revenue)	0.472
BDUK	6.89
ERDF capital	6.89
ERDF revenue	0.410
British Telecom contract 1 efficiencies to be reinvested	2.55070
Total	17.6797

Timescales

- 2.13.7 Contract 2 deployment is forecast to be completed in June 2021 with programme completion by end March 2022.

Assurance pathway and approval route

- 2.13.8 The table below outlines the proposed assurance process and corresponding approval route for this scheme.

Assurance pathway	Approval route
Decision point 6 (delivery)	Recommendation –Programme Appraisal Team Approval – Delegation to the Combined Authority's Director of Delivery

Tolerances

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

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

Project responsibilities

- 2.13.10 The key project responsibilities are:

- Senior Responsible Officer: Kate Thompson, Combined Authority officer
- Project Manager: John Bullivent, Combined Authority officer
- Combined Authority case officer: Cath Pinn

Recommendations

- 2.13.11 That the Combined Authority approves:

- The change request to the West Yorkshire and York broadband infrastructure programme as set out in this report.
- Expenditure of the increase in external funding from £7.25 million to £17.6797 million to be funded from BDUK, ERDF, BET and British Telecom contract 1 and districts as detailed this report, in order to fund contract 2 deployment of the West Yorkshire and York broadband programme.

- That the Combined Authority enter into the variation to funding agreement between the Combined Authority and the MHCLG covering funding from ERDF (current award is £7,299,918) for the broadband programme.
- That authority is delegated to the Combined Authority's Managing Director to approve any future grant variation agreements which are the result of financial re-profiling and are within the total ERDF funding envelope of £7,229,918.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

- 5.1 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.

6 External Consultees

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

7 Recommendations

7.1 Rail Park and Ride Programme – Garforth Rail Station Car Park Project (decision point 2 – case paper)

That the Combined Authority approves that:

- i) The Garforth Rail Station Car Park project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- ii) An indicative approval to the total project value of £825,000 is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- iii) Development costs of £45,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £59,000.
- iv) The Combined Authority enter into a funding agreement (Section 56) with Arriva Rail North for expenditure of up to £45,000 from the Transport Fund.
- v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.2 Apprenticeship Grants for Employers (AGE) Extension (decision point 2 case paper)

That the Combined Authority approves that:

- i) The AGE Extension Programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- ii) An indicative approval to the total grant fund value of £1.2 million is given to be funded from the unallocated AGE Programme 2015-2017 funds with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.3 North East Calderdale Transformational Programme study (decision point 2 case paper)

That the Combined Authority approves that:

- i) The North East Calderdale Transformational Programme study proceeds through decision point 2 (case paper) and work commences on the strategic case for the programme.
- ii) Full approval is given for the total study costs of £400,000.
- iii) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £400,000 to be funded from the Transport Fund.

- iv) Any change requests relating to the study are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.4 Inclusive Growth Corridors and the Transformational Fund (decision point 2 case paper)

That the Combined Authority approves that:

- i) The Inclusive Growth Corridors and the Transformational Fund Phase 1 proceeds through decision point 2 (case paper) and work commences on the completion of the Corridor Plans and Connectivity Strategy.
- ii) Indicative approval to the total programme value of £7 million is given and full approval of £2.395 million for Phase 1 is approved.
- iii) Any change requests relating to Phase 1 are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.5 Growing Places Fund 319 Loan (decision point 3 outline business case)

That the Combined Authority approves that:

- i) The project proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- ii) An indicative approval to the total project value of £1.5 million, and the Combined Authority contribution of a £1 million (to be funded from the Growing Places Fund) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.6 The West Yorkshire Urban Traffic Management Control (UTMC) decision point 3 (outline business case)

That the Combined Authority approves that:

- i) The UTMC project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).

- ii) The project includes the re-organisation of the 4 existing district UTC services into a combined West Yorkshire UTC service.
- iii) An indicative approval to the total project value of £7.49 million is given from the West Yorkshire Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- iv) Development costs of £170,000 from the Transport Fund are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £450,000.
- v) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £450,000 from the Transport Fund.
- vi) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include approval at decision point 4 and decision point 5 to be delegated to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

7.7 West Yorkshire and York broadband infrastructure programme (activity 6 Delivery) change request

That the Combined Authority approves that:

- i) The change request to the West Yorkshire and York broadband infrastructure programme as set out in this report.
- ii) Expenditure of the increase in external funding from £7.25 million to £17.6797 million to be funded from BDUK, ERDF, BET and British Telecom contract 1 and districts as detailed this report, in order to fund contract 2 deployment of the West Yorkshire and York broadband programme.
- iii) That the Combined Authority enters into the variation to funding agreement between the Combined Authority and the MHCLG covering funding from ERDF (current award is £7,299,918) for the broadband programme.
- iv) That authority is delegated to the Combined Authority's Managing Director to approve any future grant variation agreements which are the result of financial re-profiling and are within the total ERDF funding envelope of £7,229,918.

8 Background documents

None.

9 Appendices

None.