

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 7 JANUARY
2021 THIS MEETING WILL BE HELD REMOTELY AND WILL BE
LIVESTREAMED HERE:**

**[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2
ZK9](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9)**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**
 1. To highlight that Appendix 7 to Item 8, Appendix 1 to Item 9 and Appendices 1 to 3 to Item 10 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
 2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 7.2 of Agenda Item 8, paragraph 4.1 of Agenda item 9 and 4.1 of Agenda Item 10.
 3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 7 to Item 8, Appendix 1 to Item 9 and Appendices 1 to 3 to Item 10 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. **MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON 2 DECEMBER**
(Pages 1 - 6)
5. **CAPITAL PROGRAMME UPDATE**
(Pages 7 - 14)
6. **WEST YORKSHIRE PLUS TRANSPORT FUND REVIEW 2020**
(Pages 15 - 30)
7. **LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME (LPTIP) REVIEW 2020 - PART ONE**
(Pages 31 - 48)
8. **CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 49 - 128)
9. **LEEDS CITY COLLEGE, QUARRY HILL PROJECT**
(Pages 129 - 136)
10. **EUROPEAN STRUCTURAL AND INVESTMENT FUNDS (ESIF) - SUSTAINABLE URBAN DEVELOPMENT (SUD)**
(Pages 137 - 148)

Signed:

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

**Managing Director
West Yorkshire Combined Authority**



MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON WEDNESDAY, 2 DECEMBER 2020 AS A REMOTE MEETING

Present:

Councillor Denise Jeffery
Roger Marsh OBE DL

Councillor Peter McBride
Councillor Alex Ross-Shaw
Councillor Jane Scullion
Councillor Andrew Waller
Councillor Darren Byford
Councillor Lisa Mulherin

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

In attendance:

Melanie Corcoran
Angela Taylor
James Bennett
Owen Gilroy
Daisy Johnson
David Shepherd
Rob Tranmer
Ben Kearns

West Yorkshire Combined Authority
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30. Apologies for Absence

There were no apologies for absence.

31. Charing Arrangements

As Councillor Jeffery was experiencing technical difficulties Roger Marsh chaired the meeting.

32. Declarations of Disclosable Pecuniary Interests

Councillor Scullion declared that she was a member of the Yorkshire and Humberside Regional Flooding and Coastal Committee.

Roger Marsh declared a personal interest relating to the A58 Corridor scheme in that he was a resident in the area.

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

There were no items which required the exclusion of the press or public.

34. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 5 November

Resolved: That the minutes of the meeting of the Investment Committee held on 5 November be approved.

35. Capital Programme Update

Members considered a report which provided an update on the Combined Authority's Capital Programme.

Members noted that 28% of forecast spend had been achieved and the Combined Authority was on track fulfil its allocation in quarters 3 and 4. The Growth Deal Economic development projects had achieved spend of £13.6 million which **was** in line with forecasts.

Members queried the spend profile for the Getting Building Fund which required spending of £26 million in 2020/21 compared to the initial application which proposed a spend profile of £13.55 million. The Combined Authority had been assured by Government that there would be flexibility between programmes where other capital programmes may overspend.

Members asked for clarification around the Growth Deal outputs. It was noted that in aggregate the Growth Deal programme would exceed targets but when split up the new jobs output may fall below the target. It was noted that jobs created through the enterprise zones between the end of the programme spend and the end of the reporting period would also be counted.

Resolved: That the report be noted.

36. West Yorkshire plus Transport Fund Review 2020

The item regarding the West Yorkshire Transport Fund Review was withdrawn and would be considered at a future meeting following a workshop with Investment Committee members and officers.

37. Capital Spending and Project Approvals

The Committee considered a report which set out 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 Local Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process. Members discussed the proposals for the progression of the following schemes which were detailed in the submitted report:

- Project 7 – SIIF 012 – Advanced Manufacturing Company
- LTP: Transforming Travel Centres
- A58 Corridor Scheme
- LTB ITB Rail Accessibility Package
- Wakefield Warm Homes
- Holbeck Phase 2 Victorian Terrace Retrofit
- Wakefield Business Gigabit Voucher Scheme
- Mytholmroyd Flood Alleviation
- The Regent Street Bridge Scheme was withdrawn

The Committee was also advised of the following decisions made through delegations to the Combined Authority's Managing Director since the last meeting:

- A6110 / Leeds City Centre Package

Resolved:

- (i) In respect of the Project 7 – SIIF 012 – Advanced Manufacturing Company the Investment Committee recommended to the Combined Authority that they delegate authority to the Combined Authority's Managing Director to approve, subject to the successful appraisal of the application by the Business Investment Panel (BIP) and Programme Appraisal Team (PAT).
 - (a) The applicant's full business case with finalised costs (decision point 5) and that work commences on activity 6 (delivery),
 - (b) Approval for the Combined Authority's contribution of £0.779 million is given from the Local Growth Fund.
 - (c) The scheme's Assurance Framework pathway and approvals.
- (ii) In respect of LTP: Transforming Travel Centres the Investment Committee approved:
 - (a) That the Transforming Travel Centres scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 5 (full business case with finalised costs).
 - (b) That an indicative approval to the total project value of £1.000 million is given from the Local Transport Plan Integrated Transport Block Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to

decision point 5 (full business case with finalised costs).

- (c) That development costs of £0.169 million are approved to progress the scheme to decision point 5 (full business case with finalised costs), taking the total approval to £0.270 million, from the Local Transport Plan Integrated Transport Block Fund.
 - (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.
- (iii) In respect of the A58 Corridor (Leeds) the Investment Committee recommended to the Combined Authority that:
 - (a) The A58 Corridor scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (b) That an indicative approval to the total project value of £9.530 million is granted 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).
 - (c) Development costs of £1.259 million from the West Yorkshire plus Transport Fund are approved to cover costs to date to progress the scheme to outline business case and in order to progress the scheme to decision point 4 (full business case with finalised costs) and 5 (full business case with finalised costs).
 - (d) The Combined Authority enters into a funding agreement with Leeds City Council for up to £1.259 from the West Yorkshire plus Transport Fund.
 - (e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.
- (iv) In respect of the LTP ITB Rail Accessibility Package the Investment Committee approved that:
 - (a) The LTP ITB Rail Accessibility Package proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
 - (b) Approval to £708,750 from the Local Transport Plan Integrated Transport Block 2019-22 is given. The total scheme value is £7.044 million.
 - (c) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £176,250 from the LTP ITB 2019-22 fund, towards the Todmorden business case

development and delivery costs.

- (d) The Combined Authority to enter into a funding agreement with Network Rail for expenditure of up to £0.180 million from the LTP ITB 2019-22 fund, towards the Menston business case development and delivery costs.
 - (e) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £352,500 from the LTP ITB 2019-22 fund, towards the Pontefract Monkhill business case development and delivery costs.
 - (f) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, subject to the package remaining within the tolerances outlined in this report.
- (v) In respect of Wakefield Warm Homes the Investment Committee approved that:
 - (a) The Wakefield Warm Homes scheme proceeds through decision point 5 (full business case with finalised costs) and work comments on activity 6 (delivery)
 - (b) Approval to £0.661 million from the Getting Building Fund is given. The total scheme value is £0.961 million.
 - (c) The Combined Authority to enter into a funding agreement with Wakefield Council for expenditure of up to £0.661 million from the Getting Building Fund.
 - (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.
- (vi) In respect of the Holbeck Phase 2 Victorian Terrace Retrofit the Investment Committee approves that:
 - (a) The GBF Holbeck Phase 2 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
 - (b) Approval for the Combined Authority's contribution of £2.604 million is given from the Getting Building Fund.
 - (c) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £2.604 million from the Getting Building Fund.
 - (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.
- (vii) In respect of the Wakefield Business Gigabit Voucher Scheme the

Investment Committee approved that:

- (a) The Wakefield Business Gigabit Voucher Scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
 - (b) Approval to the Combined Authority's contribution of £0.300 million from the Getting Building Fund. The total scheme value is £0.300 million.
 - (c) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £0.300 million from the Getting Building Fund.
 - (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this subject to the scheme remaining within the tolerances outlined in this report.
- (viii) In respect of Mytholmroyd Flood Alleviation the Investment Committee recommends to the Combined Authority that:
- (a) The change request to the Mytholmroyd Flood Alleviation scheme to award an additional £2.000 million from the Local Growth Fund, taking the total Combined Authority Local Growth Fund contribution to £4.500 million, is approved.
 - (b) The Combined Authority enters into a variation to the existing funding agreement with the Environment Agency, for additional expenditure of up to £2.000 million from the Local Growth Fund taking the full allocation of Combined Authority funding to £4.500 million.
 - (c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.



Report to: West Yorkshire and York Investment Committee

Date: 7 January 2021

Subject: **Capital Programme Update**

Director: Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper, Portfolio Lead, Monitoring and Reporting

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" 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:	

1 Purpose of this report

- 1.1 To update the Committee on progress made on the implementation of the Combined Authority's capital programme. The report provides an update on: the current level of Growth Deal overprogramming, the Getting Building Fund, the Growth Deal Business Support Programmes and the Brownfield Housing Fund.

2 Information

Capital Programme

- 2.1 Table 1 below summarises the expenditure as at quarter 2 on the Combined Authority's capital programme in 2020/21 against the in-year forecast:

Table 1

Capital Programme Expenditure 2020/21	Budget Forecast February 2020	In-Year Forecast June 2020	Actual Quarter 2 2020/21
Growth Deal Programme			
Priority 1 Growing business	£14,809,439	£11,368,691	£3,484,967
Priority 2 Skilled People and Better Jobs	£667,110	£667,273	£0
Priority 3 Clean Energy	£741,887	£1,022,946	£174,138
Priority 4a Housing and Regeneration	£6,500,000	£8,845,000	£0
Priority 4c Economic Resilience	£4,181,524	£4,279,598	£1,209,054
Priority 4d Enterprise Zones	£12,337,000	£15,699,938	£7,617,193
Growth Deal - Other	£2,000,000	£2,500,000	£1,126,062
Growth Deal Economic Development Total	£41,236,960	£44,383,446	£13,611,414
Priority 4b West Yorkshire plus Transport Fund	£110,670,000	£87,384,018	£14,244,863
Leeds Public Transport Investment Programme	£88,233,338	£66,024,000	£28,570,572
Local Transport Plan	£13,129,332	£13,129,332	£5,111,137
Highways Maintenance / Pothole Action	£29,997,000	£29,997,000	£25,955,154
Clean Bus Technology Fund	£0	£4,264,302	£2,175,088
Ultra Low Emissions Buses	£0	£617,000	£2,630
Corporate Projects	£5,503,000	£6,385,714	£1,374,116
Broadband	£2,608,437	£2,198,052	£68,641
Transforming Cities Fund*	£55,000,000	£55,000,000	£2,707,570
Getting Building Fund**	£0	£13,550,000	£0
Brownfield Housing Fund**	£0	£5,000,000	£0
Emergency Active Travel Fund	£0	£2,513,000	£109,956
Total Capital Spend	£346,378,067	£330,445,864	£93,821,185
*Amended forecast as incorrect forecast of £106million included in February 2020 CA report			
** New funding programme			

- 2.2 The monitoring process for quarter 3 is now open and the deadline for claims is very tight due to the Christmas holidays. The deadline has therefore been extended to ensure that as much expenditure as possible is claimed. The level of expenditure forecast for the final quarter is high, this is a significant risk given that this is the final year for expenditure on the Growth Deal economic development projects.
- 2.3 The current level of over-programming on the Growth Deal economic development is detailed in Table 2 below.

Table 2

Total funding available	Total spent to end of 2019/20	Balance of funding to be spent	2020/21 forecast in LGF review (June 2020)	2020/21 forecast to include changes to forecast (as at December 2020)
£235,450,000	£194,650,211	£40,799,789	£44,383,447	£53,542,134
Amount of overprogramming			£3,583,658	£12,742,344

- 2.4 It is appropriate to maintain a level of over-programming for a number of reasons including:

- Mitigation against possible underspend on projects to ensure achievement of full spend on the Growth Deal economic development programme.

- Opportunities for new funding are likely to occur in 2021, it is therefore appropriate to ensure that there are projects ready to take up and deliver against this funding.
- Expenditure targets on other funding programmes (see Getting Building Fund below) mean that maximising spend where possible is prudent at this time.

Getting Building Fund

- 2.5 The Cities and Local Growth Unit has confirmed that it is a requirement that the full amount of £26.30 million awarded for the Getting Building Fund (GBF) should be spent in 2020/21 or there is a risk of losing funding from the programme. The West Yorkshire submission for this programme forecast spend of £13.45 million in 2020/21 and the current forecast (following submission of business cases) is £9.80 million. However, it has been confirmed that the Combined Authority can use its freedoms and flexibilities under the conditions of this programme to offset spend from other programmes against this funding. A decision will be made at closedown which expenditure to use for this purpose which may be dependent on the spend achieved.

Growth Deal Business Support Programme

- 2.6 The following Business Support Schemes are being delivered through Growth Deal economic development funding up to the end of March 2021. Table 3 below provides headline progress on spend and outputs for each scheme.

Business Growth Programme and Access to Capital Grants

- 2.7 This project provides capital investment grants of up to £250,000 for existing Leeds City Region businesses to support the cost of new equipment / machinery / technology, and/or, property fit-out costs, but not property purchase. The funding has also been used to provide critical match-funding into other pivotal business support products in Leeds City Region, namely:
- Access Innovation and Connecting Innovation (grants and advice to support SMEs to develop and commercialise new products and processes);
 - Strategic Business Growth 1 & 2 (grants and advice to support SMEs with high growth/scale-up potential);
 - Digital Enterprise (grants and advice to help SMEs grow and develop through an enhanced use of digital technologies); and
 - AdVenture (grants and advice for start-up and early-stage businesses with growth potential). All of these products have been delivered through matching the Growth Deal funding with funding from the European Regional Development Fund.

- COVID 19 Response – the above allocation has also been used to provide critical support to small businesses in response to the impact of the pandemic. Circa £2 million is being used for a Digital Resilience Voucher scheme that is supporting almost 500 firms with grants of up to £5,000 to purchase digital equipment and solutions to facilitate safe and effective homeworking. In addition, a further circa £2 million is being used to support circa 400 firms to invest in capital equipment that will enable safe-working measures to be introduced. This is part of the COVID-19 Recovery Grants scheme that is also being supported with £1.2 million from the European Regional Development Fund.
- Business Floods Recovery Fund – £2 million of the overall Business Growth Programme budget was allocated to a fund to support those businesses severely impacted by the floods in City Region in early 2020. To date, 12 applications have been approved to a value of £444,000 and this has safeguarded 189 jobs in the grant-recipients. The grants have been used to replace essential capital equipment and to repair the internal fabric of buildings where insurance did not cover the full costs.

Strategic Inward Investment Fund and Digital Inward Investment Fund

- 2.4 Grant investment package to support major foreign and indigenous inward investment projects where there is net employment growth for the UK, and/or, significant numbers of jobs safeguarded. The package also includes a fund to specifically incentivise business investment within the digital sector, particularly within the sub-sectors of creative, financial services, technologies and healthcare technologies. The sub-funds are: -
- Strategic Inward Investment Fund - capital grants of up to £1 million, and potential to go above in exceptional circumstances, to support significant expansion or relocation projects by new or existing inward investors.
 - Digital Inward Investment Fund - known as #Welcome and #Grow, capital grants of up to £50,000 for existing and inward-investing creative & digital businesses implemented as part of the commitment to Channel 4's relocation to the City Region i.e. supply chain and sector development.
- 2.5 **Resource Efficiency Fund / REBiz** - capital grants of up to £40,000 and accompanying expert advice for SMEs in the City Region to reduce their energy usage and enhance waste collection / re-use). This programme is being delivered across all of West and North Yorkshire and the Growth Deal funding is used to draw down additional European Regional Development Fund funding, alongside contributions from the SMEs supported.

Table 3

Scheme	Allocation	Spend to Date (Dec 20)	Actual and Forecast Spend (March 21)	Outputs Targets	Outputs Achieved (as of Dec 20)
Business Growth Programme & Access to Capital Grants	£52.7m (original allocation was £42.7m, with an additional £10m approved in 2018)	£46.9m actual £51.5m committed	£47.8m	4100 jobs created 765 grants awarded £169m, private sector investment leveraged	5022 jobs created further 1200 committed 793 grants awarded £300m private sector investment leveraged
Strategic Inward Investment Fund & Digital Inward Investment Fund	£13.45m	£2.6m actual £5.86m committed	£10.2m	1245 jobs created £120.45m total investment	590 jobs created 1360 jobs committed* 450 jobs safeguarded £41.3m actual investment £56.2m committed investment
Resource Efficiency Fund / REBiz	£1.34m	£0.8m	£1.25m	By end of Dec 22 508 business supported 260 grants awarded	323 businesses supported 182 grants awarded

- Jobs can be created up to the end of March 2022

- 2.8 Since the commencement of lockdown in April 2020, activity levels and, consequently, grant investment take-up has been low on REBiz (approximately 50% lower than the pre-COVID 19 forecasts as of November 20). This has been the case for similar schemes across the country as businesses have, understandably, had to focus on more pressing matters and, as a consequence, deprioritise resource efficiency investments. Therefore, there is a risk of underspend on the Local Growth Fund allocation for REBiz in this financial year as the table above highlights. Plans are being implemented to increase business engagement with the programme, including through a proactive outbound campaign and increased business-networking, and this has resulted in a recent increase in enquiries. However, the second national lockdown and additional Tier 3 restrictions continue to impact on the number of grant applications coming forward. Work will continue to maximise as much spend as possible before the end of March 2021, with any shortfall being addressed by the £7 million Getting Building Fund allocation for 2021/22 (see below).
- 2.9 £7 million has been allocated for capital grants to businesses during 2021/22 from the Combined Authority's Getting Building Fund allocation. This will be critical in terms of continuing to support investment from the City Region's business base into next financial year, particularly as levels of demand are at their highest for three years and show no sign of decreasing. Investment activity within food and drink manufacturing, and its supply chain (e.g. machinery providers), remains high, along with activity within such sectors as healthcare and creative & digital. Although the focus on improving business productivity will remain into next financial year, the additional grant allocation will also have a positive impact on job creation (up to 800 jobs created and 200 safeguarded) at a critical time for employment rates in the City Region.
- 2.10 The £7 million allocation will continue to be used flexibly to support both indigenous and foreign direct investment, and there will remain a clear focus on digital, innovation and supply chain businesses. The key challenge as 2021/22 progresses will be to secure a successor fund for a longer period from April 2022 onwards (i.e. three to five years), and to also put in place a larger fund specifically for major inward and indigenous investment projects as the £7 million for 2021/22 could be fully committed well in advance of the end of the financial year.

Brownfield Housing Fund

- 2.11 In September 2020, officers confirmed to the Investment Committee that formal confirmation of the £67 million approved through Brownfield Housing Fund had been received. A draft funding agreement has been discussed with the Ministry of Housing Communities and Local Government (MHCLG) over the last few weeks and the key terms are summarised below. The terms are consistent across all existing and emerging Mayoral Combined Authorities (MCAs) who have had a direct allocation through this fund:

- Projects must be Green Book compliant with a Benefit Cost Ratio floor of 1 and should seek the best possible Value for Money opportunities.
- Projects must have an evidenced market failure and demonstrate that they cannot proceed without public sector financial support.
- The Combined Authority should seek to prioritise projects with the highest level of additionality.
- Homes brought forward will start on site in this Parliament i.e. before 31 March 2025.
- Councils must either have an up to date Local Plan or Spatial Framework in place, or an agreed plan with MHCLG for getting a Local Plan or Spatial Framework in place, to receive funding.

2.12 The agreement states that there is an expectation that the Combined Authority will have identified all projects being supported by the fund by **June 2021** and will provide MHCLG with a brief description of what is being funded and the cost at this time.

2.13 Through recent negotiation with MHCLG, verbal agreement to a revised spend profile of £0.6m in the current financial year has been provided. The spend profile for remaining years is unchanged, although the £4.4million from this financial year is expected to be profiled into future years. The revised spend profile is detailed below.

2020/21	2021/22	2022/23	2023/24	2024/25
£0.6m	£20m	£25m	£14m	£3m *

* awaiting confirmation of which year, the £4.4million will be re-profiled into.

2.14 MHCLG has also confirmed that there is flexibility in their grant agreement to enable use of loans as well as grants to unlock development and other such tools, if the funding is used as capital and for the same purposes. MHCLG has stated that it is their expectation that the return of loan funds and / or any return on the funding, is recycled into future housing funding by the Combined Authority.

2.15 Officers are now working with partner councils to finalise local priority schemes that can be realised through the funding.!

3 Financial implications

3.1 Financial implications are included within the body of the report.

4 Legal implications

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

5 Staffing implications

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

6 External consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 It is recommended that the Investment Committee notes the progress made in implementing the Combined Authority Capital Programmes.

8 Background documents

8.1 None.

9 Appendices

9.1 None.



Report to: West Yorkshire and York Investment Committee

Date: 7 January 2021

Subject: **West Yorkshire plus Transport Fund Review 2020**

Director: Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper, Portfolio Lead, Monitoring and Reporting

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" 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:	

1 Purpose of this report

- 1.1 This report details the process and outcomes for the annual review of the Transport Fund 2020 and sets out recommendations for managing the fund both now and going forward.

2 Information

Background

- 2.1 The West Yorkshire plus Transport Fund commenced on 1 April 2015. This is a £1 billion programme funded as follows:

Funding Source	Amount (£) million
Local Growth Fund	600
Transport Majors	183
Local Contribution (borrowing)	217
Total	1000

- 2.2 The original funding programme included 33 named projects each with an allocated sum of funding which totalled £1.27 billion based on prices in 2012. It has now increased to 118 projects, up from 82 projects at this time last year. This is as a result of the development of projects within operational

programmes (e.g. Corridor Improvement Programme, Station Gateways Programme, Rail Parking Package) or individual projects that have been phased. A couple of new projects were also added in following a call for projects in 2017 (approved in 2018), these are the Leeds Inland Port and City Connect Phase 3.

- 2.3 The first full review of the Transport Fund took place in 2019. The review was undertaken to address concerns raised by the Investment Committee in 2018 relating to differences in the funding requested and funding allocated to the schemes submitted for consideration through the assurance process. There were various reasons for the differences including: cost increases, scope creep, scope change or revised scheme requirements.
- 2.4 Following a full review of the Transport Fund, that included all partner councils, the following recommendations were agreed by the Investment Committee and Combined Authority in January 2020:
- (i) To fix a revised funding baseline allocation for each project. This amount is fixed and cannot be increased unless additional funding is sourced outside the Transport Fund or is considered to be acceptable at a future annual Transport Fund Review. Whilst these allocations represent maximum funding levels, they will be subject to approval through the Assurance Framework at the relevant Decision Points.
 - (ii) To undertake an annual review of the Transport Fund to consider, for all projects: any increased requirement for funding; the QRA and risk of underspend; actual spend and forecast spend; and programme dates. Any future changes to the baseline figures will be dealt with either individually through the Assurance Framework at the relevant Decision Points or through a further report to the Investment Committee following the annual review. Reference will be made to how the change will be managed at the programme level to ensure it is still affordable within the revised overall baseline.
 - (iii) To over-programme to a percentage within the level of identified risk (QRA and other areas of possible underspend). This to be monitored annually as projects progress through the assurance process. Appendix 1 includes over-programming of just over 11% (£113.81 million) with QRA included within projects of £120.95 million. As the funding programme progresses the levels of underspend will be monitored, and over-programming levels may need to be adjusted.
 - (iv) Two new transport projects and some additional funding for existing projects were agreed as part of the Call for Projects approved by the Combined Authority in June 2018. These are now all included within the Transport Fund.

Review 2020

- 2.5 The 2020 review commenced in August 2020. Information on the current position of all projects was circulated internally within the Combined Authority and to all partner councils. All project sponsors were asked to review forecast spend for all years; QRA and Contingency values; dates for submission and approval of business cases.
- 2.6 Partner council project teams were briefed that if all projects sought an uplift, this will not be affordable, therefore where possible if scheme costs are going up, they should also identify where costs can go down to balance this out. It was made clear that there was no guarantee that any of these changes would be agreed. This would be subject to Investment Committee and Combined Authority consideration.
- 2.7 The returns from all partners and internally managed Combined Authority projects were submitted on 25 September 2020 and have now been reviewed. Clarification sessions with each partner council were undertaken. One of the main reasons for these sessions was to ensure the information put forward was consistent and did not include any incorrect information or misunderstandings.
- 2.8 The following guidelines have been used in considering requests for increased funding:
- Total overprogramming should not exceed current pre-2020 review levels which were at £115.19 million (11.5%). This is slightly higher than the £113.81 million reported to the Investment Committee in January 2020, due to errors found relating to contingency on operational programmes (which had not been included) and was identified following further checks.
 - Operational Programme budgets* – funding can be moved between projects within the programme allocation.
- *The original Transport Fund submission included 33 projects, a number of these projects are being run as operational or delivery programmes. This is where there is an overall sum for delivery and this is then broken down into a series of projects that are jointly managed. Operational programmes within the Transport Fund include: A629 corridor (Halifax to Huddersfield), City Connect, Corridor Improvement Programme, Leeds City Centre Network and Interchange Package, Rail Parking Package, Station Gateways, Transformational Schemes, Urban Traffic Management and Control, York Central Access Road and Station Improvements and York Northern Outer Ring Road. Where these programmes include more than one partner council they are managed via the Combined Authority.
- 2.9 QRA and contingency figures on all projects, where these are available, have now been collated, the new total is £141.64 million. This is just over 14% of

the programme. This does provide further leeway to over-programme should the Investment Committee consider this appropriate. It should be noted that the QRA / contingency figure has not been estimated on all projects so this figure will increase as projects progress through the assurance process.

- 2.10 The Transport Fund Programme as a whole is still in the early stages of delivery. After 5.5 years of the programme 29% of projects (that will result in physical development) are either complete or currently in construction. Whilst a significant proportion of project development work has been completed there is still more to do and the current forecast year for completion of spend on the programme is 2030/31 a further 10 years, with the majority of delivery completed by 2026/27.

Proposed Revisions to Indicative Funding Allocations

- 2.11 Appendix 1 sets out the detail of each project in the Transport Fund. Including the spend allocations at the start of the process (column D), the additional funding requested (column T) and the proposed revised funding allocation (column U). The following amendments to the programme are proposed:

- Merger of the phases on the following programmes to allow greater flexibility to move available contingency budget between projects and improved management: **Rail Park and Ride** (merger of Phases 1 and 2), **Corridor Improvement Programme** (merger of Phases 1, 2 and 3). Unallocated funding within all of the operational programmes will remain as contingency to support any future issues arising.
- Merge **Huddersfield Station Gateway Phases 1 and 2** into one project within the Station Gateways programme.
- Discussions have been ongoing with Leeds City Council in consideration scope changes in the **Leeds City Centre Network and Interchange Package (LCCP)**. It is proposed that the A64 Regent Street Bridge is now included within the LCCP with an allocation of £12 million. Leeds City Council will match this with £12 million borrowing to support the funding of the A64 Regents Street Bridge whilst continuing to seek alternative funding from sources such as DfT and TfN.
- Increase of £0.34 million allocation to the **City Connect** programme to support an extension to the Canals project covering a 'missing link' between Silsden and Kildwick.
- **Castleford Growth Corridor** – additional funding land purchases of £0.40 million are required to enable the scheme to go ahead
- The **A6110** Leeds Outer Ring Road scheme will be split into phases. Phase 1 will include the first phase of on-street interventions and the outline business case for the corridor. The proposed funding allocation for Phase 1 work is £3.00 million (reduced from £11.99 million).
- The funding allocation for the **Leeds Bradford Airport** connection schemes, covering surface access and a new Parkway rail station, will be reduced from £75m to £70m.

- **Transport Fund Combined Authority Delivery Costs** – no provision has been included within the Transport Fund for these costs beyond 2020/21. It is proposed that an initial provision should be included of £1 million per annum for 2021/22. Future years will be considered as part of future annual reviews.
- 2.12 No further increases on funding allocations are recommended for approval at this time as there is no further headroom within the programme/current over-programming level
- 2.13 A number of requests for funding were received for projects within operational programmes, in particular the **Corridor Improvement Programme**. Costs should be managed within the programme allocation. It is proposed that any changes to individual projects should be considered by each operational programme board and final recommendations brought for approval to the Investment Committee at that point. These requests must remain within the envelope of each operational programme.
- 2.14 The original purpose of the Corridor Improvement Programme was to provide small to medium scale measures to road corridors to improve traffic flow and bus access. Informal agreement was that costs per project should not exceed £15 million. It is proposed that this should be formalised which will help to ensure that the programme budget can be managed within the current funding envelope.
- 2.15 The proposed increases and decreases across all projects are summarised in the table below:

Scheme	Programme	Indicative Funding (£M)	Recommended change to Indicative Funding	Revised Indicative Funding Allocation
A6110 Leeds Outer Ring Road	Individual projects not included in programmes	11.99	-8.99	3.00
A629 (Phase 2) - A629 Phase 2, Halifax Town Centre	A629	50.78	-2.94	47.84
A629 (Phase 2) - Halifax Bus Station	A629	0.83	-0.43	0.41
A629 (Phase 5) - Ainley Top into Huddersfield	A629	12.09	1.21	13.30
A65 - Leeds Bradford International Airport Link Road	Individual projects not included in programmes	75.00	-5.00	70.00
Castleford Growth Corridor Scheme	Individual projects not included in programmes	6.87	0.40	7.27
CityConnect Phase 3 Canals	CityConnect	1.36	0.34	1.70
CityConnect Phase 3 Leeds	CityConnect	6.50	-0.15	6.35
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	Corridor Improvement Programme	0.24	0.15	0.39
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	Corridor Improvement Programme	4.21	0.32	4.53
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	Corridor Improvement Programme	9.66	2.35	12.01
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	Corridor Improvement Programme	5.80	-0.82	4.98
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	Corridor Improvement Programme	4.95	-0.89	4.06
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	Corridor Improvement Programme	8.20	0.50	8.70
Corridor Improvement Programme - Leeds - Dyneley Arms	Corridor Improvement Programme	2.48	-0.50	1.98
Corridor Improvement Programme - Leeds - Fink Hill	Corridor Improvement Programme	3.98	3.02	7.00
Leeds City Centre Network and Interchange Package - Regent Street	Leeds City Centre Network and Interchange Package	0.00	12.00	12.00
PROGRAMME: A629 Contingency	A629	0.00	2.16	2.16
PROGRAMME: CityConnect	CityConnect	0.17	0.35	0.52
PROGRAMME: Corridor Improvement Programme	Corridor Improvement Programme	50.21	-4.13	46.08
Rail Parking Package - Outwood	Rail Parking Package	1.54	1.12	2.66
Rail Parking Package (Phase 1)	Rail Parking Package	3.10	-1.12	1.98
Transformational - North Kirklees Orbital Route Feasibility Study	Transformational	0.25	0.04	0.29
West Yorkshire Plus Transport Fund Delivery	Individual projects not included in programmes	4.08	1.03	5.11
		264.3	0.0	264.3

Proposed Revisions to Programme Dates

- 2.16 There are a number of changes to the proposed project submission and approval dates. There are numerous reasons for these changes, including, scope creep, scope change and / or revised scheme requirements. This reflects the usual ongoing development of projects and changes required following consultation and engagement, survey works, land assembly, detailed design and more detailed cost estimating. The Investment Committee is requested to recommend to the Combined Authority the revised programme dates for each project (Appendix 2).

Future Reviews

- 2.17 It is proposed that in future:

- (i) Over-programming will be capped at the current level (£115.19 million or 11.5%).
- (ii) All indicative funding levels will be capped, except:
 - Where projects are part of an operational programme in this case funding can move between projects or take up unallocated programme headroom funding (all amendments to allocations within operational programmes must be approved by the Investment Committee).
 - In exceptional circumstances. Officers of the Combined Authority and partner councils will work together to set out the events that would trigger this consideration. Any additional funding requirement will be subject to the availability of headroom within the overprogramming and would need to be agreed before the business case can be approved.
- (i) The Transport Fund will continue to be reviewed annually (commencing in August each year to inform the annual budget setting process). The scope of the review will include: any increased requirement for funding; actual spend and forecast spend; review of overall progress (number of projects in development, delivery and complete); monitoring of the level of over-programming and the estimates of QRA /contingency; and project timetable dates. (Note: decreases in funding can be agreed at any time)
- (ii) An interim review will also be undertaken in the spring of 2021 to consider any urgent requests for increases or decreases in project indicative allocation. This review will have a turnaround time of one month and will be undertaken following closure of the annual accounts in May each year and be considered by the Investment Committee at its meeting in July.
- (iii) Within the year each operational programme boards will consider requests for changes to funding allocations. Any changes to indicative funding allocations will be reported back to the Investment Committee.
- (iv) Underspend on completed projects or completed operational programmes will be returned to the Transport Fund central pot to address overprogramming.

2.18 In agreeing these proposals there is a fine balance between allowing flexibility within the programme to fund exceptional requirements and ensuring there is adequate financial control. Activity will therefore be undertaken to:

- (i) Review the opportunities for transferring developed projects to alternative funding sources.
- (ii) Review all projects, within the 2021 year, to determine viability with a view to removing projects from the programme that are no longer able to progress.

- (iii) Review the methodology of risk and QRA estimates and ensure these are applied consistently across all schemes.

3 Financial implications

- 3.1 Financial implications are included within the body of the report.

4 Legal implications

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

5 Staffing implications

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

6 External consultees

- 6.1 No external consultations have been undertaken.

7 Recommendations

- 7.1 The Investment Committee recommends to the Combined Authority that:
 - (i) The proposals set out in section 2.17 and 2.18 above.
 - (ii) The proposed revised funding allocations as set out in Appendix 1 and detailed in paragraphs 2.12 to 2.15 of this report.
 - (iii) The revised programme dates for each project as set out in Appendix 2.

8 Background documents

- 8.1 None.

9 Appendices

- 9.1 Appendix 1 Transport Fund Review Finances
- 9.2 Appendix 2 Transport Fund Review Schedules

Scheme	Programme	Indicative Funding (£M)	Approved Funding (£M)	Spend to 31 March 2020 (£M)	Forecast Spend 2020/21 (£M)	Forecast Spend 2021/22 (£M)	Forecast Spend 2022/23 (£M)	Forecast Spend 2023/24 (£M)	Forecast Spend 2024/25 (£M)	Forecast Spend 2025/26 (£M)	Forecast Spend 2026/27 (£M)	Forecast Spend 2027/28 (£M)	Forecast Spend 2028/29 (£M)	Overall Total (£M)	QRA (£M)	Contingency (£M)	Match Funding (£M)	Funding Requested Above Indicative Allocation (£M)	Revised Indicative Funding Allocation
A6110 Leeds Outer Ring Road	Individual projects not included in programmes	11.99	0.60	0.21	0.19	0.19	0.40	1.00	1.00		9.00			11.99	0.00	0.05	1.50	-8.99	3.00
A62 - A644 (Wakefield Road) Link Road	Individual projects not included in programmes	69.30	0.97	0.96	0.00	0.87	1.00	1.00	3.30	32.75	29.02	0.40		69.30	12.50	6.90	0.00	0.00	69.30
A629 (Phase 1A) - Jubilee Road to Free School Lane	A629	8.64	8.64	8.64										8.64					8.64
A629 (Phase 1B) - Eiland Wood Bottom to Jubilee Road	A629	27.84	11.48	2.49	2.81	7.00	8.00	5.23	2.31					27.84	2.60	1.03			27.84
A629 (Phase 2) - A629 Phase 2, Halifax Town Centre	A629	50.78	3.25	3.17	1.74	5.03	7.00	12.00	13.00	8.00	0.84			50.78	7.57			-2.94	47.84
A629 (Phase 2) - Halifax Bus Station	A629	0.83	0.83	0.31	0.52									0.83				-0.43	0.41
A629 (Phase 4) - Ainley Top	A629	25.92	7.09	0.71	0.60	1.39	2.00	8.00	6.90	5.39	0.93			25.92	1.88	0.35			25.92
A629 (Phase 5) - Ainley Top into Huddersfield	A629	12.09	4.42	1.86	0.63	1.26	2.56	4.74	0.98	0.06				12.09	0.50	0.39	0.00	1.21	13.30
A641 Bradford - Huddersfield Corridor	Individual projects not included in programmes	75.54	2.13	0.64	0.65	1.15	1.25	1.35	18.00	18.00	17.00	16.84	0.66	75.54	1.93	1.93			75.54
A65 - Leeds Bradford International Airport Link Road	Individual projects not included in programmes	75.00	1.79	1.69	0.18	0.75	3.00	5.00	32.00	27.38	5.00			75.00				-18.90	70.00
A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	Individual projects not included in programmes	9.33	9.33	6.40	2.46	0.45		0.02						9.33	1.04	0.82			9.33
A650 Tong Street	Individual projects not included in programmes	20.00	2.72	0.19	0.06	0.96	0.85	3.00	7.00	7.00	0.94			20.00	2.09	2.00			20.00
Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	Individual projects not included in programmes	8.64	9.26	8.64										8.64					8.64
Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)	Individual projects not included in programmes	0.34	0.34	0.34										0.34					0.34
Bradford Forster Square Station Gateway	Station Gateway	17.32	3.67	0.48	0.15	1.50	4.00	7.00	3.00	1.19				17.32	2.22	1.90		4.68	17.32
Bradford Interchange Station Gateway (Phase 1)	Station Gateway	5.65	0.29	0.28	0.21	0.83	2.83	1.50						5.65	0.56	0.30			5.65
Bradford to Shipley Corridor	Individual projects not included in programmes	47.90	3.98	2.15	0.90	2.00	2.54	7.00	14.00	17.00	2.31			47.90	4.59	3.28		6.10	47.90
Calder Valley Line - Elland Station	Individual projects not included in programmes	2.64	0.70	0.25	0.42	0.11	1.15	0.71						2.64	0.68	0.55	0.06		2.64
Calder Valley Line - Elland Station (Combined Authority)	Individual projects not included in programmes	17.36	1.43	0.42	0.86	1.00	7.00	8.08						17.36					17.36
Castleford Growth Corridor Scheme	Individual projects not included in programmes	6.87	1.84	0.24	0.97	1.58	2.58	1.48	0.02					6.87	1.55	0.23	0.22	3.35	7.27
Castleford Station Gateway	Station Gateway	2.84	2.84	0.78	2.06									2.84	0.22	0.17			2.84
CityConnect Phase 3 Canals	CityConnect	1.36	1.36	0.00	0.06	0.33	0.97							1.36	0.22	0.00		0.34	1.70
CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	CityConnect	0.37	0.02	0.02	0.35									0.37	0.00	0.01			0.37
CityConnect Phase 3 Cooper Bridge	CityConnect	1.86	0.35	0.07	0.57	0.22	1.00							1.86	0.33	0.13	0.00	0.00	1.86
CityConnect Phase 3 Huddersfield Town Centre	CityConnect	1.29	0.18	0.07	0.18	0.82	0.22							1.29	.0.25	0.08	0.80	0.00	1.29
CityConnect Phase 3 Leeds	CityConnect	6.50	0.10	0.05	5.90	0.55								6.50	0.35	0.29	0.36	-0.15	6.35
CityConnect Phase 3 West Yorkshire Combined Authority	CityConnect	0.50	0.50	0.21	0.29									0.50					0.50
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	Corridor Improvement Programme	0.24	0.18	0.11	0.13									0.24	0.20	0.36		0.15	0.39
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	Corridor Improvement Programme	4.21	0.81	0.69	0.20	1.00	1.81	0.51						4.21	0.18	0.31		0.32	4.53
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	Corridor Improvement Programme	9.66	0.95	0.95	0.28	0.40	1.50	5.40	1.13					9.66	0.80	0.79		2.35	12.01
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	Corridor Improvement Programme	5.80	0.94	0.8	0.4	2.5	1.2	0.0		0.0	0.8			5.80	0.35	0.14	0.09	-0.82	4.98
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	Corridor Improvement Programme	4.95	0.79	0.68	0.25	1.44	1.63	0.02		0.03	0.89			4.95	0.31	0.12	0.01	-0.89	4.06
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	Corridor Improvement Programme	7.50	0.86	0.86	0.70	3.69	2.25							7.50	0.56	0.82	0.85	0.00	7.50
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	Corridor Improvement Programme	3.97	0.89	0.25	0.43	0.37	1.47	1.45						3.97	0.52	0.27	0.00	0.00	3.97
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	Corridor Improvement Programme	8.20	2.53	0.53	1.55	2.97	3.00	0.08	0.02	0.00	0.00	0.00	0.05	8.20	0.80	0.54	3.18	2.20	8.70
Corridor Improvement Programme - Leeds - Dawsons Corner	Corridor Improvement Programme	14.48	2.61	0.86	0.37	1.00	6.00	4.77	1.48					14.48	1.11	0.90		4.34	14.48
Corridor Improvement Programme - Leeds - Dyneley Arms	Corridor Improvement Programme	2.48	0.78	0.47	0.41	1.29	0.31							2.48	0.14	0.00		-0.50	1.98
Corridor Improvement Programme - Leeds - Fink Hill	Corridor Improvement Programme	3.98	0.92	0.37	0.24	1.71	1.66							3.98	0.87	0.19		3.02	7.00
Corridor Improvement Programme - Wakefield - A650 Newton Bar	Corridor Improvement Programme	9.27	0.35	0.20	0.03	2.92	4.10	2.02						9.27	0.72	0.58	0.05		9.27
Corridor Improvement Programme - Wakefield - Owl Lane	Corridor Improvement Programme	0.05	0.08	0.05										0.05					0.05
Glasshoughton Southern Link Road	Individual projects not included in programmes	5.97	5.97	5.30	0.20	0.47								5.97				-0.47	5.97
Halifax Station Gateway	Station Gateway	10.60	2.17	1.24	0.29	0.64	1.50	4.20	2.73					10.60	2.90	1.50			10.60
Harrogate Road - New Line	Individual projects not included in programmes	7.67	7.67	4.70	2.12	0.85								7.67	0.56	0.13	4.66		7.67
Huddersfield Station Gateway (Phase 1)	Station Gateway	10.05	0.14	0.17	0.05	0.05	1.35	0.05	3.90	0.40	2.30	1.78		10.05	0.40	0.57			10.05
Leeds City Centre Network and Interchange Package	Leeds City Centre Network and Interchange Package	7.90	5.27	2.62	0.53	1.63	2.16	0.42	0.54					7.90			12.80	6.90	7.90
Leeds City Centre Network and Interchange Package - Armley Gyratory	Leeds City Centre Network and Interchange Package	40.50	3.58	0.00	2.03	4.88	10.45	10.61	8.53	4.00				40.50	8.28	2.51	0.00	4.50	40.50
Leeds City Centre Network and Interchange Package - Infirmary Street	Leeds City Centre Network and Interchange Package	8.90	8.90	0.00	4.50	4.40								8.90	0.46		0.46	0.00	8.90
Leeds City Centre Network and Interchange Package - Meadow Lane	Leeds City Centre Network and Interchange Package	9.50	0.00	0.00	0.00	4.50	4.00	1.00						9.50	0.62			0.00	9.50

Scheme	Programme	Indicative Funding (£M)	Approved Funding (£M)	Spend to 31 March 2020 (£M)	Forecast Spend 2020/21 (£M)	Forecast Spend 2021/22 (£M)	Forecast Spend 2022/23 (£M)	Forecast Spend 2023/24 (£M)	Forecast Spend 2024/25 (£M)	Forecast Spend 2025/26 (£M)	Forecast Spend 2026/27 (£M)	Forecast Spend 2027/28 (£M)	Forecast Spend 2028/29 (£M)	Overall Total (£M)	QRA (£M)	Contingency (£M)	Match Funding (£M)	Funding Requested Above Indicative Allocation (£M)	Revised Indicative Funding Allocation
Leeds City Centre Network and Interchange Package - Regent Street	Leeds City Centre Network and Interchange Package	0.00	0.00	0.00	0.00	0.00	0.00							0.00			4.60	18.90	12.00
Leeds ELOR and North Leeds Outer Ring Road	Individual projects not included in programmes	90.33	90.33	48.45	31.60	10.28								90.33	8.04	6.98	36.00		90.33
Leeds Inland Port	Individual projects not included in programmes	3.17	0.00	0.00			1.00	2.17						3.17	0.88			3.39	3.17
Leeds Station Gateway - Leeds Integrated Station Masterplan	Station Gateway	0.40	0.40	0.34	0.06									0.40			7.32		0.40
Leeds Station Gateway - New Station Street	Station Gateway	2.12	2.12	1.92	0.20									2.12					2.12
M62 Junction 24A	Individual projects not included in programmes	0.06	0.07	0.06										0.06					0.06
Mirfield to Dewsbury to Leeds (M2D2L)	Individual projects not included in programmes	12.50	0.54	0.32	0.40	0.45	4.00	7.00	0.33					12.50	0.00	0.50	0.50	0.00	12.50
Parking Extensions at Rail Stations (PEARS)	Rail Parking Package	0.14	0.14	0.14										0.14					0.14
PROGRAMME: A629 Contingency	A629													0.00					2.16
PROGRAMME: CityConnect	CityConnect	0.17	0.00	0.00		0.17								0.17	0.03	0.09		0.35	0.52
PROGRAMME: Corridor Improvement Programme	Corridor Improvement Programme	50.21	0.66	0.29	0.27	2.40	2.69	6.00	6.54	12.00	13.01	7.00		50.20	0.00	0.07		-4.13	46.08
PROGRAMME: Rail Parking Package	Rail Parking Package	24.49	3.72	1.43	0.00	0.39	0.75	1.65	3.00	9.00	8.24			24.46				-1.12	23.34
PROGRAMME: Station Gateways	Station Gateway	5.30	0.00	0.00					2.00	3.30				5.30					5.30
PROGRAMME: Transformational	Transformational	2.30	3.00	1.26					1.04					2.30	0.14	0.37			2.30
PROGRAMME: York Central Access Road and Station Access Improvements	York Central Access Road and Station Access Improvements	37.32	3.28	2.43										2.43					2.43
Rail Parking Package - Apperley Bridge	Rail Parking Package	1.20	0.11	0.00	0.11	0.10	0.69	0.30						1.20					1.20
Rail Parking Package - Ben Rhydding	Rail Parking Package	2.08	0.15	0.00	0.15	0.10	1.83							2.08					2.08
Rail Parking Package - Fitzwilliam	Rail Parking Package	0.49	0.49	0.49										0.49					0.49
Rail Parking Package - Garforth	Rail Parking Package	1.13	1.13	0.98	0.15									1.13	0.00	0.15			1.13
Rail Parking Package - Guiseley	Rail Parking Package	6.97	0.14	0.00		0.14	1.00	3.83	2.00					6.97					6.97
Rail Parking Package - Hebden Bridge	Rail Parking Package	0.88	0.88	0.19	0.34	0.35								0.88		0.04			0.88
Rail Parking Package - Mirfield A	Rail Parking Package	0.22	0.22	0.22										0.22					0.22
Rail Parking Package - Moorthorpe	Rail Parking Package	1.04	0.91	0.13	0.02	0.89								1.04	0.03	0.13			1.04
Rail Parking Package - Mytholmroyd	Rail Parking Package	3.95	3.95	1.06	2.89									3.95	0.00	0.32			3.95
Rail Parking Package - Normanton	Rail Parking Package	2.32	2.32	0.00		1.37	0.94							2.31		0.36			2.32
Rail Parking Package - Outwood	Rail Parking Package	1.54	0.21	0.08	0.13	0.55	0.50	0.23	0.05					1.54	0.26	0.18		1.12	2.66
Rail Parking Package - Shipley	Rail Parking Package	2.55	0.00	0.00	0.30	0.25	2.00							2.55					2.55
Rail Parking Package - South Elmsall	Rail Parking Package	0.60	0.60	0.60										0.60					0.60
Rail Parking Package - Steeton and Silsden	Rail Parking Package	4.63	4.63	0.00		2.77	1.87							4.63	0.00	0.34			4.63
South East Bradford Access Road	Individual projects not included in programmes	46.30	1.30	0.21	0.25	0.50	2.87	2.14	11.49	18.50	8.84	1.50		46.30	3.90	3.20			46.30
Thorpe Park Station	Individual projects not included in programmes	10.05	0.50	0.29	0.21	0.50	1.00	3.00	4.00	1.05				10.05		17.25	3.80	21.93	10.05
Transformational - A6120 Leeds Northern Outer Ring Road Improvements	Transformational	0.39	0.39	0.20	0.19									0.39				1.00	0.39
Transformational - Bradford Interchange Station Gateway (Phase 2)	Transformational	0.51	0.51	0.07	0.09	0.25	0.10							0.51	0.05	0.02			0.51
Transformational - Bradford Transport Model	Transformational	0.37	0.37	0.00	0.37									0.37					0.37
Transformational - Kirklees Transport Model	Transformational	0.17	0.17	0.13	0.04									0.17	0.00	0.00	0.00	0.00	0.17
Transformational - LCR Inclusive Growth Corridor Plans	Transformational	2.43	2.40	1.21	0.81	0.30	0.08	0.04						2.43					2.43
Transformational - Leeds Transport Model	Transformational	0.50	0.50	0.00	0.34	0.16								0.50	0.00	0.20	0.50		0.50
Transformational - NE Calderdale Transformational Programme Study	Transformational	0.40	0.40	0.26	0.03	0.12								0.40					0.40
Transformational - North Kirklees Orbital Route Feasibility Study	Transformational	0.25	0.25	0.21	0.04									0.25	0.00	0.00	0.00	0.04	0.29
Transformational - South Featherstone Link Road Feasibility Study	Transformational	0.28	0.28	0.23	0.05									0.28					0.28
Transformational - West Yorkshire Mass Transit	Transformational	4.60	2.04	0.00	0.44	1.08	1.54	1.54						4.60					4.60
Transformational - York Northern Outer Ring Road Dualling Feasibility Study	Transformational	0.30	0.30	0.30										0.30					0.30
Wakefield City Centre Package (Phase 1) - Kirkgate	Individual projects not included in programmes	5.56	5.56	5.56										5.56			0.01		5.56
Wakefield City Centre Package (Phase 2) - Ings Road	Individual projects not included in programmes	4.53	0.27	0.14	0.08	0.67	2.65	0.95	0.04					4.53	0.31	0.20			4.53
Wakefield Eastern Relief Road	Individual projects not included in programmes	37.59	37.59	36.39	1.20									37.59			0.50		37.59
West Yorkshire Integrated UTMCI	UTMCI	0.45	0.45	0.33	0.12									0.45					0.45
West Yorkshire Integrated UTMCI - Monitoring and Evaluation	UTMCI	0.08	0.00	0.00		0.08								0.08					0.08
West Yorkshire Integrated UTMCI (Phase A) - Bradford	UTMCI	0.63	0.63	0.34	0.29									0.63					0.63

Scheme	Programme	Indicative Funding (£M)	Approved Funding (£M)	Spend to 31 March 2020 (£M)	Forecast Spend 2020/21 (£M)	Forecast Spend 2021/22 (£M)	Forecast Spend 2022/23 (£M)	Forecast Spend 2023/24 (£M)	Forecast Spend 2024/25 (£M)	Forecast Spend 2025/26 (£M)	Forecast Spend 2026/27 (£M)	Forecast Spend 2027/28 (£M)	Forecast Spend 2028/29 (£M)	Overall Total (£M)	QRA (£M)	Contingency (£M)	Match Funding (£M)	Funding Requested Above Indicative Allocation (£M)	Revised Indicative Funding Allocation
West Yorkshire Integrated UTMC (Phase A) - Calderdale	UTMC	0.35	0.35	0.00		0.35								0.35					0.35
West Yorkshire Integrated UTMC (Phase A) - Kirklees	UTMC	0.59	0.59	0.20	0.29	0.10								0.59	0.00	0.00	0.00	0.00	0.59
West Yorkshire Integrated UTMC (Phase A) - Leeds	UTMC	1.51	1.51	0.07	0.63	0.81								1.51					1.51
West Yorkshire Integrated UTMC (Phase A) - Wakefield	UTMC	0.76	0.76	0.08	0.42	0.26								0.76					0.76
West Yorkshire Integrated UTMC (Phase B)	UTMC	1.23	1.23	0.13	0.53	0.57								1.23	0.52	0.33			1.23
West Yorkshire Integrated UTMC (Phase B2)	UTMC	0.89	0.00	0.00	0.00	0.89								0.89					0.89
West Yorkshire Integrated UTMC (Phase C)	UTMC	1.20	0.00	0.00	0.00	1.20								1.20	0.05	0.06			1.20
West Yorkshire Plus Transport Fund Delivery	Individual projects not included in programmes	4.08	0.00	3.59	0.50									4.09				1.04	5.11
York City Centre Access Improvements	Individual projects not included in programmes	8.10	0.36	0.00	0.20	0.20	2.00	5.70						8.10					8.10
York Northern Outer Ring Road	York Northern Outer Ring Road	2.45	2.45	2.45										2.45	3.06	2.83			2.45
York Northern Outer Ring Road - Future Phases	York Northern Outer Ring Road	26.32	0.00	0.00	1.42	1.90	2.50	7.00	7.00	7.00	1.69			28.51					29.70
York Northern Outer Ring Road - Phase 1 (Wetherby Road)	York Northern Outer Ring Road	3.87	3.87	3.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00			3.85					3.85
York Northern Outer Ring Road - Phase 2 (Monks Cross)	York Northern Outer Ring Road	3.59	3.59	2.40	1.19									3.59					2.40
York Northern Outer Ring Road - Phase 3	York Northern Outer Ring Road	2.17	0.00	0.00										0.00			5.00		0.00
York Station Access Improvements	York Central Access Road and Station Access Improvements				1.80	1.00	5.00	3.70						11.50					11.50
York Station Access Road	York Central Access Road and Station Access Improvements				0.00	1.00	3.00	8.00	8.16					20.16					20.16
York Station Compliant Western Access	York Central Access Road and Station Access Improvements				0.10	0.10	0.10	2.93	0.00					3.23					3.23

District

Bradford	Projects	131.20	25.00	13.65	5.79	4.76	6.26	12.16	32.49	42.50	12.09	1.50	0.00	131.20	12.18	9.43	4.66	6.10	131.20
	Partnership	38.59	7.41	2.92	1.72	3.98	10.24	14.41	4.13	1.19	0.00	0.00	0.00	38.60	4.01	3.68	0.00	7.50	41.41
	Total	169.79	32.41	16.57	7.51	8.74	16.50	26.57	36.62	43.69	12.09	1.50	0.00	169.80	16.19	13.11	4.66	13.60	172.61
Calderdale	Projects	188.72	32.59	15.65	5.80	14.57	18.25	26.58	40.21	31.39	18.77	16.84	0.66	188.72	13.98	3.31	0.00	-2.94	185.78
	Partnership	42.10	6.78	3.64	2.23	6.18	12.49	13.04	2.73	0.07	1.71	0.00	0.00	42.10	4.24	2.31	0.16	-1.71	40.39
	Total	230.82	39.37	19.29	8.03	20.75	30.74	39.62	42.94	31.46	20.48	16.84	0.66	230.82	18.22	5.62	0.16	-4.65	226.17
Kirklees	Projects	93.95	6.00	3.20	1.03	2.58	7.56	12.74	4.61	32.81	29.02	0.40	0.00	93.95	13.00	7.79	0.50	1.21	95.16
	Partnership	34.33	6.41	2.82	3.97	8.22	9.29	1.58	3.92	0.40	2.30	1.78	0.05	34.33	2.61	2.41	4.83	2.24	34.87
	Total	128.28	12.41	6.02	5.00	10.80	16.85	14.32	8.53	33.21	31.32	2.18	0.05	128.28	15.61	10.20	5.33	3.45	130.03
Leeds	Projects	253.10	120.07	61.95	39.03	26.63	20.01	18.03	42.07	31.38	14.00	0.00	0.00	253.10	17.40	9.54	55.36	2.41	251.11
	Partnership	33.16	8.04	2.15	8.61	8.18	7.97	4.77	1.48	0.00	0.00	0.00	0.00	33.16	3.04	1.97	0.86	7.71	35.53
	Total	286.26	128.11	64.10	47.65	34.81	27.98	22.80	43.55	31.38	14.00	0.00	0.00	286.26	20.44	11.51	56.22	10.12	286.64
Wakefield	Projects	60.52	51.23	47.63	2.45	2.72	5.23	2.43	0.06	0.00	0.00	0.00	0.00	60.52	1.86	0.43	0.73	2.88	60.92
	Partnership	12.39	2.17	1.13	0.63	3.73	4.60	2.25	0.05	0.00	0.00	0.00	0.00	12.39	0.98	0.76	0.05	1.12	13.51
	Total	72.91	53.40	48.76	3.08	6.45	9.83	4.68	0.11	0.00	0.00	0.00	0.00	72.91	2.84	1.19	0.78	4.00	74.43
York	Projects	83.82	13.55	11.13	4.71	4.20	12.60	27.33	15.16	7.00	1.69	0.00	0.00	83.82	3.06	2.83	5.00	0.00	83.82
	Partnership	0.30	0.30	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30
	Total	84.12	13.85	11.43	4.71	4.20	12.60	27.33	15.16	7.00	1.69	0.00	0.00	84.12	3.06	2.83	5.00	0.00	84.12
Partnership	Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Partnership	143.01	35.57	14.97	9.73	11.22	16.36	18.53	18.58	25.35	21.25	7.00	0.00	142.98	1.52	19.30	11.12	21.37	141.19
	Total	143.01	35.57	14.97	9.73	11.22	16.36	18.53	18.58	25.35	21.25	7.00	0.00	142.98	1.52	19.30	11.12	21.37	141.19
Total	Projects	811.31	248.44	153.21	58.81	55.46	69.91	99.27	134.60	145.08	75.57	18.74	0.66	811.31	61.48	33.33	66.25	9.66	807.99
	Partnership	303.88	66.68	27.93	26.90	41.51	60.95	54.58	30.89	27.01	25.26	8.78	0.05	303.86	16.40	30.43	17.02	38.23	307.20
	Total	1115.19	315.11	181.14	85.71	96.97	130.86	153.85	165.49	172.09	100.83	27.52	0.71	1115.17	77.88	63.76	83.27	47.89	1115.19

Programme

Individual projects not included in programmes	580.82	185.24	127.14	43.45	22.98	33.29	49.60	91.18	121.68	72.11	18.74	0.66	580.84	38.07	44.02	47.25	7.45	568.27
A629	126.10	35.71	17.18	6.30	14.68	19.56	29.97	23.19	13.45	1.77	0.00	0.00	126.10	12.55	1.77	0.00	-2.16	126.10
CityConnect	12.05	2.51	0.42	7.35	2.09	2.19	0.00	0.00	0.00	0.00	0.00	0.00	12.05	0.93	0.60	1.16	0.54	12.59
Corridor Improvement Programme	125.00	13.35	7.10	5.26	21.72	27.63	20.28	9.17	12.07	14.72	7.00	0.05	125.00	6.56	5.09	4.18	6.04	125.00
Leeds City Centre Network and Interchange Package	66.80	17.75	2.62	7.06	15.41	16.61	12.03	9.07	4.00	0.00	0.00	0.00	66.80	9.36	2.51	17.86	30.30	78.80
Rail Parking Package	54.23	19.60	5.32	4.09	6.90	9.58	6.01	5.05	9.00	8.24	0.00	0.00	54.20	0.29	1.52	0.00	0.00	54.21
Station Gateway	54.28	11.63	5.21	3.02	3.02	9.68	12.75	11.63	4.89	2.30	1.78	0.00	54.28	6.30	4.44	7.32	4.68	54.28
Transformational	12.50	10.61	3.87	2.38	1.91	1.72	1.58	1.04	0.00	0.00	0.00	0.00	12.50	0.19	0.59	0.50	1.04	12.54
UTMC	7.69	5.52	1.15	2.28	4.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.69	0.57	0.39	0.00	0.00	7.69
York Central Access Road and Station Access Improvements	37.32	3.28	2.43	1.90	2.10	8.10	14.63	8.16	0.00	0.00	0.00	0.00	37.32	0.00	0.00	0.00	0.00	37.32
York Northern Outer Ring Road	38.40	9.91	8.70	2.61	1.90	2.50	7.00	7.00	7.00	1.69	0.00	0.00	38.40	3.06	2.83	5.00	0.00	38.40
Total	1115.19	315.11	181.14	85.71	96.97	130.86	153.85	165.49	172.09	100.83	27.52	0.71	1115.17	77.88	63.76	83.27	47.89	1115.19

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Decision Point 1		Decision Point 2		Decision Point 3		Decision Point 4		Decision Point 5		Start on Site	Close on Site	Decision Point 6		Decision Point 7	
Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval			Submission	Approval	Submission	Approval

Bradford

A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	-	-	-	-	-	-	-	13/12/2018	-	15/03/2019	07/05/2019	30/12/2020	30/12/2020		30/12/2021	
A650 Tong Street	-	-	-	-	30/11/2020	31/03/2021	30/04/2022	31/08/2022	31/10/2022	31/01/2023	31/03/2023	31/03/2025	31/03/2025		31/03/2026	
Bradford to Shipley Corridor	-	-	-	-	-	04/12/2019	31/01/2022	30/04/2022	31/08/2022	30/11/2022	31/01/2023	31/10/2026	31/10/2026		31/10/2027	
Harrogate Road - New Line	-	-	-	-	-	-	-	11/07/2019	-	07/02/2020	01/08/2020	31/10/2021	31/10/2021		31/10/2022	
South East Bradford Access Road	-	08/11/2018	-	27/06/2019	01/11/2022	01/02/2023	20/01/2024	30/04/2024	07/05/2024	29/07/2024	20/10/2024	20/10/2026	20/10/2026		20/10/2027	

Bradford Forster Square Station Gateway	-	-	-	-	-	29/06/2017	29/12/2021	01/04/2022	01/05/2022	01/06/2022	01/07/2022	01/07/2023	01/07/2023		01/07/2024	
Bradford Interchange Station Gateway (Phase 1)	-	17/11/2017	-	01/02/2018	31/03/2021	30/05/2021	30/06/2020	N/A	29/09/2021	29/12/2021	01/02/2022	31/03/2023	31/03/2023		31/03/2024	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	-	24/04/2017	-	29/06/2017												
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	-	24/04/2017	-	29/06/2017	-	25/04/2019	30/04/2021	30/07/2021	30/08/2021	01/10/2021	15/11/2021	31/07/2023	31/07/2023		31/07/2024	
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	-	24/04/2017	-	29/06/2017	-	25/04/2019	01/08/2021	15/11/2021	15/12/2021	28/02/2022	01/05/2022	30/09/2023	30/10/2023		30/10/2024	
Transformational - Bradford Interchange Station Gateway (Phase 2)	-	-														
Transformational - Bradford Transport Model	-	-	-	27/07/2020	-	-	-	-	-	14/08/2020		30/10/2022	30/10/2021		30/10/2022	
West Yorkshire Integrated UTMCI (Phase A) - Bradford	-	-	-	-	-	05/04/2018	-	21/09/2018	-	21/12/2018			01/03/2022		01/03/2023	

Calderdale

A629 (Phase 1A) - Jubilee Road to Free School Lane	-	-	-	-	-	-	-	06/04/2017	-	16/06/2017		30/11/2018	31/03/2020		31/10/2021	
A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	-	-	-	-	-	-	31/01/2020	08/07/2020	01/11/2020	01/12/2020	01/02/2021	01/09/2022	29/04/2022		28/04/2023	
A629 (Phase 2) - A629 Phase 2, Halifax Town Centre	-	-	-	-	-	-	30/06/2020	10/11/2020	01/04/2021	31/05/2021	01/06/2021	01/08/2024	30/09/2024		30/09/2025	
A629 (Phase 4) - Ainley Top	-	-	-	-	-	03/09/2019	30/06/2022		01/10/2022		01/01/2023	31/03/2025	30/05/2025		29/05/2026	
A641 Bradford - Huddersfield Corridor	-	30/05/2017	-	25/06/2020	01/09/2021	31/12/2021	01/11/2022	23/02/2023	01/02/2023	23/05/2023	01/01/2024	31/12/2025		17/06/2026		17/06/2027

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Calder Valley Line - Elland Station	-	05/05/2017	-	29/06/2017	-	29/03/2019	31/01/2021		30/07/2021				29/12/2023		31/12/2024	
Calder Valley Line - Elland Station (Combined Authority)							31/01/2021		30/07/2021		01/02/2022	01/02/2023				
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	-	24/04/2017	-	29/06/2017	-	02/08/2018	03/08/2020	25/09/2020	04/01/2021	26/02/2021	01/04/2021	30/11/2022	31/12/2022		31/12/2023	
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	-	24/04/2017	-	29/06/2017	-	02/08/2018	03/08/2020	25/09/2020	04/01/2021	26/02/2021	01/04/2021	30/11/2022	31/12/2022		31/12/2023	
Halifax Station Gateway	-	-	-	-	-	25/06/2020	31/05/2021		31/01/2022		31/08/2022	31/12/2024	31/05/2025		31/05/2026	
Transformational - NE Calderdale Transformational Programme Study	-	-	31/03/2021													
West Yorkshire Integrated UTMCI (Phase A) - Calderdale	-	-	-	-	-	05/04/2018	-	21/09/2018	-	21/12/2018	01/08/2021	30/11/2022				

Kirklees

A62 - A644 (Wakefield Road) Link Road	-	-	-	-	01/07/2021		01/09/2023		01/01/2024		01/01/2024	01/08/2026	01/10/2026		01/10/2027	
A629 (Phase 5) - Ainley Top into Huddersfield	-	-	-	-	-	10/05/2018	01/12/2020		01/05/2021		01/08/2021	30/11/2025	30/01/2026		30/01/2027	
M62 Junction 24A							x									
Mirfield to Dewsbury to Leeds (M2D2L)		04/03/2019		27/06/2019	01/11/2020		01/06/2021		01/10/2021		01/02/2022	01/02/2024	01/04/2024		01/04/2025	

CityConnect Phase 3 Cooper Bridge	-	20/04/2018	-	28/06/2018	-	01/10/2019	01/02/2021		01/09/2021		01/01/2022	01/09/2022	01/11/2022		01/11/2023	
CityConnect Phase 3 Huddersfield Town Centre	-	20/04/2018	-	28/06/2018	-	25/06/2020			01/02/2021		01/08/2021	01/08/2023	01/10/2023		01/10/2024	
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	-	24/04/2017	-	29/06/2017	-	11/10/2018	01/04/2020	19/06/2020	01/01/2021		01/03/2021	01/01/2022	01/03/2022		01/03/2023	
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	-	24/04/2017	-	29/06/2017	-	25/06/2020	01/06/2021		01/12/2021		01/02/2022	01/02/2023	01/04/2023		01/04/2024	
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	-	24/04/2017	-	29/06/2017	-	14/02/2019	01/10/2020		01/01/2021		01/03/2021	01/03/2023	01/05/2023		01/03/2024	
Huddersfield Station Gateway (Phase 1)	-	19/03/2018	-	28/06/2018	01/02/2021		01/12/2021		01/07/2022		01/11/2022	01/04/2023	01/06/2023		01/06/2024	
Huddersfield Station Gateway (Phase 2)	-	10/01/2019														
Transformational - Kirklees Transport Model	-	17/07/2019	-	01/08/2019	-	-	-	-	-	27/09/2019			01/12/2020		01/12/2021	
Transformational - North Kirklees Orbital Route Feasibility Study	-	-	01/02/2021													
West Yorkshire Integrated UTMCI (Phase A) - Kirklees	-	-	-	-	-	05/04/2018	-	21/09/2018	-	21/12/2018	01/04/2020	01/07/2021	01/03/2022		01/03/2023	

Leeds

A6110 Leeds Outer Ring Road	-	-	-	-	30/11/2020		30/09/2021		30/11/2021				30/10/2023		31/10/2024	
A65 - Leeds Bradford International Airport Link Road	-	-	-	-	31/07/2021		30/08/2024		30/05/2025				31/12/2027		29/12/2028	
Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	-	-	-	-	-	-	-	-	-	-	05/09/2016	19/06/2017				
Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)	-	-	-	-	-	-	-	-	-	-						

	Decision Point 1		Decision Point 2		Decision Point 3		Decision Point 4		Decision Point 5		Start on Site	Close on Site	Decision Point 6		Decision Point 7	
	Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval			Submission	Approval	Submission	Approval
Leeds City Centre Network and Interchange Package - Armley Gyratory	-	-	-	-	-	25/06/2020	N/a	N/a	31/08/2021	01/11/2021			30/12/2022		29/12/2023	
Leeds City Centre Network and Interchange Package - Regent Street	-	-	-	-	-	-										
Leeds City Centre Network and Interchange Package - Infirmary Street	-	-	-	-	-	-	-	-	-	14/02/2020	01.02.20	01.02.21				
Leeds City Centre Network and Interchange Package - Meadow Lane	-	-	-	-	-	-	-	31/07/2020	01/11/2020		15/11/2020	15/01/2022				
Leeds ELOR and North Leeds Outer Ring Road	-	-	-	-	-	-	-	-	-	10/10/2019	17/02/2020	15/05/2022	31/01/2022		31/01/2023	
CityConnect Phase 3 Leeds	-	-	-	-	-	11/06/2019	-	17/04/2020	31/07/2020		01/05/2020	01/06/2021	29/01/2021		31/01/2022	
Corridor Improvement Programme - Leeds - Dawsons Corner	-	24/04/2017	-	29/06/2017	-	13/12/2018	30/10/2020		30/06/2021				03/01/2022		31/01/2023	
Corridor Improvement Programme - Leeds - Dyneley Arms	-	24/04/2017	-	29/06/2017	-	13/12/2018	30/04/2020		30/06/2020				31/08/2020		30/11/2021	
Corridor Improvement Programme - Leeds - Fink Hill	-	24/04/2017	-	29/06/2017	-	13/12/2018	30/09/2020		30/11/2020				31/03/2021		31/03/2022	
Transformational - A6120 Leeds Northern Outer Ring Road Improvements	-	-														
Transformational - Leeds Transport Model	-	-	-	09/01/2020	-	-	-	-	-	01/05/2020	N/a	N/a	31/08/2021		31/08/2022	
West Yorkshire Integrated UTMCI (Phase A) - Leeds	-	-	-	-	-	05/04/2018	-	21/09/2018	-	21/12/2018			01/03/2022		01/03/2023	
West Yorkshire Integrated UTMCI (Phase B)	-	-	-	-	-	-	-	-	-	12/07/2019			31/03/2021		31/03/2022	
West Yorkshire Integrated UTMCI (Phase B2)	-	-	-	-	-	-	-	21/09/2018	30/10/2020	31/12/2020						
West Yorkshire Integrated UTMCI (Phase C)	-	-	-	-	-	-	-	21/09/2018		28/08/2020			31/03/2021		31/03/2022	
Wakefield																
Castleford Growth Corridor Scheme	-	-	-	-	-	10/10/2019	31/03/2021		30/09/2021		31/01/2022	31/01/2023	30/04/2023		30/04/2024	
Glasshoughton Southern Link Road	-	-	-	-	-	-	-	11/10/2018	-	18/01/2019	11/03/2019	29/06/2020	31/10/2020		31/10/2021	
Wakefield City Centre Package (Phase 1) - Kirkgate	-	-	-	-	-	-	-	-	-	02/02/2017	07/03/2017	14/08/2018	31/10/2020		31/03/2021	
Wakefield City Centre Package (Phase 2) - Ings Road	-	-	-	-	31/12/2020		31/08/2021		31/12/2021		31/05/2022	31/05/2023	31/08/2023		21/08/2024	
Wakefield Eastern Relief Road	-	-	-	-	-	-	-	-	-	-	06/04/2015	27/04/2017	31/10/2020		31/07/2021	
Corridor Improvement Programme - Wakefield - A650 Newton Bar	-	24/04/2017	-	29/06/2017	-	13/12/2018	-	16/04/2020	01/01/2021		30/06/2021	30/06/2022	30/09/2022		30/09/2023	
Corridor Improvement Programme - Wakefield - Owl Lane	-	24/04/2017	-	29/06/2017												
Rail Parking Package - Fitzwilliam	-	-	-	-	-	-	-	-	-	25/08/2017	04/09/2017	26/03/2018	-	-	-	15/01/2020
Rail Parking Package - Outwood	-	-	-	-	-	-	-		30/06/2021		31/10/2021	31/05/2022	31/08/2022		31/05/2023	
Transformational - South Featherstone Link Road Feasibility Study	-	-														
West Yorkshire Integrated UTMCI (Phase A) - Wakefield	-	-	-	-	-	05/04/2018	-	21/09/2018	-	21/12/2018			01/03/2022		01/03/2023	
York																
York Central Access Road and Station Access Improvements	-	-	-	-	-	-	-	13/03/2019	31/01/2021							
York Station Access Road																
York Station Access Improvements																
York Station Compliant Western Access																
York City Centre Access Improvements	-	11/10/2019	-	06/02/2020	30/11/2020		01/04/2021		01/07/2021				01/04/2022		01/04/2023	
York Northern Outer Ring Road - Future Phases							07/04/2022		09/03/2023		06/06/2023	06/06/2025	01/09/2025		06/06/2026	
York Northern Outer Ring Road - Phase 1 (Wetherby Road)	-	-	-	-	-	-	-	01/02/2018	-	21/03/2018	04/06/2018	28/02/2019	29/04/2022		28/04/2023	
York Northern Outer Ring Road - Phase 2 (Monks Cross)	-	-	-	-	-	-	-	13/12/2018	-	21/12/2018						
York Northern Outer Ring Road - Phase 3	-	-	-	-	-	-	-	09/01/2020								
Transformational - York Northern Outer Ring Road Dualling Feasibility Study	-	-														
West Yorkshire Combined Authority																
A629 (Phase 2) - Halifax Bus Station	-	-	-	-	-	10/10/2019	31/03/2020		30/09/2020							
Calder Valley Line - Elland Station	-	05/05/2017	-	29/06/2017	-	29/03/2019	30/11/2020		30/07/2021				29/12/2023		31/12/2024	
Castleford Station Gateway	-	-	-	-	-	-	-	-	-	23/08/2019	29/01/2020	30/12/2020			30/12/2021	
CityConnect Phase 3 Canals	-	-	-	28/06/2018	01/07/2020	04/09/2020	n/a	n/a	01/01/2021	12/03/2021	15/03/2021	30/06/2021	31/07/2021	30/09/2021	30/06/2022	31/08/2022
CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	-	-	-	28/06/2018			01/02/2020		01/08/2020	11/09/2020	01/11/2020	31/03/2021	30/04/2021	30/06/2021	31/03/2022	30/05/2022
CityConnect Phase 3 West Yorkshire Combined Authority	-	-	-	28/06/2018	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Leeds Inland Port	-	-	-	-	-	06/02/2020	01/12/2020	22/04/2021	01/02/2021	31/03/2021	01/06/2021	31/12/2021	31/01/2022	28/02/2022	31/01/2023	28/02/2023
Leeds Station Gateway - Leeds Integrated Station Masterplan	-	-	-	-	30/06/2020				31/08/2020							
Leeds Station Gateway - New Station Street	-	-	-	-	-	-	-	-	-	28/06/2019	04/02/2019	30/09/2019	31/12/2019		31/12/2020	

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	Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval	Submission	Approval			Submission	Approval	Submission	Approval
Parking Extensions at Rail Stations (PEARS)	-	-	-	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Rail Parking Package - Apperley Bridge	-	-	-	-	30/03/2021		30/06/2021		30/09/2021		31/12/2021	30/06/2023	30/09/2023		30/09/2024	
Rail Parking Package - Ben Rhydding	-	-	-	-	30/03/2021		30/06/2021		30/09/2021		31/12/2021	30/09/2022	31/12/2022		31/12/2023	
Rail Parking Package - Garforth	-	-	-	-	-	-	-	-	-	08/05/2019	15/07/2019	20/12/2019	31/12/2020		31/12/2021	
Rail Parking Package - Guiseley	-	-	-	29/06/2017	30/04/2021		31/07/2021		31/10/2021		31/01/2022	31/01/2023	31/04/2023		31/04/2024	
Rail Parking Package - Hebden Bridge	-	-	-	-	-	-	-	-	-	07/07/2020	31/01/2021	31/04/21	30/07/2021		30/07/2022	
Rail Parking Package - Mirfield A	-	-	-	-	-	-	-	-	-	-	30/04/2018	03/07/2018	-	-	-	15/01/2020
Rail Parking Package - Moorthorpe	-	-	-	-	-	-	-	-	-	06/02/2020	31/04/2021	31/12/2021	31/03/2022		31/03/2023	
Rail Parking Package - Mytholmroyd	-	-	-	-	-	-	-	-	-	16/11/2018	28/10/2019	18/12/2020	30/03/2021		30/03/2022	
Rail Parking Package - Normanton	-	-	-	-	-	-	-	-	-	16/04/2020	30/06/2021	31/03/2022	30/06/2022		30/06/2023	
Rail Parking Package - Shipley	-	-	-	-			31/01/2021		31/04/2021		31/07/2021	31/07/2022	31/10/2022		31/10/2023	
Rail Parking Package - South Elmsall	-	-	-	-	-	-	-	-	-	-	27/03/2017	24/07/2017	-	-	-	15/01/2020
Rail Parking Package - Steeton and Silsden	-	-	-	-	-	-	-	-	-	10/10/2019	31/04/2021	31/04/2022	31/07/2022		31/07/2023	
Thorpe Park Station	-	-	-	-	01/11/2020	04/02/2021	01/05/2022	01/08/2022	01/08/2022	01/10/2022	01/11/2022	01/10/2023				
Transformational - LCR Inclusive Growth Corridor Plans	-	-	n/a		n/a		n/a		n/a		n/a		n/a		n/a	
Transformational - West Yorkshire Mass Transit	-	27/07/2020	01/04/2022		n/a		n/a		n/a		n/a		n/a		n/a	
West Yorkshire Integrated UTMCI - Monitoring and Evaluation	-	-														

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Report to: West Yorkshire and York Investment Committee

Date: 7 January 2020

Subject: **Leeds Public Transport Investment Programme (LPTIP) Review 2020 – Part One**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor, Head of Portfolio Management and Appraisal

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:	

1 Purpose of this report

- 1.1 This is part one of the report which details the outcomes of a review of the Leeds Public Transport Investment Programme (LPTIP) and sets out recommendations for managing the bus infrastructure and programme management elements of the programme up to the programme's end. Part two of the report will be presented to Investment Committee early in 2021, and will cover the remaining elements of the programme, these being the bus delivery and rail packages.

2 Information

Background

- 2.1 The Leeds Public Transport Investment Programme (LPTIP) commenced in 2017. This is a £183.4 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. A further £86.76 million has been leveraged as match funding from bus operating companies' investment in fleet, as well as £8.77 million from Section 106, European Regional Development Fund (ERDF) and Leeds City Council's Capital Programme. The £183.4 million of investment is being monitored through the Combined Authority's assurance process. The funding contributions are as follows:

Funding Source	Amount (£) million
Department for Transport	173.50
Leeds City Council	8.93
Combined Authority	0.97
Total	183.4

- 2.2 This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times, reliability and usage and improve health outcomes by reducing overall transport emissions. In this way, the programme seeks to contribute towards the doubling of bus patronage over a 10-year period in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment, and public services. It will also create:
- A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally, and locally.
 - An ambitious city, that attracts and plans for inclusive growth.
 - A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network.
 - A people-focused city, with well-connected neighbourhoods and a city centre that is easily accessible for everyone.
 - A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 2.3 Whilst the impact of Covid-19 has had a significant detrimental impact on bus passenger demand in the short term, initial findings prior to the onset of the pandemic indicated a growth of passenger numbers on those corridors that have experienced early investment, such as where the new bus fleet has been introduced. The longer timescales for realisation of most infrastructure interventions have largely prevented any observation of their impacts to date. However, it is anticipated that their delivery will assist in the recovery of public transport use once the impact of the pandemic subsides, with future growth in the longer-term building on the initial growth that investment in vehicle fleet had started to deliver.
- 2.4 Whilst inception of the programme pre-dates commitments made by both Leeds City Council and the West Yorkshire Combined Authority to become a net-zero carbon economy by 2030, the measures introduced will contribute to realising the shift towards greater bus use, walking, and cycling that will be necessary to achieve this target. Initial assessments of the bus infrastructure package predict this could help cut greenhouse gas emissions by 23,443 tonnes of CO₂ equivalent as a result of mode shift.
- 2.5 Following the approval of the Strategic Outline Case (SOC) at decision point 2 in April 2017, the Department for Transport (DfT) outlined a funding deadline

of March 2021, giving the team less than four years from initial concept stage to develop, design and construct a complex programme and fully expend £173.5 million of external grant. At decision point 2, a development grant of £15.31 million was approved by the Combined Authority for the progression of schemes within LPTIP. This grant was allocated by the programme board to the packages, where it was then allocated to schemes.

- 2.6 The programme is split into three separate packages plus an overall programme management element:
- Bus infrastructure package
 - Bus delivery package
 - Rail package
 - Programme Management
- 2.7 The packages comprise a number schemes, which have progressed through the Combined Authority's assurance process individually.
- 2.8 The programme was originally anticipated to deliver 17 schemes through these packages, which would be completed by March 2021. This has increased to 38 schemes as a result of priority corridor schemes being split up into smaller schemes to enable value for money impacts and deliverability to be maximised (Bus infrastructure package – 24, Bus delivery package - 8, Rail package - 6). The list of schemes is included in Appendix 1 (table 1).
- 2.9 The LPTIP bus infrastructure package and programme management element have been reviewed, with full input from Leeds City Council, to reflect changes in the programme and to ensure the necessary approvals are in place to move forward. Work is underway on reviewing the bus delivery and rail package and part two of the report will follow in early 2021.
- 2.10 The changes proposed are affordable within the overall LPTIP funding for which the Combined Authority is the accountable body. The programme developed with a high level of over-programming to provide resilience for scheme substitution in the event a particular scheme was found to be undeliverable within the funding period. This has had the added benefit of developing a pipeline of schemes suitable for delivery via other funding mechanisms. Affordability has been achieved mainly as a result of developing schemes which were then able to attract alternative sources of funding and therefore moved out of LPTIP.
- 2.11 The changes proposed to development costs do not exceed the overall allocation of £15.31 million at decision point 2. Where additional funding is sought from the Combined Authority this does not exceed the Department for Transport funding envelope of £173.5 million, for which the Combined Authority is the accountable body.

- 2.12 Other costs outside the £173.5 million envelope will be borne by Leeds City Council's LPTIP contribution (£8.93 million), the Combined Authority's contribution (£0.97 million) or other funding streams as outlined in this report.

3 Overall Programme Update

- 3.1 To date 37 business cases have been submitted and 12 schemes have now received Full Business Case plus finalised costs (FBC+) approval through the assurance process. All remaining FBC+ approvals are expected to be complete by March 2021.
- 3.2 Construction work started on the first scheme, Elland Road Park and Ride second expansion, in April 2019, with another six schemes following during 2019. All nine remaining bus infrastructure schemes will have started construction by the end of 2020. Autumn/Winter 2020 is the busiest period for construction activity across the package and in turn the highest period of spend.
- 3.3 In the last three months, construction has been completed on five schemes including the reopening of Elland Road Park and Ride expansion, which has had to adapt as a result of changes initiated by the Covid-19 pandemic. The Temple Green Park and Ride site that was included in the original scope has also now been reworked into a Covid-19 testing site. This extension will now be delivered using funding made available by government through the Getting Building Fund. The remaining schemes are due to be completed between March 2021 and Spring 2022.
- 3.4 Throughout the Covid-19 pandemic the financial and programme impacts of the national and local lockdown restrictions have been very closely monitored. The delivery teams have been key in ensuring that impacts are kept to a minimum while still maintaining government safety guidelines and having the wellbeing of both staff and public as a priority. The current financial impact which is directly related to Covid-19 has been estimated at £2 million for the programme.
- 3.5 To ensure full take up of the government grant by the original stated deadline of March 2021, a large number of proposals were initiated at the outset. This approach has been very successful in ensuring funds will be spent and has led to the development of a number of "shovel- ready" schemes that are ready for implementation as and when other funding opportunities arise. These are further detailed in this report.
- 3.6 A recent affordability review looking at the overall finance position of the programme was undertaken to RAG rate and prioritise schemes for final delivery. The overprogramming and subsequent prioritisation process has enabled the budgets to be allocated to delivering schemes which will give the greatest outputs, and which are deliverable within the tight timeframes of the funding window. A number of schemes that have been developed under the programme up to or beyond Outline Business Case (OBC), but which have

been agreed that should not progress to delivery, are looking for alternative funding and delivery options.

- 3.7 Through discussion with the Department for Transport the deadline for delivery of 31 March 2021 has been extended. The current programme is that schemes are required to be contractually committed by the 31 March 2021 and substantially complete by 31 March 2022. The programme is expected to therefore end in quarter 2 or quarter 3 in financial year 2022/23.
- 3.8 There are a number of schemes which will be in contract before the original programme end date of 31 March 2021 but still on site for delivery, however the team are working hard to ensure that this is kept to a minimum. The current financial profiles indicate that circa £65.1 million of funds will be required in 2021/22, which will consist of £28 million of DfT LPTIP contribution, £9.7 million of Leeds City Council and Combined Authority match funding, together with external contributions of £27.4 million.
- 3.9 The final grant payment of £44.38 million was received from the Department for Transport (DfT) in November 2020.
- 3.10 There are three schemes which will be delivered through 2021/22. The first is the A647 corridor scheme, which is still on target to be in contract and committed prior to March 2021 but delivery will continue after March 2022. DfT has confirmed that provided schemes are in contract by the end of March 2021, funding will be made available. It should be noted the DfT funds will be fully expended by the end of quarter 2 2021/22 based on the latest forecast. Any expenditure beyond March 2022 will be from Leeds City Council, Combined Authority, or other match funding contributions.
- 3.11 The Corn Exchange enabling works were paused whilst the programme affordability review was undertaken in June/July 2020. The enabling works commenced on 24 August 2020. A series of value engineering workshops have subsequently been undertaken to try and reduce the overall Full Business Case plus finalised costs target cost to bring the programme to a balanced budget.
- 3.12 Leeds Bus station is scheduled to go into contract with the delivery partner in February / March 2021 with an end date for completion of March 2022. While timescales are tight, this is a key scheme for delivery as the bus station plays a pivotal role in the bus network for the city.
- 3.13 As of December 2020, the programme is currently showing an anticipated over-programming position of £1.3 million. This is being dealt with through movements in package savings, together with pro-actively value engineering projects to reduce the costs.

4 Proposed revisions to the Bus Infrastructure Package

- 4.1 The bus infrastructure package aims to deliver a step-change in the quality of the bus network, by delivering a range of improvements across a number of

schemes, which have progressed through the assurance process individually. The improvements include:

- a new high frequency bus network and measures to increase the network's attractiveness and reliability,
- enhanced interchange facilities and more bus stops with real time information
- new, more environmentally clean buses, through bus operator investment and,
- additional park and ride spaces

4.2 Following the review, the changes identified fall into four categories:

Reallocation of schemes to other funding programmes

4.3 Alternative funding streams have been identified for the schemes outlined in Appendix 1 (table 2). It is proposed that the schemes transfer out of LPTIP to the other programmes and funding streams identified. This will allow the development and delivery costs, at the levels shown in Appendix 1 (table 2), to be redistributed within LPTIP. It should be noted that each of the other programmes has already had approval to accept these schemes and their associated costs.

Recommendation

4.4 That Investment Committee approves

- (i) The reallocation of schemes to other funding programmes as outlined in Appendix 1 (table 2) of this report

Reprofiling of decision point 2 development cost approval

4.5 The programme gained its decision point 2 (Strategic Outline Case) approval from the Combined Authority in June 2017 and £15.31 million of development costs were approved.

4.6 A change is now proposed in how the programme-wide development cost approval is allocated across schemes in the bus infrastructure package. This is necessary to:

- Redistribute funding previously allocated to those schemes which are now being funded through alternative funding streams,
- Ensure sufficient allocation to cover development costs to date for pipeline schemes where alternative funding streams are yet to be identified

4.7 The proposed reallocation of decision point 2 approvals is shown in Appendix 1 (table 3). This includes:

- Development costs for schemes now reprioritised into the development pipeline
- Development and delivery costs of enabling schemes that have been delivered early to expedite spend but where the wider corridor on which they sit has been reprioritised into the development pipeline, preventing submission of an associated business case to claim back costs retrospectively (applicable to A58 York Street and A58 St. Peter's Street only)
- Initial development of LPTIP schemes taken forward individually through the assurance process, for which further approval at subsequent decision points then increased the associated approval amount.

4.8 It is important to note that the changes proposed will mean that the costs will remain with the £15.31 million decision point 2 approval.

Recommendation

4.9 That Investment Committee approves:

- (i) The reprofiled decision point 2 development costs, as set out in Appendix 1 (table 3).

Reprioritisation of schemes into the development pipeline

- 4.10 A number of schemes have been advanced to various stages of development but will now pause and will not progress to delivery as part of LPTIP. These pipeline schemes all remain priorities for future delivery, however risks associated with their development, and/or the nature of outcomes achievable through their delivery, make them less suited for progression under LPTIP than other schemes within the programme, given the constrained funding window and over-programming position.
- 4.11 Alternative funding mechanisms for these schemes are yet to be identified, however the development costs to date will be funded from LPTIP. These are outlined in Appendix 1 (table 4).
- 4.12 The promoter is clear that there is a desire to see these schemes progressed to delivery in future, and costs incurred to date will help facilitate early delivery of these schemes should other funding opportunities be identified.
- 4.13 The majority of development costs against pipeline schemes can be accommodated by reprofiling the development budget from the programme-wide decision point 2 approval.
- 4.14 However, the two most advanced schemes, A58 Beckett Street and Alwoodley Gates Park and Ride require approval of additional funding, over and above the decision point 2 development costs outlined in Appendix 1 (table 3), to cover costs already incurred to date.

- 4.15 **A58 Beckett Street** - Decision point 3 (Outline Business Case) approval was secured for the combined A58 Beckett Street and York Street in January 2020. This did not request the release of additional development costs at that time since initial development costs were covered by the programme-wide decision point 2 approval. Any additional development costs required were to be captured retrospectively once the combined scheme reached decision point 5 (Full Business Case plus finalised costs), in line with the approach adopted across other schemes within the bus infrastructure package.
- 4.16 The scheme is being paused, pending further funding streams being identified and approval is now being sought retrospectively for the additional development costs incurred, given the Full Business Case plus finalised costs will not now be submitted.
- 4.17 Overall, the A58 corridor was allocated £0.45 million of development costs at decision point 2. The corridor comprised of three schemes as shown below.

A58 corridor component	Development Costs (£ million)	Adjusted DP2 approval (£ million)	Additional approval request (£ million)	Total funding required (£ million)
Beckett Street	1.779	0.506	1.273	1.779
York Street	0.593	0.593	-	0.593
St Peters Street	0.385	0.385	-	0.385
TOTAL	2.757	1.487	1.273	2.757

- 4.18 It is proposed that the existing decision point 2 approval be reprofiled to cover development and delivery of York Street. Following confirmation that the St Peters Street scheme is also to be funded through the bus infrastructure package as an early intervention, it is proposed that costs for its development and delivery are also accommodated in the decision point 2 reprofiled approval.
- 4.19 A shortfall in approved funding still exists, to cover development work to date on Beckett Street, which is over and above the proposed decision point 2 reprofiled amount of £0.506 million. Approval is therefore being sought for £1.273 million to cover the additional development costs already incurred, bringing the total development costs for A58 Beckett Street to £1.779 million.
- 4.20 The LPTIP Programme Board has indicated its desire to continue progressing the A58 Beckett Street element through to decision point 4 (full business case) to maximise the opportunity for securing funding for delivery from other funding streams. However, the scheme will pause until the LPTIP over programming position is clarified and there is clarity on whether the additional development costs to progress the scheme to Full Business Case are affordable with the LPTIP programme. If the costs are affordable, it is proposed that a project Change Request is submitted seeking approval to spend the additional development costs from the LPTIP Fund and that Investment Committee delegate approval to the Combined Authority's Managing Director.

- 4.21 **Alwoodley Gates Park and Ride** – the scheme has paused prior to seeking approval to progress through decision point 3 (Outline Business Case), although it should be noted that the Outline Business Case has been developed and planning consent is underway. The scheme was allocated development costs of £0.2 million as part of the decision point 2 development cost approval for the programme and will not change as a result of the proposed re-profiling.
- 4.22 Approval is now sought for an additional £0.716 million, to recover costs to date and anticipated costs for land acquisition, bringing the total development costs for Alwoodley Gates Park and Ride to £0.916 million. Following the outcome of the current planning process in December 2020, no further work is to be undertaken on the scheme until a future funding mechanism for delivery is identified.

Recommendations

- 4.23 That Investment Committee approves:
- (i) Additional development costs of £1.273 million for A58 Beckett Street, bringing the total development costs to £1.779 million from the LPTIP Fund.
 - (ii) That authority is delegated to the Combined Authority's Managing Director to approve, via a Change Request, additional development costs from the LPTIP Fund for the A58 Beckett Street scheme, should the costs be affordable within the LPTIP programme.
 - (iii) Additional development costs of £0.716 million for Alwoodley Gates Park and Ride bringing the total development costs to £0.916 million from the LPTIP Fund.

Exceedance of decision point 5 approvals

- 4.24 A number of schemes are forecast to exceed their Decision Point 5 (Full Business Case plus finalised costs) approvals due to cost escalation resulting from Covid-19 impact and/or materialisation of risks in excess of agreed budgets. These are shown in Appendix 1 (table 5). Where costs are projected to exceed decision point 5 approvals and alternative funding sources have not been identified, any overspend is to be addressed by allocating Leeds City Council's LPTIP contribution to cover any residual shortfalls (accounting for £5.67 million of Leeds City Council's £8.93 million contribution to the programme). To ensure expenditure of the DfT LPTIP grant first, drawdown of any Leeds City Council's contributions will occur once the DfT grant is expended.

5 Proposed revisions to Programme Management Costs

- 5.1 The LPTIP programme management costs have been reviewed as part of overall programme review. These costs are inclusive of a range of services which are outlined in Appendix 2.
- 5.2 An indicative allocation of £4 million was given for programme management costs, with initial approval to spend £1 million gained at decision point 2, as part of the overall programme development costs of £15.31 million. It was always intended that the programme would seek to gain approval for the remaining allocation of £3m once the arrangements for the management of the programme were embedded and fully understood.
- 5.3 As a result of the programme being extended by 18 months beyond the original end date of 31 March 2021, the indicative allocation of £4 million is not sufficient to manage the programme through to its new end date of September 2022. A review of programme management costs, across both Leeds City Council and the Combined Authority has identified that additional costs of £1.558 million are now required, bringing the total programme management costs to £5.558 million. This includes costs for programme management, assurance of schemes through the assurance process and a behavioural change project. The additional funding costs of £1.558 million will be met from within the existing LPTIP global budget and through on-going negotiations with DfT for additional funding.
- 5.4 The factors that have led to this increase are outlined below:
- Extended programme timescales
 - More schemes being delivered as packages are worked up and broken down into individual schemes
 - Future behavioural change and monitoring and evaluation
 - Increased requirements for public consultation
 - Management of over-programming and prioritisation
 - Management of Covid-19 impacts
 - Charge for support costs
 - Set up and management of programme office
 - More intensive programme management
- 5.5 The LPTIP programme management team have worked very hard to keep this increase to a minimum and to ensure that value for money is still being achieved. The initial estimate of £4 million for management of a £183.5 million programme is a little over 2.18% which is less than would normally be expected for a programme of this size and scope.

Recommendation

5.6 That Investment Committee approves:

- (i) An additional £1.558 million for programme management costs, bringing the total programme management costs to £5.558 million from the LPTIP Fund and full approval to spend programme management of costs £5.558 million, from the LPTIP Fund

6 Financial implications

6.1 Financial implications are included within the body of the report.

7 Legal implications

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

8 Staffing implications

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

9 External consultees

9.1 No external consultations have been undertaken.

10 Recommendations

10.1 The Investment Committee approves:

- (i) The reallocation of schemes to other funding programmes as outlined in Appendix 1 (table 2)
- (ii) The reprofiled decision point 2 development costs, as set out in Appendix 1 (table 3)
- (iii) Additional development costs of £1.273 million for A58 Beckett Street, bringing the total development costs to £1.779 million from the LPTIP Fund
- (iv) That authority is delegated to the Combined Authority's Managing Director to approve, via a Change Request, additional development costs from the LPTIP Fund for the A58 Beckett Street scheme, should the costs be affordable within the LPTIP programme.
- (v) Additional development costs of £0.716 million for Alwoodley Gates Park and Ride bringing the total development costs to £0.916 million from the LPTIP Fund
- (vi) An additional £1.558 million for programme management costs, bringing the total programme management costs to £5.558 million from the LPTIP Fund and full approval to spend programme management of costs £5.558 million, from the LPTIP Fund

- (vii) That the Combined Authority issues addendums to the existing Funding Agreements with Leeds City Council for expenditure from the LPTIP Fund.

11 Background documents

- 11.1 None.

12 Appendices

- 12.1 Appendix 1 – LPTIP detailed costs and proposed approvals
- 12.2 Appendix 2 – Programme Management Services

Appendix 1 - LPTIP detailed costs and proposed approvals

Table 1 – LPTIP schemes

Bus Infrastructure		Bus Delivery		Rail	
1	Headrow Gateway	25	Transport Hubs	33	Rail Accessibility Projects
2	Infirmiry Street	26	Real time Information Phase 1 & 2	34	New Pudsey Station
3	Corn Exchange	27	Leeds Bus Station	35	Leeds Rail Station (LISM)
4	Albion Street	28	Reconnecting Communities	36	White Rose
5	Woodhouse Lane	29	Core Network Visualisation / Network Navigation	37	Leeds Bradford Airport Parkway
6	Elland Road (Phase 3)	30	Low Emission Buses	38	Thorpe Park
7	Temple Green	31	East Leeds Demand Responsive Travel (DRT)		
8	Alwoodley Gates Park & Ride	32	Community Transport / Digital Hub		
9	Stourton Park & Ride				
10	A65 (Signals)				
11	A61 South				
12	A647				
13	A660 (Holt Lane)				
14	A660 Signals				
15	A660 (Lawnswood)				
16	A58 (York Street & Beckett Street)				
17	A61 North Eastern Arm				
18	A61 North King Lane				
19	A660 Hyde Park Corner				
20	A660 Innovation District				
21	A58 Roundhay Road				
22	A660 Headingley Hill				
23	A61 North Scott Hall Road				
24	A58 St Peters Street				

Table 2 - Reallocation of schemes to other funding programmes

Scheme	Costs (£ million)	New funding stream/programme	Funding commitment from new funding stream	Status
Infirmiry Street Gateway	£8.9m	City Centre Package (WY+TF)	Full costs for development and delivery	Onsite
Temple Green Park & Ride	£7.83m	Getting Building Fund	Full costs for development and delivery	FBC+ submission on 1 Dec 2020
A58 Roundhay Road	£9.23m	Corridor Improvement Programme Phase 2 (West Yorkshire plus Transport Fund)	Full costs for development and deliver	Outline Business Case (OBC) under review
A660 Headingley Hill	£5.08m	Corridor Improvement Programme Phase 2 (West Yorkshire plus Transport Fund)	Full costs for development only	OBC approved
A61N Scott Hall Road	£8.95m	Corridor Improvement Programme Phase 2 (WY+TF)	Full costs for development only	OBC approved

Table 3 – Proposed re-profiling of Decision Point 2 development cost approval

Scheme/package	Original Allocation (£ million)	Proposed Allocation (£ million)	Variance (£ million)
Programme-wide costs			
Programme management	1.000	1.000	-
Other packages			
Rail package	1.950	1.950	-
Bus delivery package	1.450	1.450	-
Bus infrastructure package			
A660 Lawnswood	0.380	0.819	+0.781
A660 Holt Lane		0.000	
A660 Signals Upgrade		0.000	
A660 Hyde Park Corner		0.167	
A660 Innovation District		0.175	
A61N Eastern Arm	0.900	0.805	+0.427
A61N King Lane		0.522	
A58 Beckett Street	0.450	0.506	+1.034
A58 York Street		0.593	
A58 St Peters Street		0.385	
A647 Corridor	0.799	0.799	-
A61S Corridor	2.012	2.012	-
A65 Signals	0.000	0.000	-
Early Interventions	0.720	0.000	-0.720
Stourton Park & Ride	2.305	2.305	-
Alwoodley Gates Park & Ride	0.200	0.200	-
Elland Road Park & Ride	0.245	0.245	-
Woodhouse Lane Gateway	0.900	0.090	-0.810
Albion Street Gateway	0.400	0.087	-0.313
Infirmity Street Gateway	0.400	0.000	-0.400
Headrow Gateway	0.600	0.600	-
Corn Exchange Gateway	0.600	0.600	-
TOTAL	15.310	15.310	-

Table 4 – Pipeline schemes where delivery is deferred

Scheme	Capital value (million)	Development costs (million)	Stage of development	Reasons for non-progression
A58 Beckett Street	£13.96	£1.89	OBC approved Consultation complete Preliminary design complete Detailed design/FBC to be instructed	Insufficient funding or timescales to facilitate delivery under LPTIP
Alwoodley Gates P&R	£14.03	£0.916	Consultation complete Preliminary design complete Planning determination in Dec 2020	Insufficient funding or timescales to facilitate delivery under LPTIP
A61N King Lane	£9.71	£0.52	OBC approved Consultation complete Preliminary design complete	Loss of funding from ELOR increases net ask from LPTIP to unaffordable levels
A660 Lawnswood	£8.96	£0.82	OBC withdrawn Original preliminary design withdrawn Revised concept design complete	Change in scope due to political steer rendered scheme unsuitable for funding under LPTIP
A660 Hyde Park Corner	£8.04	£0.17	SOC complete Feasibility design complete	Reprioritised due to timescales for delivery and likely opposition
A660 Innovation District (incl. miscellaneous)	£15.00	£0.18	SOC complete Concept design complete	Reprioritised due to timescales for delivery and interaction with other programmes
Woodhouse Lane Gateway	£4.00	£0.09	Concept design complete	Insufficient funding or timescales to facilitate delivery under LPTIP
Albion Street Gateway	£4.00	£0.09	Concept design complete	Insufficient funding or timescales to facilitate delivery under LPTIP
TOTAL	£77.70	£4.58	-	-

Table 5 – Forecast funding profile

Scheme/package	FBC+ scheme value	Adjusted forecast outturn ¹	Current CA approval ²	Projected cost to LPTIP budget			Projected cost to other ⁴
				Projected final DfT	Projected final LCC ³	Projected final CA	
Programme management	-	5.46		5.46			
Behavioural change	-	0.10		0.10	-	-	-
Rail package	-	19.65	16.22	19.65	-	-	-
Bus delivery package	-	25.59	15.79	24.59	-	0.97	-
Bus infrastructure package	-	160.71	90.20	123.72	12.11	-	26.76
Alwoodley P&R	-	0.92	0.20 (DP2)	0.92	-	-	-
A660 Lawnswood	-	0.82	0.05 (DP2)	0.82	-	-	-
A660 Hyde Park Corner	-	0.17	0.02 (DP2)	0.17	-	-	-
A660 Innovation District	-	0.17	0.17 (DP2)	0.17	-	-	-
A61N King Lane	-	0.52	0.09 (DP2)	0.52	-	-	-
Woodhouse Lane	-	0.09	0.90 (DP2)	0.09	-	-	-
Albion Street	-	0.09	0.40 (DP2)	0.09	-	-	-
A58 Beckett Street	-	1.78	0.43 (DP2)	1.78	-	-	-
Elland Road P&R	6.31	7.21	6.31 (DP5)	6.31	0.90	-	-
A58 York Street	-	0.59	0.02 (DP2)	0.59	-	-	-
A58 St Peters Street	-	0.39	0.00 (DP2)	0.39	-	-	-
A660 Holt Lane	1.55	1.68	1.55 (DP5)	1.55	0.13	-	-
A660 Signals	1.10	1.06	0.73 (DP5)	0.73	-	-	0.32 ^a
A65 Signals	1.21	1.21	0.96 (DP5)	0.96	-	-	0.25 ^a
A61S Corridor	18.25	22.08	18.04 (DP5)	18.04	3.82	-	0.21 ^a
Infirmay Street ⁵	8.90	9.53	0.00 (DP2)	0.00	0.63	-	8.90 ^b
Headrow	22.75	24.36	22.46 (DP5)	22.46	0.19	-	1.71 ^c
Stourton P&R ⁶	38.82	39.18	35.67 (DP5)	35.67	-	-	3.51 ^d
A647 Corridor	19.66	19.56	0.80 (DP2)	14.75	4.57	-	0.25 ^a
A61N Eastern Arm	4.41	4.22	0.81 (DP2)	4.22	-	-	-
Corn Exchange	25.80	25.08	0.60 (DP2)	13.49	-	-	11.59 ^e
TOTAL	-	211.49	124.70	173.50	10.23	0.97	26.76
OVER-PROGRAMMING	-	1.30	-	0.00	1.30	0.00	0.00

	Pipeline schemes
	Completed schemes
	Schemes under construction or in development

 -£-	Predicted exceedance of LPTIP funding approval established at Decision Point 5 (FBC+)
 -£-	Residual overspend to be accommodated through allocation of LCC LPTIP funding

- ^a Reflects S106 contribution
^b Reflects WY+TF contribution
^c Reflects S106 and contribution from LCC Capital Programme
^d Reflects ERDF and associated match contribution
^e Reflects WY+TF (£9.50m), Grey to Green (£0.40m), S106 (£1.11m), LCC Capital Programme (£0.29m) and private sector (£0.30m) contributions

Notes

- ¹ Adjusted forecast outturn extracts LCC programme management costs captured at scheme level as separate line item and assumes 'green' and 'amber' cost saving opportunities (to the value of £3.44m) realised in full
² Current Combined Authority approval reflects January 2018 Decision Point 2 approval unless superseded, as indicated
³ LCC LPTIP contribution allocated towards schemes at the end of the programme to prioritise spend of DfT contribution, except where required to address overspends indicated
⁴ Other committed funding includes S106, LCC capital programme, ERDF and City Centre Package (WY+TF) contributions
⁵ Infirmary Street Gateway (to be transferred to City Centre Package) included due to LPTIP match for overspend amount
⁶ Stourton P&R scheme value reflects £35.68m FBC+ from bus infrastructure and £0.32m contribution from bus delivery; outturn in excess of FBC+ reflects revised scope from increased ERDF contribution secured post FBC+ submission; bus delivery contribution now rescinded due to removal of associated scope from scheme

Appendix 3

Programme Management Services

The term management costs are inclusive of the following services:

- Programme Management – manages programme governance, resourcing, programme board, relationship management, support to package boards, lessons learned, risks and promote best practice. WYCA Pan Programme costs. Also work with the Department of Transport for the ongoing monitoring of the programme
- Comms & Marketing and PR – engagement with ward member, work with hard to reach groups, consultation and engagement events, work with stakeholder group and development of a behavioural change campaign
- Monitoring and evaluation – establishing key baselines through surveys. Work with bus operators to collect passenger / ticketing data in order to develop benefit realisation targets to evaluate progress against.
- Package management – project management support for each package board to support the progress of business cases and the delivery of each scheme
- Legal – a funding agreement is in place and schedule 2 updates are provided once schemes progress through decision points, legal support and advise on scheme procurement, planning and land issues.
- Finance – oversight of programme funding, working with partners to ensure efficiency in scheme costs and package board to monitor spend and manage claims
- Assurance and appraisal of individual schemes by the Combined Authority as they come forward
- Costs also include monitoring, evaluation and marketing costs for a behavioural change campaign to 2023.

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Report to: West Yorkshire and York Investment Committee

Date: 7 January 2021

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor, Head of PMA

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 Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

2 Impact of COVID-19

- 2.1 The full implications of COVID-19 on the region and its economy and transport system are still to be understood and the impact on our programmes and schemes has been mixed. The schemes that were due to start in the first half of 2020/21 have experienced delays due to variety of factors, therefore, during schemes' business case development and appraisal process we are working closely with our council partners to ensure that the delivery timescales reflect the current issues and schemes are actively stress tested to ensure ongoing viability.
- 2.2 In the wake of COVID-19 it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport. The impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal. However, the business cases for some schemes in this report, were developed prior to COVID-19 and aim to address issues identified prior to lockdown restrictions. Therefore, the data presented for some schemes in this report, for example,

expected increases in passenger numbers, reflects the pre COVID-19 position. Although it is generally expected that in the medium and long term behaviours will return to pre COVID-19, as scheme business cases develop further, assumptions will be re-tested.

3 Integrated Clean Growth

3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:

- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
- Requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.

3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology and tool for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed. Plans for the use of the toolkit will be reported to the Combined Authority. The toolkit will be used to assess schemes currently going through the assurance process from early 2021, with results from these assessments expected by June 2021. At the same time, the tool will be incorporated into the assurance framework so that it can be used to assess future proposals as they progress through the assurance process. This part of the commission will involve a significant training element to ensure carbon assessment is properly embedded in the assurance process. It is anticipated that the commission will be completed by summer 2021. A more detailed report will be presented to the February Combined Authority meeting with regards the Phase 2 Carbon Impact recommendations, which will set out the proposed changes to our business case processes for appraising carbon.

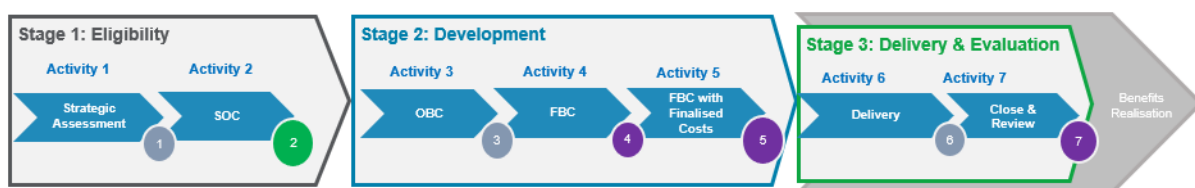
3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

4 Report

4.1 This report presents proposals for the progression of 6 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 £96.061 million when fully approved, of which the total value of £40.859 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

4.2 The assurance process is a three stage approach 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 (Strategic outline case) and 5 (Full business case with finalised costs), with the requirement to meet the intervening activities deemed on a project by project basis.



Projects in stage 1: Eligibility

- 4.3 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, a long list of options will be considered with a shortlist being presented in the Strategic outline case (SOC). Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC.

Projects in Stage 2: Development

- 4.4 Projects at this development stage should demonstrate that they have tested the feasibility of a solution through their business case and that the necessary consultations have taken place. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost and obtaining the necessary statutory approvals. At this stage, funding may be sought to enable work to progress on the Full Business Case (FBC) and Full Business Case with Finalised Costs (FBC+).

Projects in Stage 3: Delivery and Evaluation

- 4.5 Once in Delivery and Evaluation 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.
- 4.6 Further background information on the Combined Authority's Assurance Framework through which each of the schemes outlined in this report are being approved is provided in Appendix 1.

Value for Money - Benefit Cost Ratios

- 4.7 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the Department for Transport's Transport Appraisal Guidance TAG on the appraisal of transport schemes.

- 4.8 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, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users.
- 4.9 However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some 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. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.10 The Department for Transport (DfT) and Her Majesty's Treasury (HMT) are currently undertaking a review of these approaches and are aware of the issues. Until the review is complete, the Combined Authority will continue to follow national guidance, which is also reflected in the Leeds City Region Assurance Framework.

<p>Scheme</p> <p>MCA Digital</p>	<p><u>Scheme description</u></p> <p>The Corporate Technology Programme (CTP) has now largely ended. It has been implementing the recommendations of Corporate Technology Strategy (CTS) to enable the Combined Authority to become a Digital First organisation via innovative technologies allowing it to evolve its culture, organise teams, create internal processes and support these activities with flexible, modern systems.</p> <p>Despite the success of CTP, the Combined Authority still requires further work to become a truly Digital First organisation.</p> <p>This MCA Digital Programme will address this by delivering 13 additional projects including digitisation, security and information management, cloud infrastructure, customer relationship management (CRM), data platform service management system, network infrastructure, disaster recovery, call centre technologies, location intelligence and asset management and services.</p> <p>The scheme will be funded by the Combined Authority from borrowing or the use of capital receipts.</p> <p><u>Impact</u></p> <p>This is an internal business change programme rather than an investment designed to create economic growth in the region, but this programme will reflect the ethos and aspirations of the Combined Authority and have a transformational contribution towards achieving MCA readiness and One Organisation objectives.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 5 (Full business case plus finalised costs).</p> <p>Total value of the scheme - £1.97 million</p> <p>Total value of Combined Authority funding - £1.97 million</p> <p>Funding recommendation sought - £0.156 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p>Scheme</p> <p>One City Park</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>One City Park is a proposed commercial development scheme in Bradford City Centre that will deliver over 5,000m2 of high quality ("Grade A") office accommodation, support the creation of new jobs and support the wider regeneration of the city centre.</p> <p>The scheme will be funded from the Getting Building Fund (GBF). This scheme was originally included in the Local Growth Fund (LGF), but due to LGF expenditure timescales the grant works could not be delivered in time and is now brought forward through the GBF programme.</p> <p><u>Impact</u></p> <p>The scheme has the potential to generate up to 452 new jobs (gross) through the occupation of new commercial floorspace as well as up to 300 FTE jobs during the construction phase.</p> <p>The City of Bradford Metropolitan Council has committed to achieving a BREEAM Excellent accreditation for the completed development and has secured Social Value commitments through its delivery contracting structure to support the local supply chain.</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 plus finalised costs).</p> <p>Total value of the scheme - £28.789 million</p> <p>Total value of Combined Authority funding - £7.5 million</p> <p>Funding recommendation sought - £1.909 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p>Scheme</p> <p>Corridor Improvement Programme Phase 1: Huddersfield Southern Corridors</p> <p>Scheme Location</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The Huddersfield Southern Corridors (HSC) scheme is part of the West Yorkshire plus Transport Fund (WY+TF) Corridor Improvement Programme (CIP). This scheme aims to reduce peak time congestion and remove barriers impacting growth by delivering transport infrastructure improvements along key strategic corridors.</p> <p>The HSC scheme will deliver strategic interventions at four locations south of Huddersfield town centre. They are Longroyd Lane arm of the A62, Lockwood Bar at the A616, Queensgate, and Folly Hall junction with the A616</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>Scheme delivery will support the CIP objective of reducing journey times by 8% for all general modes of traffic. Modelling suggests a reduction to journey times of up to 20% for all modes of traffic types of traffic on the A616, A62, and Longroyd Lane could be achieved.</p> <p>Through public space and active travel (walking & cycling) infrastructure enhancements, the scheme will support the delivery of a more sustainable and attractive transport network, encouraging modal shift from the car to walking and cycling.</p> <p>The value for money assessment reflects a benefit to cost ratio of 7.9:1, corresponding to a very high value for money classification when assessed against the Department for Transport's value for money criteria.</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 plus finalised costs).</p> <p>Total value of the scheme - £13.57 million</p> <p>Total value of Combined Authority funding - £10.42 million</p> <p>Funding recommendation sought - £0 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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Scheme	<u>Scheme description</u>
Parry Lane Enterprise Zone Bradford	<p>Parry Lane is located to the south east of the Bradford Business Development Zone. It is well connected to transport links and will provide excellent opportunities for companies in north, east and south Bradford. This scheme will provide necessary enabling works for the development of the Parry Lane site into a regional Enterprise Zone (EZ), with an overall objective of unlocking, enabling, and accelerating site development to deliver economic growth.</p> <p>This scheme will enable commercial development by carrying out de-risking works, including significant groundworks to former mines, levelling, signalised highways junction, and service provision. It will also provide essential infrastructure including a new access road. Enabling works are to be funded by the Getting Building Fund. Preconstruction works and biodiversity project are to be funded by the Local Growth Fund.</p> <p>The scheme will be funded from the Local Growth Fund (LGF) and the Getting Building Fund (GBF). This approval is for the GBF funding only. The outputs in terms of jobs and GVA will be attributable to the Getting Building Fund.</p> <p>Note: The LGF element of this scheme, totalling £1.276 million, was approved by the Managing Director on 20 November 2020 and is reported at 4.11.</p> <p><u>Impact</u></p> <p>The completed scheme will deliver approximately 11,965 sqm of commercial floorspace via industrial units of varying sizes by March 2025.</p> <p>The enabling works will deliver 77 net construction jobs and £10.721 million of GVA.</p> <p>The units on the completed site will be capable of accommodating up to 489 jobs, generating £166 million of GVA.</p> <p>Regeneration of a brownfield site would lead to an associated increase in land value of £1.211 million.</p> <p>The value for money assessment gives a benefit cost ratio of 1.72:1</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 plus finalised costs).</p> <p>Total value of the scheme - £7.066 million</p> <p>Total value of Combined Authority funding - £6.969 million (£1.886 million LGF, £5.083million GBF)</p> <p>Funding recommendation sought - £0 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

<p>Scheme</p> <p>A64 Regent Street Bridge – Leeds City Centre Package</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme seeks to replace the existing structure of the Regent Street Bridge section of the flyover in Leeds city centre due to its continued deterioration.</p> <p>The scheme will be part funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Replacement of the existing bridge structure will preserve the long-term resilience of the A64(M) Inner Ring Road and the wider city network, especially in accommodating future traffic demand following the proposed closure of City Square to through traffic and is critical to supporting the economic growth of the Leeds City Region.</p> <p>The value for money assessment reflects a benefit cost ratio of 9.9:1, judging the scheme as Very High value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (FBC+) and work commences on activity 6 (Delivery).</p> <p>Total value of the scheme - £31 million</p> <p>Total value of Combined Authority funding - £12 million</p> <p>Funding recommendation sought - £12 million</p> <p>Introduction of the scheme into the Leeds City Centre Package with a subsequent increase to the budget by £12 million from £66.8 million to £78.8 million.</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p>Scheme</p> <p>SIIF Pipeline (Project 5)</p>	<p><u>Scheme description</u></p> <p>This project is a grant application to the Strategic Inward Investment Fund for £2 million to bring forward an investment in Leeds City Region</p> <p>The company is based in London and will retain its operation and headquarters in London. However, demand for the company's products has increased significantly and current capacity at its in London is unable to satisfy this demand.</p> <p>The company has identified three locations as potential locations for the new facility, but Leeds is the preferred location as it provides the company with access to high quality graduates, access to suppliers and a good quality of life for employees.</p> <p>Without support from SIIF funding there is a significant risk that the company will establish its facility elsewhere.</p> <p><u>Impact</u></p> <p>To bring forward an investment in the Leeds City Region and creating 156 skilled jobs by 2023 and an additional 400 full-time and 400 part-time jobs by 2026.</p> <p>The project's wider benefits include working with schools and/or colleges on tailored training; providing career progression support to lower paid staff and work opportunities offered to local people with disabilities or health issues; green travel options offered to employees.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 and that work commences on activity 6 (delivery).</p> <p>Total scheme value - £13.666 million.</p> <p>Total value of the Combined Authority funding - £2 million.</p> <p>Funding recommendation sought - £2 million.</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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- 4.11 Since the Investment Committee's meeting on 5 November 2020, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Managing Director and Director of Delivery. Under the delegation a total expenditure of £11.799 million has been approved.

<u>Scheme</u>	<u>Scheme description</u>
Parry Lane Enterprise Zone Bradford	<p>Parry Lane is located to the south east of the Bradford Business Development Zone. It is well connected to transport links and will provide excellent opportunities for companies in north, east and south Bradford. This scheme will provide necessary enabling works for the development of the Parry Lane site into a regional Enterprise Zone (EZ), with an overall objective of unlocking, enabling, and accelerating site development to deliver economic growth.</p> <p>This scheme will enable commercial development by carrying out de-risking works, including significant groundworks to former mines, levelling, signalised highways junction, and service provision. It will also provide essential infrastructure including a new access road. Preconstruction works and biodiversity project are to be funded by the Local Growth Fund. Enabling works are to be funded by the Getting Building Fund.</p> <p>The scheme will be funded from the Local Growth Fund (LGF) and the Getting Building Fund (GBF). This approval is for the LGF funding only. The outputs in terms of jobs and GVA will be attributable to the Getting Building Fund.</p> <p>Note: The Getting Building Fund element of this scheme, totalling £5.083 million, is to be considered as part of this Capital Approvals report.</p> <p><u>Impact</u></p> <p>The completed scheme will deliver approximately 11,965 sqm of commercial floorspace via industrial units of varying sizes by March 2025.</p> <p>The enabling works will deliver 77 net construction jobs and £10.721 million of GVA.</p> <p>The units on the completed site will be capable of accommodating up to 489 jobs, generating £166 million of GVA.</p> <p>Regeneration of a brownfield site would lead to an associated increase in land value of £1.211 million.</p> <p>The value for money assessment gives a benefit cost ratio of 1.72:1</p> <p><u>Decision sought</u></p> <p>The Managing Director approved this change request on 20 November 2020 giving additional development cost approval of £1.276 million from the Local Growth Fund funding to support scheme development and preconstruction works.</p>

<p><u>Scheme</u></p> <p>A61 North Eastern Arm</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The A61 North scheme is to deliver a series of improvements to bus prioritisation and complementary walking and cycling measures along the A61 and Harrogate Road between Chapeltown Road (Leeds City Centre) and north of Harewood beyond the edge of urban Leeds, focussing on the key delay hotspots on the higher bus frequency corridor on the eastern arm of the corridor (Harrogate Road).</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The completed scheme would deliver:</p> <ul style="list-style-type: none"> • More reliable, faster and modernised bus travel; • A quantifiable modal shift from car to bus, cycling or walking; • Increased capacity in the overall transport network (providing a net gain of connectivity into the City Centre); • Reduced car flows to, from and within the City Centre. <p>The value for money assessment gives a benefit cost ratio of 5.5:1 corresponding to Very High value for money.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 20 November 2020, giving approval to the total scheme cost of £4.413 million funded from the Leeds Public Transport Investment Programme and for work to commence on activity 6 (delivery).</p>
<p><u>Scheme</u></p> <p>A629 Phase 1b part 1</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme is to deliver improvements to a section of the A629 to the south of Halifax town centre, focused around the existing Calder & Hebble highway junction that includes the A629 Huddersfield Road, Stainland Road, and the A6026 Wakefield Road.</p> <p>The scheme is to be delivered via a Design & Build route with tender award expected in December 2020. Accordingly, the scheme will phase the full business case with finalised costs across two submissions – the first (part 1) coming forward now to seek approval of funding to support design development and early construction works (as well as land acquisition), with the second submission (part 2) anticipated for July 2021 to seek approval of funding to support the main construction programme.</p> <p>The scheme is part of the wider A629 Halifax to Huddersfield corridor improvements project.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>The completed scheme would deliver:</p>

	<ul style="list-style-type: none"> • Reduced journey time for general traffic during peak periods by 25% two years after opening. • Improved journey time reliability during peak periods for general traffic, within one year of opening. • An overall A629 programme net decrease in carbon emissions <p>The value for money assessment gives a benefit cost ratio of 4.23:1 – High value for money.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 20 November 2020 giving approval to Part 1 total scheme costs of £5.810 million from the West Yorkshire plus Transport Fund and for work to commence on activity 6 (delivery).</p>
<p><u>Scheme</u></p> <p>Real Time Information phase 2</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The Real Time Information project is to deliver the procurement and installation of 1,000 screens, to present Real Time bus information, at stops and shelters in the Leeds District.</p> <p>This change request is to enable funding to deliver 37 additional real time screens in the City Centre, on the Headrow.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Programme.</p> <p><u>Impact</u></p> <p>The scheme forms a key part of the 'Transforming the bus network' theme within the LPTIP bid which aims to double the number of bus passengers in ten years. This increase in the number of people using public transport will relieve congestion and support sustainable economic growth.</p> <p><u>Decision</u></p> <p>The Managing Director approved this change request on 20 November 2020, giving approval to increase scheme costs by £0.300 million to £5.760 million, funded from the Leeds Public Transport Investment Programme.</p>

5 Information

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

Projects in stage 1: Eligibility

Project Title	MCA Digital
Stage	1 (eligibility)
Decision Point	2 (strategic outline 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

- 5.2 The Corporate Technology Programme (CTP) has now largely ended. It has been implementing the recommendations of Corporate Technology Strategy (CTS) to enable the Combined Authority to become a Digital First organisation via innovative technologies allowing it to evolve its culture, organise teams, create internal processes and support these activities with flexible, modern systems.
- 5.3 A Digital First approach can have a transformational impact on any organisation and it has made a significant impact within the CA — from updating background systems so that they have the latest and most secure operating systems to giving all staff intuitive technologies which they previously had experienced away from the Combined Authority working environment. The CTP programme has largely fulfilled its objective of providing “My Desk - Anywhere – Anytime” flexible working solutions and this improvement to collaboration and mobility via technology has proved to be an essential part of how the organisation continued to operate during the COVID-19 pandemic.
- 5.4 Despite the success of CTP, the Combined Authority still requires further work to become a truly Digital First organisation.
- 5.5 This MCA Digital Programme will address this by delivering 13 additional projects including digitisation, security and information management, cloud infrastructure, customer relationship management (CRM), data platform service management system, network infrastructure, disaster recovery, call centre technologies, location intelligence and asset management and services.

- 5.6 The scheme will be funded by the Combined Authority from borrowing or the use of capital receipts.
- 5.7 A summary of the scheme's business case is included in Appendix 2.

Clean Growth / Climate Change Implications

- 5.8 There are no direct implications, but the MCA Digital programme will further enhance the opportunities for flexible working, including working from home and undertaking meetings virtually and therefore reducing travel.

Outputs, benefits, and inclusive growth implications

- 5.9 This is an internal business change programme rather than an investment designed to create economic growth in the region, but this programme will reflect the ethos and aspirations of the Combined Authority and have a transformational contribution towards achieving MCA readiness and One Organisation objectives.
- 5.10 The programme aligns with Corporate objectives as follows:
- The programme will deliver efficiencies in business processes for the Combined Authority. This will grow the business by yielding increased efficiency / capacity in staff time by having modern, collaborative and non-fixed location ways of working with digital workflow processes.
 - The expectation from citizens, partners and staff is that certain services should be available outside traditional office hours with minimal periods of downtime. Moving services into the Microsoft Azure cloud is a necessary step to achieve this.
 - Enabling the Combined Authority to bring together important data into a single reporting system will enable quicker and more reliable decisions. Furthermore, by publishing as much of this as possible as "open data" it will provide public transparency and give third parties the opportunity to innovate by producing apps and services which access this information.
 - Updating back office systems (telephony, server management, business-to-business CRM) will reduce the required level of in-house operational management and will deliver systems that have added functionality and capacity for future organisational changes.
 - The Combined Authority has recently invested in a three year comprehensive Microsoft Enterprise Agreement in which it has access to best-in-class enterprise software. By having a strategic programme in which benefits realisation are defined within a series of technical and behavioural projects, MCA Digital will ensure that the organisation obtains value for money and becomes more dynamic and responsive by using technology more effectively.
- 5.11 It is also expected that the further use of modern technologies will attract a greater portion of the labour market as prospective employees may be more

interested in employment with the Combined Authority if it uses more up to date system(s) for which they have prior skills or experience of using. This in turn may attract better economic growth for the region by having higher quality employment and/or addressing shortfalls in opportunities to use such skills/experience due to UK geographical inequalities.

Risks

5.12 The key risks and mitigating measures are set out below:

- Staffing resources – retaining knowledge of CTP team with the desire to transfer required appropriate resources to MCA Digital. Mitigation - ICT Programme Manager funding secured until 31/12/21 and CTP programme manager successfully recruited.
- Getting buy in and obtaining support from stakeholders to ensure that this is regarded as a necessary programme which will deliver future savings. Mitigation – Governance structures designed so that stakeholders are aware of the programme and buy in to it, including MCA Ready Board.
- New solutions are not procured in time for expiring contracts. Mitigation - Head of ICT Services working with Director of Corporate Services and Head of Procurement and clear programme set out to prevent this.

Costs and funding

5.13 The programme cost is £1.97 million and will be funded by the Combined Authority from borrowing or the use of capital receipts.

5.14 The scheme now seeks an approval of £0.156 million development funding for development of the Final Business Case plus Finalised Costs.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee / Combined Authority	IC - 07/01/2021 CA – 04/02/2021
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/05/2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team	31/08/2022

	Decision: Combined Authority's Director of Delivery	
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Other Key Timescales

- Procurement of a digital transformation partner – May 2021

Assurance Tolerances

Assurance Tolerances
That any increase in the level of Combined Authority funding over 10% will require further approval from the Investment Committee.
That any delay to the completion date of more than 6 months will require further approval by the Investment Committee.

Scheme responsibilities

Senior Responsible Officer	David Gill
Scheme Manager	Bill Cookson
Combined Authority Lead Appraiser	Craig Taylor

Appraisal Summary

- 5.15 The strategic, commercial and management cases are strong.
- 5.16 Three options were considered and there is clear evidence and logic for the preferred option (£1.97 million). Funding is available for the programme.
- 5.17 Lessons have been learnt from the Corporate Technology Programme and these are being applied to this programme.

Recommendations

- 5.18 The Investment Committee recommends to the Combined Authority:
- The MCA Digital 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 £1.97 million is given, to be funded by the Combined Authority from borrowing or the use of capital receipts 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 £0.156 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development

Project Title	One City Park, Bradford
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

- 5.19 This scheme will be funded by the Government's Getting Building Fund (GBF). This is a £52.6 million fund, covering West Yorkshire. The objectives of the Getting Building Fund are to help create jobs and generate new activity, by accelerating existing Government funded capital projects and exceptional, additional shovel-ready capital projects. These strategic building projects will support West Yorkshire's COVID-19 economic recovery plan.
- 5.20 One City Park is a proposed commercial development scheme in Bradford City Centre that will deliver over 5,000m² of high quality ("Grade A") office accommodation, support the creation of over 452 (gross) new jobs and act as a catalyst to the wider regeneration of the area.
- 5.21 Located on the site of the former West Yorkshire Police headquarters building, the scheme has been developed by Bradford Council in order to address the under-supply of high-quality office accommodation across the city centre.
- 5.22 Given the current property market conditions, Bradford Council will lead the delivery of the scheme and retain the completed development. The Council has procured Muse Developments to design and construct the building on its behalf and to market the scheme to potential occupiers.
- 5.23 The total scheme cost is currently forecast at £28.789 million. The Council has secured loan funding from the Public Works Loan Board (PWLb) of up to £21.289 million towards this cost. This is secured against its forecast of the net rental income that could be generated over the next 30 years. The Council is seeking a grant of £7.5 million from the West Yorkshire Combined Authority's Getting Building Fund to bridge the gap in funding.

- 5.24 The scheme supports the delivery of Priority 4 (infrastructure for Growth) of the Strategic Economic Plan, delivering new employment floorspace within a Strategic Priority Area and Urban Growth Centre.
- 5.25 A summary of the scheme's business case and location map is included in Appendix 3

Clean Growth / Climate Change Implications

- 5.26 Bradford Council has committed to achieving a BREEAM Excellent accreditation for the scheme as well as drawing upon the requirements of the WELL Building Standard. Further work to establish the actual level of climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Outputs, benefits, and inclusive growth implications

- 5.27 The outputs, benefits and inclusive growth implications are:
- 5,400 m² of new commercial floorspace.
 - 300 FTE (Full time equivalent) construction jobs.
 - 452 new jobs (gross) through the occupation of new commercial floorspace
- 5.28 The GVA-based benefit cost ratio (BCR) for the scheme when measured against the GBF investment is 10.6: 1. When measured against the total public sector investment (including Bradford Council's investment) the BCR is 5.5: 1.
- 5.29 On this basis the scheme potentially represents very good value for money. However, it is recognised that the delivery of the job outputs and any subsequent GVA benefits (as represented in the BCR) will depend on the successful letting of the floorspace in the completed development
- 5.30 The scheme could potentially deliver wider qualitative benefits, acting as a catalyst for the wider people centric regeneration of the city centre along with other investment in the area including the City Centre Heritage Properties programme which has received funding support from the Combined Authority.

Risks

- 5.31 The key risks and mitigating measures are set out below:
- Construction cost increases exceed current forecasts, mitigated by a commitment from Bradford Council to underwrite additional capital costs of up to £5 million.
 - Occupancy, letting and rental levels lower than projected, mitigated by incentivising lettings through the development management contract and a commitment from Bradford Council to underwrite all operating costs.

- The funding gap could increase following detailed design and that rental income could be lower than forecast. To mitigate this risk the Council has committed to underwrite additional capital costs of up to £5 million from its reserves and underwrite all operating costs for a period of up to 30-years.

Costs and funding

- 5.32 The current total forecast scheme cost is £28.789 million. Grant funding of £7.5 million is sought from the Combined Authority's Getting Building Fund.
- 5.33 Bradford Council has secured match funding of £21.289 million through borrowing from the Public Works Loan Board (PWLB). They have committed to fund any cost overruns on the scheme up to a further £5 million and to underwrite all operational costs associated with the completed development.
- 5.34 The scheme now seeks an approval of £1.909 million development funding to cover costs associated with planning and professional fees
- 5.35 This scheme originally secured grant funding from the Local Growth Fund (LGF) in September 2016 of £4.8 million and a loan of £0.4 million from LGF to facilitate the demolition work on site in March 2016 which is due for repayment in February 2027. Due to LGF expenditure timescales the grant works could not be delivered and therefore is now brought forward through the GBF programme.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/01/2021
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/07/2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	11/01/2023

Other Key Timescales

- Full planning consent - July 2021

- Main contractor appointed - September 2021
- Construction works start on site - November 2021
- Practical completion - December 2022

Assurance Tolerances

Assurance Tolerances
That any increase in the level of Combined Authority funding over 10% will require further approval from the Investment Committee
That any delay to the completion date of more than 2 months will require further approval by the Investment Committee
That any reduction in the floorspace and gross job outputs of over 10% will require further approval by the Investment Committee.

Scheme responsibilities

Senior Responsible Officer	Ben Middleton, Bradford Council
Scheme Manager	Simon Woodhurst, Bradford Council
Combined Authority Lead Appraiser	Ian McNichol

Appraisal Summary

- 5.36 Bradford City Centre lacks high quality (“Grade A”) office space and has seen the extent and quality of office space generally decline over a number of years. These market conditions lead to low property values in the area which leads to a lack of commercial investment. To address this, Bradford Council is proposing to directly develop new office space at One City Park and retain it as part of its commercial property portfolio.
- 5.37 In order to fund the scheme, the Council has borrowed capital against the value of future rental income and is seeking a grant from the Combined Authority to fund the remaining ‘gap’ between the cost of the construction and its market value as a completed development.
- 5.38 The extent of this gap is determined by the level of market demand for office space and the forecasts construction costs. It is recognised that COVID-19 may further impact demand in already challenging local market conditions and that costs may increase the scheme moves into the detailed design stage. However, these risks are held by the Council who has agreed to underwrite both the construction and operating costs.

- 5.39 The scheme has a strong economic case, generating a high Benefit Cost Ratio (BCR) but the delivery of new job outputs and any subsequent gross value added (GVA) benefits will depend on the successful letting of the floorspace.

Recommendations

- 5.40 The Investment Committee approves that:

- (i) The One City Park proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval of £7.5 million is given from the Getting Building Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5. The total scheme cost is forecast at £28.789 million with the remaining £21.289 million funded by Bradford Council.
- (iii) This approval replaces the £4.8 million Local Growth Fund allocation approved by the Combined Authority on 29 September 2016.
- (iv) Development costs of £1.909 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
- (v) The Combined Authority enters into a funding agreement with Bradford Council for expenditure of up to £1.909 million from the Getting Building Fund.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Corridor Improvement Programme: Huddersfield Southern Corridors
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

- 5.41 The Huddersfield Southern Corridors (HSC) scheme is part of the West Yorkshire plus Transport Fund (WY+TF) Corridor Improvement Programme (CIP). This programme seeks to reduce peak time congestion and remove barriers impacting growth to access which constrain growth by delivering transport infrastructure improvements along key strategic corridors.
- 5.42 The HSC scheme will deliver strategic interventions at four locations south of Huddersfield town centre. They are:
- Longroyd Lane: active travel and highway capacity enhancements on the Longroyd Lane arm of the A62 Manchester Road/Longroyd Lane junction through lane widening, footway widening, provision of segregated cycle lane and new toucan crossing, and demolition of adjacent derelict buildings to accommodate the works.
 - Lockwood Bar: the re-design of routing and operation of the Lockwood Bar junction by creating a new link between A616 Lockwood Road and Albert Street, upgrade of signalised junction of Albert Street and Bridge Street, and some removal and changes to on-street parking. The proposal also includes pavement widening, enhancements to public areas, new landscaping, and relocated/enhanced bus stop facilities on Lockwood Road, at Lockwood Bar junction, and the new Albert Street-Lockwood Road link.
 - Queensgate: Modifications to the Huddersfield Inner Ring Road / Shorehead roundabout on Queensgate to improve links between the town centre and university, footway widening, creation of dedicated cycle facilities, and urban realm enhancements, and the reconfiguration of access / egress arrangements to the university.

- Folly Hall: to improve traffic movement along the A616 at Folly Hall at the junctions with St Thomas Road and Colne Road through narrowing of the central reservation and banning right turn movement out of Colne Road. The 306, 308, and 319 bus services will be re-directed.
- 5.43 The scheme supports the CIP objective of reducing journey times by 8% for all general traffic modes with modelling suggesting a reduction to journey times of up to 20% for all modes on the A616, A62, and Longroyd Lane could be achieved.
- 5.44 Through public space and walking & cycling infrastructure enhancements, the scheme will support the delivery of a more sustainable and attractive transport network, encouraging modal shift from the car. It is anticipated to increase pedestrian footfall by up to 35% and cyclists of up to 75% in southern Huddersfield within 5 years of opening, supporting the ambitions of Clean Growth and the West Yorkshire Transport Strategy.
- 5.45 The promoter has indicated that the scheme will also help facilitate delivery of the residential and employment sites allocated within the Kirklees Local Plan for south and rural Huddersfield.
- 5.46 The scheme supports delivery of priority 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan (2016-30).
- 5.47 The total scheme cost is estimated at £13.57 million. This is a significant increase of £5.37 million to the £8.2 million estimated cost at outline business case (decision point 3). This is due in part to the use of higher quality materials at Queensgate, a decision taken in support of the adopted Huddersfield Blueprint and associated Town Centre Design Framework. Costs have also increased due to additional scheme development costs including design development costs.
- 5.48 To support the cost increase, Kirklees Council has committed £3.15 million, with the increase to the West Yorkshire Combined Authority WY+TF contribution of £2.22 million. Members should note this does not present an increase in cost to the WY+TF as the scheme seeks to recycle a £1.57 million cost saving to the CIP Phase 1 programme, bring forward £0.5 million of funding already allocated to the council's CIP2 A629 Wakefield Road scheme (which shares complimentary pedestrian and cycling interventions at Shorehead roundabout), and has identified £0.15 million from the existing CIP programme contingency pot.
- 5.49 A summary of the scheme's business case and location map is included in Appendix 4.

Clean Growth / Climate Change Implications

- 5.50 All four sections within this scheme will contribute to reductions in Greenhouse Gas emissions through a combination of change in traffic patterns and by encouraging a shift from private cars to more sustainable modes of transport,

particularly walking and cycling. This will be accomplished through the improvements to walking and cycling provisions such as new segregated cycle crossings and segregated cycle lanes, and new cycling facilities.

Outputs, Benefits, and Inclusive Growth Implications

5.51 The scheme outputs and benefits include:

- To support an increase in pedestrian footfall within the Huddersfield Southern Corridor (HSC) area of up to 35% and an increase in cyclists of up to 75% within 5 years of scheme opening.
- To reduce congestion within the HSC area for trips to/from Huddersfield along the A616, A62, and Longroyd Lane during the weekday morning and afternoon peak hours by up to 20% within 5 years of scheme delivery. To help facilitate the delivery of the residential and employment sites allocated within the Kirklees Local Plan for south and rural Huddersfield by 2030.
- To reduce the number of collisions on the A616 and A62 within the HSC area by 10% within the first 12 months of opening, with a particular focus on reducing collisions involving pedestrians and cyclists.
- The scheme supports inclusive growth by improving public health and quality of life through a reduction in congestion levels and enhancing active travel infrastructure. This will improved access to education, employment, and housing to/from the southern Huddersfield area.

5.52 The value for money assessment reflects a benefit to cost ratio of 7.9:1, corresponding to a Very High value for money classification when assessed against the Department for Transport's value for money criteria.

Risks

5.53 The scheme risks include:

- Failure to achieve planning and/or listed building Consent at Longroyd Lane. As a mitigation measure, the promoter would consider a later phased delivery of Longroyd Lane from the overarching scheme so as to not impact delivery of the other three sections.
- COVID-19 impact to scheme delivery and costs. Mitigated by accounting for COVID-19 related costs, i.e. additional safety measures and by developing a scheme programme which reflects Government guidance on safe working.

Costs

5.54 The scheme costs are:

- The total scheme cost estimate at full business case (decision point 4) is £13.57 million. This reflects an increase of £5.37 million to the outline business case (decision point 3) cost estimate.
- The Combined Authority to contribute £10.42 million from the WY+TF. This reflects a £2.22 million increase to the indicative Combined Authority approval at outline business case (decision point 3). The increase does not require additional funding from the WY+TF with the scheme to recycle a £1.57 million cost saving to the CIP Phase 1 programme, bring forward £0.5 million of funding already allocated to the council's CIP Phase 2 A629 Wakefield Road scheme, and has identified £0.15 million from the existing CIP programme contingency pot.
- Kirklees Council to contribute £3.15 million, secured from their highways budget and Capital Plan.
- The scheme secured approval for development costs of up to £2.534 million from the WY+TF at outline business case (decision point 3) to progress to full business case with finalised costs (activity 5). This included funding land acquisition costs. The promoter confirms the approval still has a sufficient balance therefore approval of further additional development costs is not sought at full business case (decision point 4).

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/01/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/03/2023

Other Key Timescales

5.55 Other key timescales are:

- February 2021 – External contractor contract award
- December 2020 – Planning consents to be secured
- March 2021 – Construction commence at Folly Hall, Queensgate, and Lockwood Bar

- June 2021 – Construction commence at Longroyd Lane
- October 2021 – Folly Hall construction complete
- April 2022 – Lockwood Bar construction complete
- September 2022 – Queensgate construction complete
- March 2023 – Longroyd Lane construction complete

Assurance Tolerances

Assurance tolerances
That any increase to the Combined Authority contribution above 5%, will require approval at Investment Committee.
That the programme remains within 3 months of the scheme completion date set out.

Project Responsibilities

Senior Responsible Officer	Richard Hollinson (Kirklees Council)
Project Manager	Keith Bloomfield (Kirklees Council)
Combined Authority case officer	Asif Abed

Appraisal Summary

- 5.56 The preferred scheme put forward suitably demonstrates support to delivering economic growth through transport infrastructure improvements whilst also including active travel and public area features (principles of clean growth and inclusive growth). This is supported by a Very High BCR.
- 5.57 The scheme has witnessed a significant cost increase, largely because of the council's decision to use higher quality materials at Queensgate in support of the adopted Huddersfield Blueprint and associated Town Centre Design Framework. The Council is contributing funding for the scheme to cover these costs. The business case suitably demonstrates scheme affordability, reflecting the significant contribution from the council and the recycling and reallocation of WY+TF from within the existing CIP programme budgets.
- 5.58 The proposed delivery (procurement) arrangements across the four sections of HSC appear to be well considered, whilst although planning consents and conclusion to land acquisition is outstanding, they are felt to present minimal risk to the scheme and should be addressed prior to the scheme coming forward at full business case with finalised costs (activity 5). The only exception being the section along Longroyd Lane which may be subject to conditional approval and phased for later delivery.

Recommendations

5.59 The Investment Committee approves that:

- (i) The Huddersfield Southern Corridor scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £10.42 million to be funded from the West Yorkshire plus Transport Fund, is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (Full business case with finalised costs). The total scheme cost is £13.57 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Parry Lane Enterprise Zone
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

- 5.60 Parry Lane is part of the M62 Phase 2 Enterprise Zone programme consisting of nine sites in West Yorkshire running along the M62 corridor and is also part of the Business Development Zone in Bradford.
- 5.61 Located in the south east of Bradford, Parry Lane is well connected to transport links and will provide excellent opportunities for companies in north, east and south Bradford. The site currently suffers from high costs of development including significant groundworks to former mines, levelling, signalised highways junction, and service provision - making it unviable to bring forward without public sector intervention.
- 5.62 The Combined Authority funding, partially from the Local Growth Deal (LGF) and partially from the Getting Building Fund (GBF), will be used to fund enabling works to de-risk the site and provide essential infrastructure. This will include demolition works, treatment of contamination and historic mine openings, creation of development plateaus, the design and construction of a main access road on to Sticker Lane, and controlled crossing to Sticker Lane.
- 5.63 The Government made £900 million available through the new Getting Building Fund (GBF) for investment in local, shovel-ready infrastructure projects to stimulate jobs and support economic recovery across the country. In September 2020, it was confirmed that the West Yorkshire Combined Authority has been allocated £52.6 million from the GBF for a wide-ranging package of projects that will deliver a much-needed boost to the local economy. This package includes £9.07 million to the Enterprise Zone programme of which £5.083 million has been allocated to Parry Lane (Bradford) and £3.24 million to Langthwaite (Wakefield). The GBF programme runs up to March 2022.

- 5.64 Pre-construction works and biodiversity project are to be funded through the LGF programme. Follow on enabling infrastructure works are to be funded by Getting Building Fund.
- 5.65 As a result of the works funded by the Combined Authority, the scheme will deliver 77 net construction jobs and £10.721 million of GVA, as well as facilitate the future development of the site with the units capable of accommodating up to 489 jobs, generating £166 million of GVA.
- 5.66 A summary of the scheme's business case and location map is included in Appendix 5.

Clean Growth / Climate Change Implications

- 5.67 The scheme supports Clean Growth and Climate Change through the delivery of a biodiversity project which is proposed as an additional piece of work to the EZ site based on the Combined Authority's inclusion of Good Growth in its vision for 2036, emphasising the improvement of the environment and its contribution to peoples' health.

Outputs, Benefits, and Inclusive Growth Implications

- 5.68 The forecast outputs, benefits, and inclusive growth implications of the scheme are:
- A de-risked, cleared, and serviced site, including a new access junction and road infrastructure through the site by March 2022.
 - Delivery of up to 11,965 sqm of commercial floorspace industrial units of varying sizes capable of accommodating up to 489 jobs, generating £166 million of GVA by March 2025. This work will be undertaken by Bradford council and their chosen delivery partner.
 - Enabling works will provide 77 net construction jobs and £10.721 million of GVA
 - Regeneration of a brownfield site and associated increase in land value of £1.211 million.
- 5.69 The value for money assessment reflects a core benefit cost ratio (BCR) of 1.72:1, meaning for each £1 invested it would generate £1.72 of investment. The scheme will also deliver wider scheme benefits such as facilitating access to two further parcels of land for employment space, business rates revenue for the public sector, and increase property values and be a catalyst for further investment in the area.

Risks

- 5.70 The scheme risks include:
- Risk that unexpected ground conditions are found, in particular mine workings, which could delay delivery and incur additional costs.

Comprehensive groundworks have been undertaken with further recommendations from the ground investigation report to be implemented to provide clarity on risk and enable risk to be transferred through the fixed price NEC contract.

Costs

5.71 The scheme costs are:

- The total scheme cost is £7.066 million.
- The Combined Authority will contribute £6.969 million of which £1.886 million from the Local Growth Fund (LGF), and £5.083 million from the Getting Building Fund (GBF). Bradford Council is to contribute £0.097 million.
- The scheme secured approval of up to £0.610 million development costs from the LGF at outline business case (decision point 3).
- The scheme secured approval to a further £1.276 million from the LGF at full business case (decision point 4) through a delegation to the Managing Director, of which £1.135 million to support part 1 of the enabling works up to March 2021, and £0.141 million to fund the biodiversity project, taking the total approval from the LGF to £1.886 million.
- The scheme now seeks indicative approval to £5.083 million from the GBF to deliver the second part of the enabling works up to February 2022. Full approval will be sought following completion to Detailed Design at full business case with finalised costs (decision point 5), anticipated for February 2021.

5.72 It is to be noted that the full site development cost forecast is £17.4 million (including the enabling works). Bradford City Council, as land owner, will lead the subsequent procurement of the commercial units.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/01/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	12/03/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team	29/04/2022

	Decision: Combined Authority's Managing Director	
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Other Key Timescales

5.73 Other key timescales are:

- Commencement to the early phase of enabling works is forecast for February 2021.
- Completion to the early phase of enabling works is forecast for March 2021.
- Commencement to site access and infrastructure works as part of the enabling works programme is forecast for April 2021.
- Completion to the site access and infrastructure works of the enabling works programme is forecast for February 2022.
- Delivery of all commercial units by March 2025.

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remains within +10% of the costs identified within this report.
That time scales remain within 1 month as those outlined in this report.
That the outputs remain within 10% of the net construction jobs and GVA as a result of the direct investment from the Combined Authorities LFG and GBF programmes within this report

Project Responsibilities

Senior Responsible Officer	Kate Thompson
Project Manager	Sara Brook
Combined Authority case officer	Asif Abed

Appraisal Summary

- 5.74 Concerns around affordability and delivery of the scheme (enabling works) has been removed following the Combined Authority securing GBF funding, with the GBF programme running up to March 2022. It is recognised that scheme will still seek to expend up to £1.886 million LGF by 31 March 2021.
- 5.75 A robust value for money assessment has been presented, as well as a clear delivery programme setting out the activities and timescales of the enabling works.

- 5.76 Following Managing Director approval to award the contract, the scheme has demonstrated it is at an advanced stage in finalising the contractual arrangements with Balfour Beatty and the Bradford council, with the council to lead on procuring a private sector developer to deliver the commercial units.

Recommendations

- 5.77 The Investment Committee approves that:
- (i) The EZ Parry Lane scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
 - (ii) Indicative approval of to the Combined Authority contribution of £6.969 million, of which £1.886 million from the LGF and £5.083 million from GBF, is given, with full approval to be granted once the scheme progresses through decision point 5 (Full business case with finalised costs). The total scheme value is £7.066 million.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	A64 Regent Street Bridge – Leeds City Centre Package
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

- 5.78 Regent Street Flyover is located within Leeds city centre and carries the A64 (M) Leeds Inner Ring Road (LIRR) over the A61, known at this location as Regent Street.
- 5.79 Constructed in 1968, in addition to ongoing maintenance works, the structure has undergone two major refurbishments, in 1996 and 2002. It however still suffers from several problems, most notably the deterioration of the load-bearing capacity of critical elements due to ingress of water, poor construction details and inadequate water management, corroding the reinforcing steel and causing expansion and cracking of the concrete.
- 5.80 Owing to the continued deterioration of the structure which could risk closure of the bridge as early as 2022, and the commencement of other impactful works across the city over the next 12 months, intervention is required now to preserve the long term resilience of the A64(M) Inner Ring Road and the wider city network – most pertinently to mitigate against future traffic demand following the proposed closure of City Square to through traffic. Extensive feasibility work has concluded that the most cost-effective and beneficial solution is to replace the existing structure.
- 5.81 The Department for Transport (DfT) initially ran a competition inviting bids for Highway Maintenance Challenge Fund (HMCF). An application was put forward by the Combined Authority in October 2019 with the Regent Street Bridge seeking £20.4 million HMCF as part of the ‘Large’ schemes Expression of Interest (EOI), with a £10.6 million contribution from Leeds supporting a total scheme cost of £31 million.
- 5.82 In parallel, given the condition of the structure, to minimise disruption to traffic, and to support acceleration of the main construction programme, the Highways Board of July 2019 approved enabling works measures, with the

south span of the bridge proactively propped and vehicular crossover points constructed on the eastern and western approaches.

- 5.83 A decision on the bid from DfT was expected in December 2019 but this was pushed back to summer 2020. Given the critical nature of the works and to limit the impact on subsequent high priority schemes in the city centre, Executive Board approval was secured on 22 April 2020 to bring forward council borrowing into the capital programme alongside the existing Highways, Bridges & Structure Programme, and to authorise the procurement of a Design & Build contract off the SCAPE framework.
- 5.84 The Secretary of State for Transport on 14 May 2020 announced £1.7 billion funding to be allocated to Combined Authorities and Local Highway Authorities for 2020/21 through the newly created Transport Infrastructure Investment Fund – which included existing DfT spending programmes such as Pothole funding and Challenge fund. In the announcement, it set out that Ministers have decided that due to COVID-19 the competition for 2020/21 ‘Large’ scheme funding (£100 million) is to be allocated by formula instead, resulting in Leeds with a significantly reduced HMCF of £1.5 million.
- 5.85 Members at the Investment Committee of 9 June 2020, as part of the Armley Gyrotory scheme paper, recommended that the Combined Authority continues to explore extending the scope of the Leeds City Centre Package (LCCP) programme to include the Regent Street Flyover scheme.
- 5.86 In order to avoid any risk to delivery of the existing LCCP programme, it is proposed that £12 million is made available from the West Yorkshire plus Transport Fund to provide some ‘gap’ funding to the project that now become part of the Leeds City Centre Package, increasing the LCCP Programme budget from £66.8 million to £78.8 million. The remaining funding for the A64 Regent Street Bridge will be £1.5 million from the Highway Maintenance Challenge Fund, £4.6 million Local Transport Plan 2018-2021 (LTP) and £12.9 million which will be funded by Leeds City Council while other sources of funding such as DfT and TfN continue to be explored.
- 5.87 To support project delivery timescales, the scheme comes forward directly at full business case with finalised costs (decision point 5), seeking approval of £12 million from the West Yorkshire plus Transport Fund and a subsequent increase in the LCCP Programme budget from £66.8 million to £78.8 million.
- 5.88 A summary of the scheme’s business case and location map is included in Appendix 6.

Clean Growth / Climate Change Implications

- 5.89 The scheme will secure the long term resilience of the flyover, supporting the delivery of public transport, active mode (walking & cycling), and public realm enhancement schemes across the city centre, which will directly facilitate a multi modal, low emission transport system.

- 5.90 The scheme will seek biodiversity gains through urban landscaping and green infrastructure features such as rainwater gardens, a sustainable drainage system, and tree planting. This forms part of the “MBARC” environmental strategy led by Leeds with Balfour Beatty in the delivery of schemes at Meadow Lane, Bishopgate, Armley Gyratory, Regent street (this scheme), and City square.

Outputs, Benefits, and Inclusive Growth Implications

- 5.91 The scheme outputs and benefits include:

- The value for money assessment reflects a benefit cost ratio of 9.9:1, judging the scheme as Very High value for money when assessed against the Department for Transport’s value for money criteria. Appraisal was undertaken on the basis of a counterfactual scenario with assessment of the benefits of ‘with bridge’ vs ‘no bridge’ (i.e. should the works not happen and the bridge is forced to close).
- The scheme supports Inclusive Growth by procuring local labour and making a social investment to boost the City Region economic growth, and through regenerating a major piece of public infrastructure, will facilitate business growth through attracting investment.

Risks

- 5.92 The scheme risks include:

Design changes required due to scheme complexities, resulting in a delay and additional cost to the scheme. Early contractor involvement had to review the Detailed Design and support design development, buildability, value engineering, and development of the contractor construction Target Cost.

Costs

- 5.93 The scheme costs are:

- The total scheme cost at full business case with finalised costs (activity 5) is £31 million to be funded through £12 million from the Combined Authority’s West Yorkshire plus Transport Fund, £1.5 million from the Highway Maintenance Challenge Fund, £4.6 million Local Transport Plan 2018-2021 (LTP) and £12.9 million which will be funded by Leeds City Council while other sources of funding such as DfT and TfN continue to be explored.
- The project will become part of the Leeds City Centre Package, which will be increased by £12 million, from £66.8 million to £78.8 million, and costs will be managed within the LCCP programme.
- The Combined Authority to enter into a funding agreement with Leeds City Council for expenditure up to £12 million.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/02/2022
Decision point 7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	22/02/2023

Other Key Timescales

- In contract - May 2020
- Start on site - 11/05/20
- Demolition works commenced in May 2020
- Phase 1 Piling completed September 2020
- Phase 1 Beam Installation Programmed for December 2020
- Completion on site forecast for Spring 2022

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remains within +5% of the costs identified within this report.
That the programme remains within 3 months of the timescales set out in this report.

Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Robert Ingall, Leeds Council
Combined Authority case officer	Asif Abed

Appraisal Summary

- 5.94 The scheme suitably demonstrates the need and scope of the intervention, highlighting that a replacement rather than another refurbishment exercise is the preferred solution to give long term resilience and critically support other activity being delivered in the city centre, notably to accommodate more traffic demand as a result of City Square closure.

- 5.95 The business case reflects that the delivery arrangements are in place to deliver the construction works, with demolition works already underway.

Recommendations

- 5.96 The Investment Committee recommends to the Combined Authority:
- (i) The A64 Regent Street Bridge – Leeds City Centre Package scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £12 million to be funded from the West Yorkshire plus Transport Fund (WY+TF) is given. The total scheme value is £31 million.
 - (iii) Approval to increase the Leeds City Centre Package programme budget by £12 million from £66.8 million to £78.8 million.
 - (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £12 million from the WY+TF.
 - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Project Title	SIIF Pipeline (Project 5)
Stage	1 (eligibility)
Decision Point	2 (strategic outline 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	

Background

- 5.97 This project is of a commercially sensitive nature and there is a Non-disclosure agreement in place between the West Yorkshire Combined Authority and the applicant.
- 5.98 As part of this report to be considered by the Investment Committee a business case summary for the scheme is provided as an appendix which is considered to be commercially sensitive. This document is provided as Appendix 7 as part of this report. The information contained in Appendix 7 is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.
- 5.99 The Combined Authority on 10 December 2020 delegated approval of the SIIF Pipeline project Strategic Outline Cases to the Investment Committee for consideration on 07 January 2021.
- 5.100 The scheme is being considered by the Business Investment Panel (BIP) and a recommendation is expected to be received by 5 January 2021. An update will be provided at the Investment Committee meeting as to whether the appraisal undertaken has confirmed that the application meets the criteria of and is affordable from the Strategic Inward Investment Fund.
- 5.3 This project is a grant application to the Strategic Inward Investment Fund for £2 million to bring forward an investment in Leeds City Region, the company has forecasted that by 2026 the business will create 400 full time jobs and an additional 400 part time jobs.

- 5.4 For the purposes of the SIIF application and owing to the end of Growth Deal the applicant will commit to create 157 of these jobs before the end of 2023. The average salary across the company will be approximately £36,000 per year, well above both the UK and City Region average. The workforce will include manufacturing technicians, R&D staff, graduate engineers, managers and senior managers.
- 5.101 The company is based in London and will retain its operation and headquarters in London. However, demand for the company's products has increased significantly and current capacity at its in London is unable to satisfy this demand. 12 major contracts (value £3.5m) have had to be put on hold or lost due to this deficiency, which is now substantially constraining the growth capability of the business. The order book already has a pipeline of customer requirements that will utilise significant capacity from a new manufacturing site as soon as it is on-line. By bringing the manufacturing in-house, the business will also be able to provide confidence to customers and investors in relation to achieving corporate goals around revenue.
- 5.102 The company has identified three locations as potential locations for the new facility, but Leeds is the preferred location as it provides the company with access to high quality graduates, access to suppliers and a good quality of life for employees. However, there are greater financial incentives available to locate in one of the other locations, with the company stating that it has had a verbal indication that grant support of 30% of the eligible project costs will be made available to secure the investment there..
- 5.103 Without support from SIIF funding there is a significant risk that the company will establish its facility elsewhere.
- 5.104 State Aid advice has been sought in relation to the grant application and has determined that the grant application is compliant with the regulations.
- 5.105 The scheme is managed by the Combined Authority Inward Investment Team and has a clear fit with the Strategic Economic Plan. The project meets the Combined Authority's strategic objectives to grow the region's economy and create high quality, inclusive jobs. The project is in a priority sector and will generate a significant economic impact (circa £60 million net GVA increase by 2028). The project addresses Strategic Economic Plan (SEP) priorities including the 'more jobs, better jobs' programme and the SEP initiative to boost business growth and investment, attracting a major international investor.
- 5.106 A summary of the scheme's business case is included in Confidential Appendix 7.

Outputs, benefits and inclusive growth implications

- 5.107 The forecast outputs, benefits and inclusive growth implications are:
- 5.108 Scheme outputs

- Create 156 jobs by 2023.
- Create an additional 400 full-time and 400 part-time jobs by 2026.
- Commit to seven inclusive growth outputs.

5.109 Leverage private sector investment of £11.66 million by the end of December 2021.

5.110 The potential return for investment is high. Although based on the creation of 157 jobs, the cost per job of £12,738 seems high in comparison to other SIIF applications. However, the additional 246 jobs being created beyond March 2023, which are dependent on the grant being awarded would reflect a cost per job of £4,963.

5.111 These are skilled roles and the combined salary costs for these staff will be significant (average salary is £36,000) which will have significant multiplier on effects in the local economy.

5.112 The wider benefits of the scheme, including inclusive growth benefits of the scheme:

- Work with schools and/or colleges
- Training and development offered to low paid staff to help them progress
- Work opportunities offered to local people with disabilities or health issues
- Green travel options offered to employees
- Wider diversity and inclusive growth policies and initiatives
- Become an accredited Real Living Wage Foundation employer

Risks

5.113 Key risks are as follows:

- Identified property purchase falls through. If this were the case then the growth deal monies could not be spent before the 31 March 2021 deadline. Mitigation: to continue to work closely with the company to maximise spend. 75% of the grant released once the investment is complete and 25% retained until the jobs are created.
- Inability to realise plans at the pace or scale desired and therefore growth deal monies not spent before the 31 March 2021 deadline. Mitigation: to continue to work closely with the company to maximise spend. 75% of the grant released once the investment is complete and 25% retained until the jobs are created.
- Applicant business opts for an alternative location and the benefits are lost to the City Region. Mitigation: Combined Authority approvals streamlined, whilst ensuring appropriate appraisal is undertaken.

Costs

5.114 The current total forecast cost of the scheme is between £13.666 million.

5.115 The Combined Authority contribution to the total forecast cost of the scheme is £2million, which will be funded by the Combined Authority from the Strategic Inward Investment Fund (SIIF).

5.116 The remainder of the costs will be funded by the applicant business.

Timescales

- The scheme is being considered by the Business Investment Panel electronically with a recommendation provided 5 January 2020.
- Company Board will make the decision if they want to proceed with the project in January 2021.
- The purchase of the property to complete in February 2021.
- The site is expected to be operational by July 2021.
- Forecast decision point 6 (delivery) – end of December 2021.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/01/2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	11/01/2023

Assurance Tolerances

Assurance Tolerances
That the Combined Authority contribution should remain within the amount set out in this report.
That scheme timescales should remain within 3 months of the timescales set out in this report.
That any reduction jobs created by 2023 of over 10% will require further approval by the Investment Committee.

Scheme responsibilities

Senior Responsible Officer	David Shepherd
Scheme Manager	Ken Brockbank/ Lauren Thomas
Combined Authority Lead Appraiser	Clive Owen

Appraisal summary

5.117 The project has a clear strategic fit and there is clear evidence of the need for the project. The project has good potential of delivering against headline indicators and falls within an identified funding stream.

5.118 If Leeds City Region is selected as the location for this project, there will be 400 net new roles created at a regional level by 2026. The grant funding will enable the company to absorb the additional costs associated with the Leeds City Region option, relative to the alternative cost option of establishing operations in Wales.

5.119 Securing the project for LCR will create 400 new jobs over 5 years with average salaries of £36,000. The new roles include 15 apprentice positions.

5.120 The Company is financially stable, with historic and forecast profitability, and a healthy balance sheet.

5.121 The applicant has committed to enter seven inclusive growth commitments.

5.122 As a small company there are no EU state aid implications envisaged.

5.123 In addition to the project's direct economic benefits (such as GVA and job outputs) it is strategically aligned with the SEP objective to attract new high value advanced manufacturing to the region.

5.124 Recommendations

5.125 The Investment Committee approves that:

- (i) The SIIF Pipeline (Project 5) project proceeds through decision point 2 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £2 from the Local Growth Fund's Strategic Inward Investment Fund is given with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5. Total project costs are £13.666 million.
- (iii) Future approvals are made in accordance with the assurance 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 3: Delivery and Evaluation

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

6 Financial implications

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

7 Legal implications

7.1 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.

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

8 Staffing implications

8.1 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.

9 External consultees

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

10 Recommendations

MCA Digital

10.1 The Investment Committee recommends to the Combined Authority:

- (i) The MCA Digital 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 £1.97 million is given, to be funded by the Combined Authority from borrowing or the use of capital receipts 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 £0.156 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).

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

One City Park, Bradford

10.2 The Investment Committee approves that:

- (i) The One City Park proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval of £7.5 million is given from the Getting Building Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5. The total scheme cost is forecast at £28.789 million with the remaining £21.289 million funded by Bradford Council.
- (iii) This approval replaces the £4.8 million Local Growth Fund allocation approved by the Combined Authority on 29 September 2016.
- (iv) Development costs of £1.909 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
- (v) The Combined Authority enters into a funding agreement with Bradford Council for expenditure of up to £1.909 million from the Getting Building Fund.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Corridor Improvement Programme: Huddersfield Southern Corridors

10.3 The Investment Committee approves that:

- (i) The Huddersfield Southern Corridor scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £10.42 million to be funded from the West Yorkshire plus Transport Fund, is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (Full business case with finalised costs). The total scheme cost is £13.57 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Parry Lane Enterprise Zone

10.4 The Investment Committee approves that:

- (i) The EZ Parry Lane scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) Indicative approval of to the Combined Authority contribution of £6.969 million, of which £1.886 million from the LGF and £5.083 million from GBF, is given, with full approval to be granted once the scheme progresses through decision point 5 (Full business case with finalised costs). The total scheme value is £7.066 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

A64 Regent Street Bridge – Leeds City Centre Package

10.5 The Investment Committee recommends to the Combined Authority:

- (i) The A64 Regent Street Bridge – Leeds City Centre Package scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £12 million to be funded from the West Yorkshire plus Transport Fund (WY+TF) is given. The total scheme value is £31 million.
- (iii) Approval to increase the Leeds City Centre Package programme budget by £12 million from £66.8 million to £78.8 million.
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £12 million from the WY+TF.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

SIIF Pipeline (Project 5)

10.6 The Investment Committee approves that:

- (i) The SIIF Pipeline (Project 5) project proceeds through decision point 2 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £2 from the Local Growth Fund's Strategic Inward Investment Fund is given with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5. Total project costs are £13.666 million.

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

11 Background documents

11.1 None as part of this report.

12 Appendices

Appendix 1 – Background to the assurance framework

Appendix 2 – MCA Digital – Business Case Summary

Appendix 3 – One City Park, Bradford – Business Case Summary

Appendix 4 - Huddersfield Southern Corridors – Business Case Summary

Appendix 5 – Parry Lane Enterprise Zone – Business Case Summary

Appendix 6 – A64 Regent Street Bridge – Business Case Summary

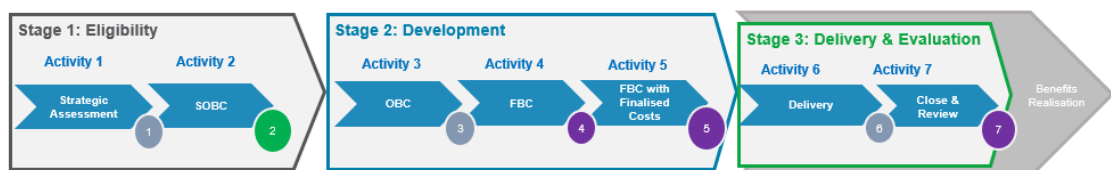
Appendix 7 – SIIF Pipeline (Project 5) – Business Case Summary

Appendix 1 (Background to the report)

Subject: Capital Spending and Project Approvals

Information

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



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

Future assurance and approval route

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

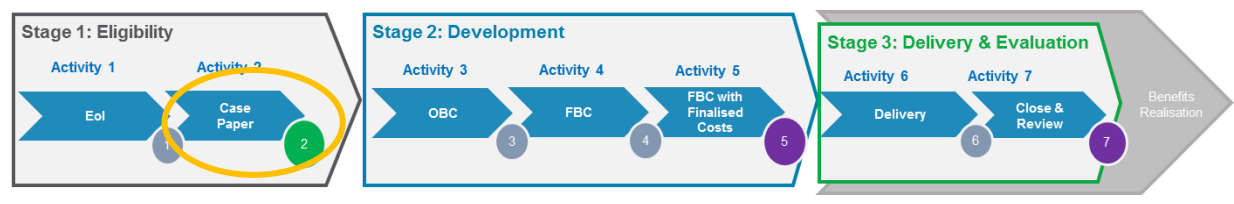
Tolerances

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

Section A: Scheme Summary

Name of Scheme:	MCA Digital
Location of Scheme:	Wellington House
PMA Scheme Code:	To be confirmed
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	David Gill
Lead Promoter Contact:	David Gill
Combined Authority Lead/ Programme Manager:	Bill Cookson
Case Officer:	Craig Taylor
Applicable Funding Stream(s) – Grant or Loan:	CA funded
Growth Fund Priority Area (if applicable):	N/A
Combined Authority approvals to date:	DP1 - 13 October 2020
Forecasted Full Approval Date (Decision Point 5):	May 2021
Forecasted Completion Date (Decision Point 6):	August 2022
Total Scheme Cost for the preferred way forward (£):	To be confirmed at PAT - £0.80 million to £1.97 million
WYCA Funding (£):	£(to be confirmed at PAT) CA funded
Total other public sector investment (£):	Potential for the Evolutive replacement system to be funded by the external grants that the system supports, but further work needed to review the funding conditions
Total other private sector investment (£):	None
Is this a standalone Programme?	Yes, but follow on from CTP
Is this a Programme?	Yes

Current Assurance Process Activity:



A.1

Scheme Description

The Corporate Technology Programme (CTP) largely ended in 2020/21 q3 after being active since September 2018. CTP has been implementing the recommendations of Corporate Technology Strategy (CTS) which was approved by the Combined Authority's Senior Management Team on 20th March 2018.

CTP has been enabling the Combined Authority to become a Digital First organisation via innovative technologies allowing it to evolve its culture, organise teams, create internal processes and support these activities with flexible, modern systems. A Digital First approach can have a transformational impact on any organisation and it has made a significant impact within the CA — from updating background systems so that they have the latest and most secure operating systems to giving all staff intuitive technologies which they previously had experienced away from the Combined Authority working environment. The CTP programme has largely fulfilled its objective of providing “*My Desk - Anywhere – Anytime*” flexible working solutions and this improvement to collaboration and mobility via technology has proved to be an essential part of how the organisation continued to operate during the COVID-19 pandemic.

Despite the success of CTP, the Combined Authority is still some way off becoming a truly Digital First organisation which is fit for purpose for the medium term. This is for several reasons:

- 1) At the time the CTP was created, becoming a Mayoral Combined Authority was an aspiration with few confirmed details of what is likely to change. The devolution agreement in March 2020 and the resulting MCA Ready Programme will bring about a markedly different organisation with new responsibilities, information needs and operational changes.
- 2) In order to make the scheme more manageable, CTP excluded some CTS recommendations from its programme scope.
- 3) Some projects have been reduced in scale in order to fit with timescales.
- 4) CTP had several projects whose remit was to “*discover, report and recommend*”. These proposals now need to be enacted:
 - a. The future of the Evolutive Customer Relationship Management system used by Economic Services and Local Authorities.
 - b. A Data Platform to be used primarily by Research & Intelligence.
- 5) Technology services are constantly improving and have changed in the last two years.
- 6) Around 30% of CTP has not been fully delivered due to the delayed Accommodation Project, limited staff availability at a time of high organisation activity and COVID-19 and technical issues causing delay.

The proposed MCA Digital programme will address all of the above with the following scope:

- 1) Digitisation of MCA Ready Processes and Services
- 2) Security and Information Management, including development of an Information Management Strategy, development and implementation of a Cyber Response Plan, further staff education on cyber risks and implementation of “Microsoft Defender Application Control”.

3)	Cloud Infrastructure - Transfer of on-premise telephony and other complex services to the Microsoft cloud and closure and decommissioning of the Rotherham on-premise data centre.
4)	Customer Relationship Management (CRM) including implementation of the CTP discovery recommendations for the future of the business to business CRM used in Economic Services and updating or replacement of Evolutive within the Combined Authority with a system that allows for better sharing of data across West Yorkshire district councils.
5)	Data Platform to enable the Combined Authority to provide quality reporting on data which is owned both internally and by third parties.
6)	Implementation of a public facing web portal for hosting of the organisation Open Data.
7)	Implementation of Service Management system.
8)	Network Infrastructure - continued implementation of a new local area network with new Wi-Fi capabilities.
9)	Implementation of a meeting room booking system and meeting room.
10)	Disaster Recovery - Implementation of a proven and regularly tested system and information recovery programme that reflects the changes implemented as part of MCA Digital.
11)	Call Centre Technologies including replacement of Skype for Business software with Microsoft Teams so that the telephony user experience and functionalities are line with the rest of the organisation, replacement of call centre software with an alternative which is compatible with Microsoft Teams and reception/call centre intelligent call management and fielding.
12)	Location Intelligence - Establish a suite of corporate, on-demand, self-service, interactive mapping applications, develop a centralised storage area for spatial data and ensure that CRM's, web forms and other systems which manage addresses are linked to the countries master address data by primary keys; Unique Property Reference Number (UPRN), saving time and money, and allowing better linking of data with district partners.
13)	Asset Management and Services - Develop a strategy and outline business case to replace the current asset management systems (COSA and Technology Forge) with a GIS based system which will support the additional requirements of the MCA.

A.2	Business Case Summary
Strategic Case	
<p>MCA Digital is unlikely to make a significant long-term contribution to the headline indicators in the SEP, because it is an internal business change programme rather than an investment designed to create economic growth in the region.</p> <p>However, this programme will reflect the ethos and aspirations of the Combined Authority and have a transformational contribution towards achieving MCA readiness and One Organisation objectives. Aspects of the programme do broadly align to Corporate objectives:</p> <ul style="list-style-type: none"> • The programme will deliver efficiencies in business processes for the Combined Authority. This will grow the business by yielding increased efficiency / capacity in staff time by having modern, collaborative and non-fixed location ways of working with digital workflow processes. • The expectation from citizens, partners and staff is that certain services should be available outside traditional office hours with minimal periods of downtime. Moving services into the Microsoft Azure cloud is a necessary step to achieve this. • Enabling the Combined Authority to bring together important data into a single reporting system will enable quicker and more reliable decisions. Furthermore, by publishing as much of this as possible as "open data" it will provide public transparency and give third parties the opportunity to innovate by producing apps and services which access this information. 	

- Updating back office systems (telephony, server management, business-to-business CRM) will reduce the required level of in-house operational management and will deliver systems that have added functionality and capacity for future organisational changes.
- The Combined Authority has recently invested in a three year comprehensive Microsoft Enterprise Agreement in which it has access to best-in-class enterprise software. By having a strategic programme in which benefits realisation are defined within a series of technical and behavioural projects, MCA Digital will ensure that the organisation obtains value for money and becomes more dynamic and responsive by using technology more effectively.

It is also expected that the further use of modern technologies will attract a greater portion of the labour market as prospective employees may be more interested in employment with the Combined Authority if it uses more up to date system(s) for which they have prior skills or experience of using. This in turn may attract better economic growth for the region by having higher quality employment and/or addressing shortfalls in opportunities to use such skills/experience due to UK geographical inequalities.

Economic Case

5 long list options have been assessed against 5 critical success factors, which have resulted in a shortlist and a preferred option:

- 1) Have a smaller programme of digital change - Must Do work
- 2) Have a medium programme of digital change - Must Do + Highly Recommended Work
- 3) Have a full programme of digital change - Must Do + Highly Recommended + Recommended Work (Preferred Option)

The programme aims to deliver value for money by:

- 1) Improving internal processes and ways of working to be more efficient, quicker to implement and self-service orientated.
- 2) Reducing the likelihood of problems caused by poor data management, ineffective security and disaster recovery arrangements so that there is both less risk and impact of any operational disruption.
- 3) Transferring back office telephony systems to Microsoft Azure who will largely manage these on the Combined Authority's behalf, freeing up staff time for projects.
- 4) Better utilising corporate data to make more informed and quicker strategic, policy and operational decisions.

In addition, the completing Service Management from CTP will deliver a higher quality IT service with better management of risks so that the possibility of unplanned downtime is minimised and customer (staff) satisfaction of the IT service increases.

Commercial Case

MCA Digital has proposed workstreams that will impact on the entire organisation and Covid-19 and the move to an MCA has strengthened the need for the organisation to be more digitally based.

MCA Digital has learnt from CTP by having a Procurement Strategy which provides greater choice of potential suppliers whilst having clearer roles and responsibilities, one lead organisation which is responsible for providing challenge and transformation advice for the entire programme of digital change and delivering the two key projects (Digitising Services and Business Change) and third party vendors to deliver the remaining projects.

Ownership of programme delivery will clearly rest with the Combined Authority whilst procuring an external digital transformational partner to deliver selected workstreams and provide challenge, input and guidance for the entire programme.

The third party vendors will work alongside Combined Authority staff across the 13 workstreams and will be procured through open or selective tendering or through a framework. These suppliers will provide subject matter expertise on networks, telephony, mapping, business change, data and

customer relationship management. There is a competitive market in these areas and it is not anticipated that there is any considerable possibility of not attracting suitable partners.

Financial Case

The 3 options costs range from approximately £0.80 million to £1.97 million

The preferred option is £1.97 million and will be funded by the Combined Authority from either borrowing or the use of capital receipts.

Cost estimates are calculated from a number of sources - Some are taken from CTP (e.g. to repeat Digitising Services – the same cost has been used), some are estimates from CTP suppliers, some taken from stakeholders (e.g. Andrew Fitzpatrick) and a few are estimated costs which the ICT team have calculated.

Management Case

MCA Digital will use similar governance which Corporate Technology Programme has employed.

As the programme will focus on driving the delivery of transformational digital change via the key projects that are outlined in this document, the ICT Management Board will continue to be concerned with the management of this programme and its projects plus other ICT projects and BAU. The ICT Management Board will report and escalate decisions, risks, issues, dependencies to the MCA Ready Board.

An MCA Digital Programme Board will oversee the programme delivery, who will be further supported by a Technical Design Authority. This will focus on evaluating and assuring that technical solutions brought forward by the programme and other ICT activities are aligned to the Corporate Technology Strategy and technical roadmap, are fit for purpose and pose no long term technical debt to the organisation.

The MCA Digital Programme Board will also be reported to the MCA Ready Board.

The scheme will require external suppliers to work alongside Combined Authority staff across the 13 workstreams. These suppliers will be procured as required and will provide subject matter expertise on networks, telephony, mapping, business change, data and customer relationship management.

Ownership of programme delivery will clearly rest with the Combined Authority. A third party programme director will not be required (as with CTP) although the scheme will require the procurement of an external digital transformational partner to deliver selected workstreams and provide challenge, input and guidance for the entire programme.

A Programme Manager with Project Assistant will be employed between 21 and 24 months with between 3 and 4.5 project managers. All projects will use the PRINCE2 methodology with a combination of both agile and waterfall delivery.

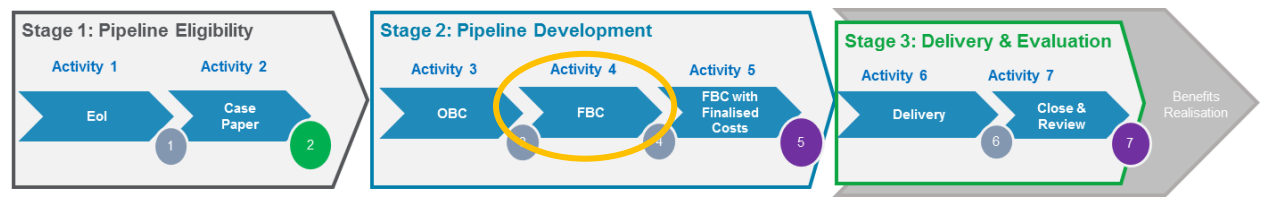
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Section A: Scheme Summary

Name of scheme:	One City Park, Bradford
PMO scheme code:	GBF-WYCA-006
Lead organisation:	City of Bradford Metropolitan Borough Council (CBMDC)
Senior responsible officer:	Ben Middleton, Bradford Council
Lead promoter contact:	Simon Woodhurst, Bradford Council
Lead appraiser:	Ian McNichol
Applicable funding stream(s) – Grant or Loan:	Getting Building Fund (GBF) grant
Growth Fund Priority Area (if applicable):	Priority 4 (Infrastructure for Growth)
Approvals to date:	£4.8 million approved by the Combined Authority on 29th September 2016 under the Local Growth Fund (LGF). The LGF approval has been superseded by this GBF approval.
Forecasted full approval date (decision point 5):	July 2021
Forecasted completion date (decision point 6):	January 2023
Total scheme cost (£):	£28.789 million
Combined Authority funding (£):	£7.5 million
Total other public sector investment (£):	£21.289
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes

Current Assurance Process Activity:



Scheme Description: (no more than 200 words)

The scheme will enable the development of One City Park (OCP), a transformative development project designed to deliver essential, sustainable economic growth and job creation through attracting vital corporate investment in Bradford City Centre.

Through the rehabilitation of the 1.0 acre site vacated by West Yorkshire Police in 2007, the Project will deliver flexible 'Grade A' office space, with excellent BREEAM environmental performance certification. It will significantly contribute to the Council's strategic objectives for the holistic and sustainable regeneration of the City by stimulating essential investment and business/jobs growth as part of the Council's plans to boost the residential, retail and leisure sectors in the City. This is supported by the West Yorkshire Combined Authority through complimentary investment initiatives including the 'City Village' scheme, NEC /Bradford Live (Odeon) project, City Centre Heritage Properties Programme, Northern Powerhouse Rail Bradford Growth Strategy Southern Gateway and TCF.

One City Park will deliver 5,495 sq.m new commercial floorspace, 452 gross jobs by December 2024, and act as a catalyst for further City Centre regeneration.

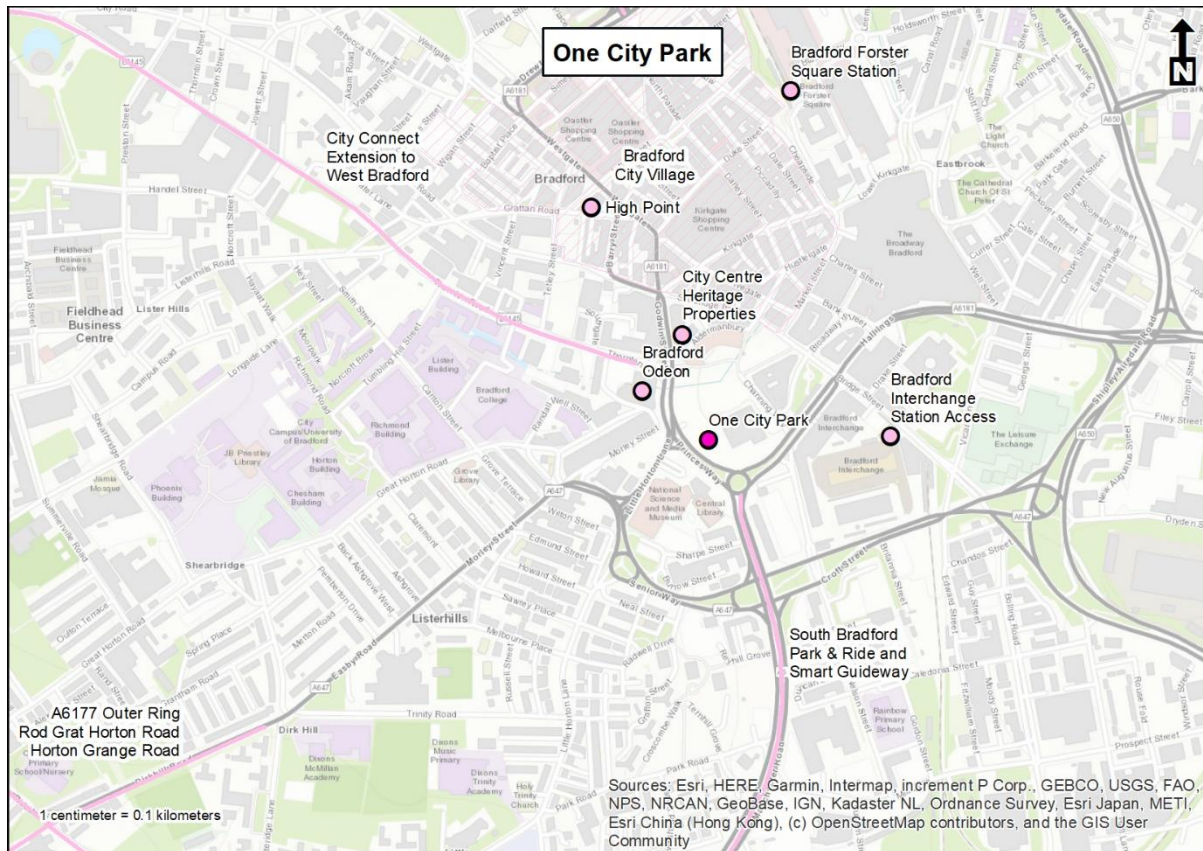
Business Case Summary:

Strategic Case	The project aligns with the Leeds City Region Strategic Economic Plan and Bradford's Economic Strategy, Local Plan and City Centre Area Action Plan. One City Park is located within a Leeds City Region Economic Partnership (LEP) Urban Growth Area and is crucial to securing the long-term economic sustainability of Bradford.
Commercial Case	<p>One City Park will provide high-quality Grade A office accommodation to attract corporate occupiers to the City. One City Park will be well placed to adapt to 'post-COVID' occupier requirements due to the early stage of design. An up to date market assessment suggests that demand remains strong and provides practical recommendations on how to design One City Park to reflect likely office space requirements post Covid. There remains a lack of appropriate supply within Bradford and throughout the sub-region.</p> <p>The Council has procured, through an Official Journal of the European Union (OJEU) compliant procurement process, Muse Developments to design and construct the building on its behalf and to market the scheme to potential occupiers.</p>
Economic Case	One City Park will provide 5,495 sq m of Grade 'A' commercial floorspace by January 2023. The project will generate 452 gross new Full Time

	<p>Equivalent (FTE) jobs by December 2024. In addition, the project will also generate 398 net additional FTE construction jobs within the WYCA economy.</p> <p>The scheme has a benefit Cost Ratio (BCR) of 10.6:1. The project will also generate significant wider economic benefits, including apprenticeships, business growth and significant wider regeneration benefits.</p>
Financial Case	<p>The estimated total project costs amount to £28.789 million with £21.289 million match-funding committed by the Council subject to the GBF grant. £7.5 million GBF grant is requested to fund the remaining project costs and enable the viable delivery of the scheme.</p>
Management Case	<p>Main construction is programmed to commence in November 2021 with practical completion achieved in December 2022.</p> <p>Detailed Communication and Change Management strategies are in place and a full monitoring and evaluation process will be undertaken.</p>

Location Map:

The following map shows the location of the One City Park scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

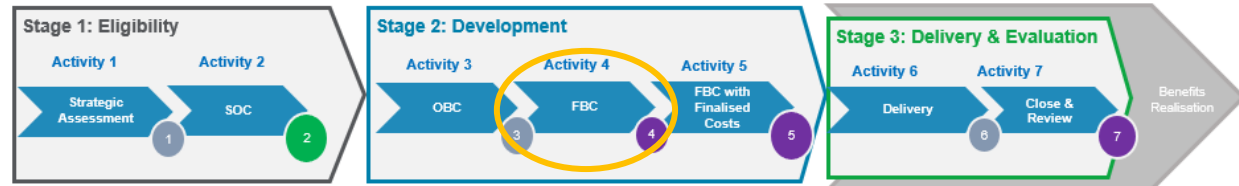
Section A: Scheme Summary

Name of scheme:	CIP Phase 1: Huddersfield Southern Corridors
PMA scheme code:	WYTF-PA4-038a-5
Lead organisation:	Kirklees Metropolitan Borough Council
Senior responsible officer:	Richard Hollinson, Kirklees Council
Lead promoter contact:	Keith Bloomfield, Kirklees Council
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund (WY+TF)
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	<p>Decision Point 2: June 2017 Combined Authority approval to £0.3 million development costs from WYTF.</p> <p>Decision Point 3: February 2019 Combined Authority indicative approval to total scheme cost of £8.2m, and approval up to £2.534 million development costs from WY+TF.</p>
Forecasted full approval date (decision point 5):	February 2021
Forecasted completion date (decision point 6):	March 2023
Total scheme cost (£):	£13.57 million
Combined Authority funding (£):	£10.42 million WY+TF
Total other public sector investment (£):	£3.15 million Kirklees Council
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?

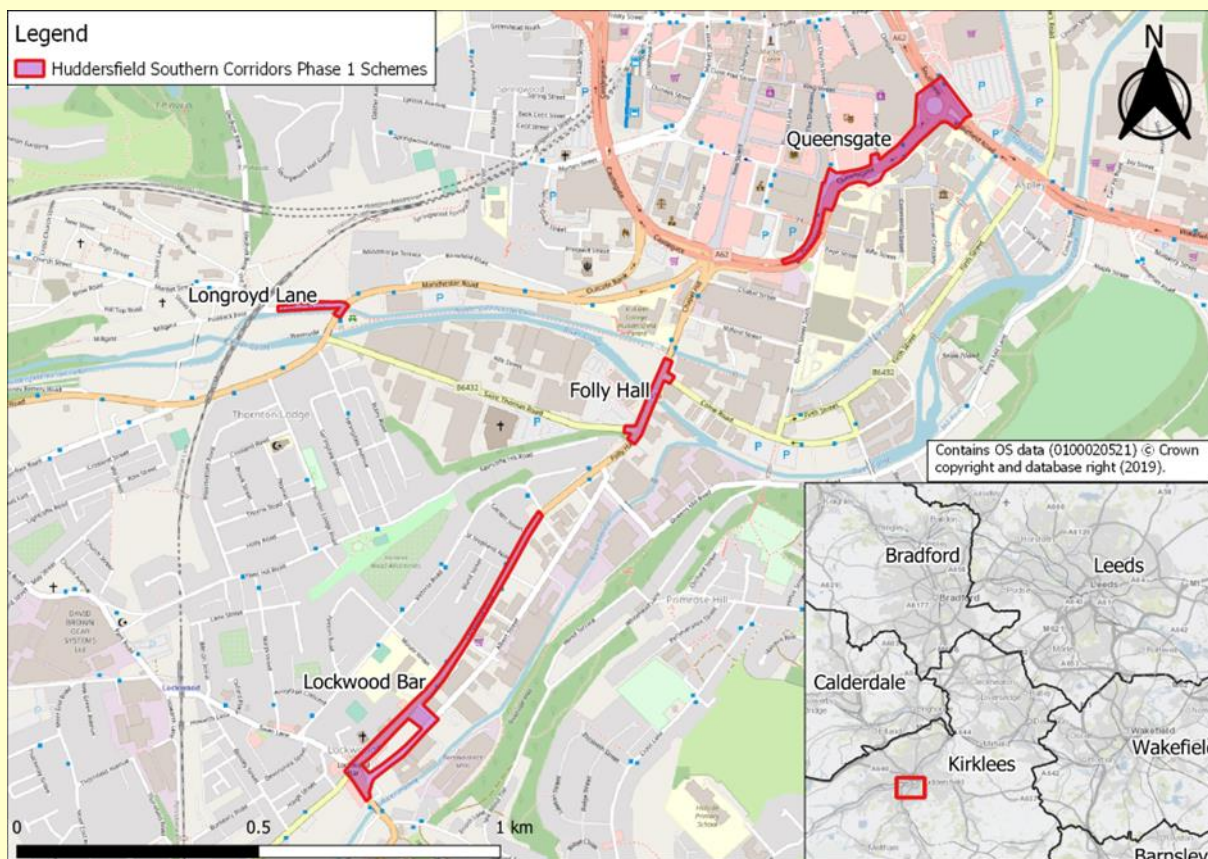
Yes – Corridor Improvement Programme Phase 1

Current Assurance Process Activity:



Scheme Description:

The Huddersfield Southern Corridors (HSC) project comprises a package of four highway and active travel improvements on the A62 and A616 corridors in southern parts of Huddersfield.



Interventions at the four sections include:

- Longroyd Lane: walking and cycling and highway capacity enhancements on the Longroyd Lane arm of the A62 Manchester Road/Longroyd Lane junction through lane widening, footway widening, provision of separate cycle lane and new toucan crossing.
- Lockwood Bar: the re-design of routing and operation of the Lockwood Bar junction by creating of a new link between A616 Lockwood Road and Albert Street, signal upgrade across Albert Street and Bridge Street junction. The proposal also includes pavement

widening, public space enhancements, new landscaping, and relocated/enhanced bus stop facilities on Lockwood Road, Lockwood Bar junction, and the new Albert Street-Lockwood Road link.

- Queensgate: enhancing the Huddersfield Inner Ring Road / Shorehead roundabout on Queensgate for cycling and crossing provision, thereby downgrading it for car users to reduce severance between the town centre and university, footway widening and urban space enhancements, and the reconfiguration of access/egress arrangements to the university.
- A616 at Folly Hall at the St Thomas Road and Colne Road junction: narrowing of the central reservation and banning right turn movement out of Colne Road. The 306, 308, and 319 bus services will be re-directed.

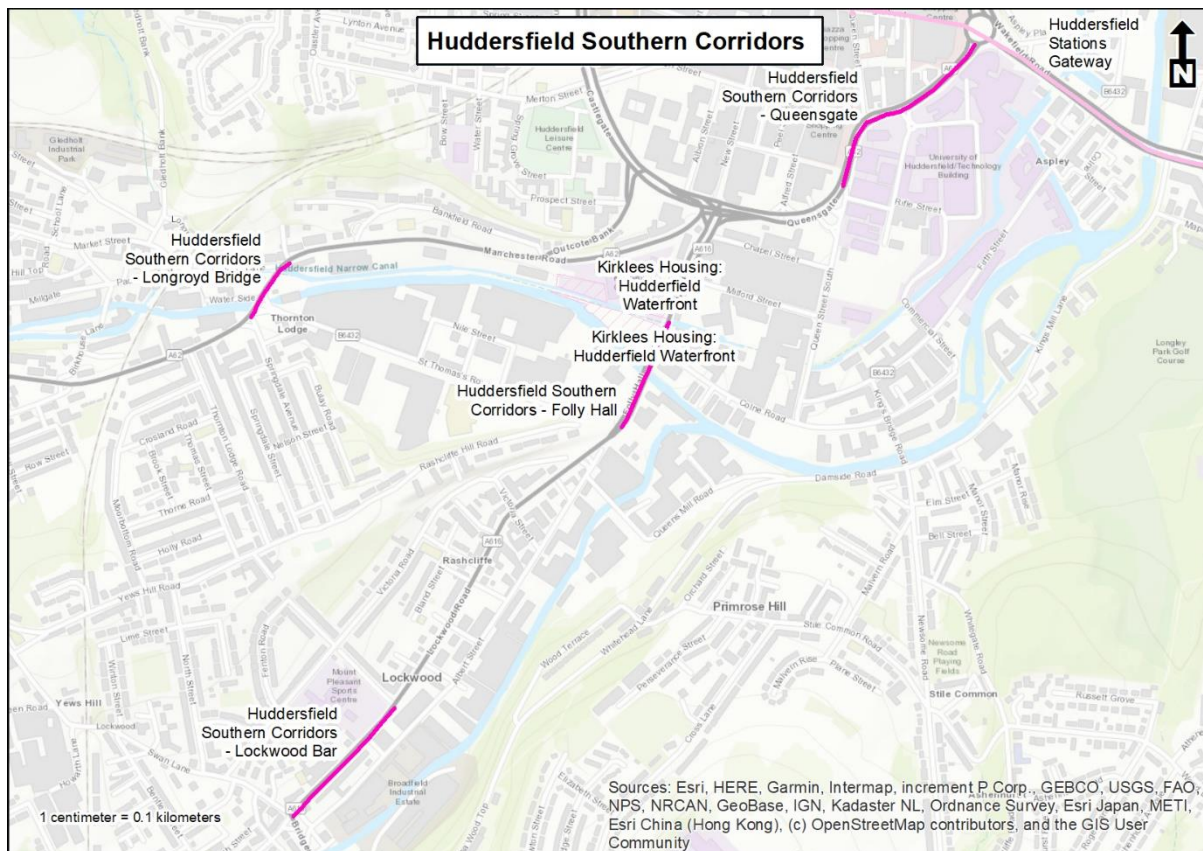
Business Case Summary:

Strategic Case	<p>The HSC scheme will support the delivery of the Corridor Improvement Programme (CIP) and the Leeds City Region Strategic Economic Plan (LCR SEP) and Good Growth agenda by addressing constraints to economic growth through transport infrastructure improvements. The HSC project will:</p> <ul style="list-style-type: none"> • Facilitate realisation of the Kirklees Local Plan proposals to accommodate over 2,000 new households in southern Huddersfield • Reduce in-vehicle journey times within and through the project area • Reduce transport-related carbon emissions and improve air quality • Increase the modal share of active travel modes (walking and cycling) for journeys through and within the project area • Improve accessibility and connectivity from known areas of economic deprivation to jobs and education / training in Huddersfield and the wider Leeds City Region • Stimulate investment into the town, in line with the Kirklees Economic Strategy headline initiative “to revitalise Huddersfield town centre”.
Commercial Case	<p>The need for the HSC Phase 1 project is based primarily on the needs of the transport market in Huddersfield, with transport demand in southern Huddersfield forecast to increase in line with growth in regional and national economic activity and development of new houses and commercial sites in central and southern Huddersfield, and rural areas of Kirklees in the Colne and Holme valleys.</p> <p>Several delivery options have been considered to carry out the works at the four locations, with the preferred approach being to ‘twin track’. This will see Highway Works at Queensgate, Longroyd Lane, and Folly Hall carried out by Kirklees internal Highways Operations, with the Highway Works at Lockwood Bar to be externally procured as a single competitive tender through the YORcivils2 framework.</p>
Economic Case	<p>The value for money assessment for the preferred option scheme reflects a benefit to cost ratio of 7.9:1, corresponding to a Very High value for</p>

	money classification when assessed against the Department for Transport's value for money criteria.
Financial Case	<p>The total scheme forecast cost is £13.57m of which £10.42m is to be funded by the West Yorkshire + Transport Fund and £3.15m by the council (monies secured from their Highways Budget and Capital Plan).</p> <p>The total cost does reflect an increase to the outline business case estimate. This is due to in part to the use of higher quality materials at Queensgate, a decision taken in support of the adopted Huddersfield Blueprint and associated Town Centre Design Framework. Costs have also increased due to additional scheme development costs including design development costs.</p> <p>The cost breakdown includes allocation of risk informed by a quantitative risk assessment (QRA), as well as contingency, inflation, and third-party land acquisition costs.</p>
Management Case	<p>The management of the development and delivery of this project will be undertaken by Kirklees Council, as lead authority, with the Major Projects Service (MPS) providing lead project management functions.</p> <p>The Council will assume an overall project management role and hold ultimate responsibility for the delivery of the scheme following the Council's Corporate Project Management document "Framework for Successful Projects" (FSP).</p> <p>The scheme seeks to secure full business case with finalised costs approval (decision point 5 of the assurance process) by February 2021. The construction programme (delivery of all four locations) is anticipated to run from March 2021 up to March 2023, with earlier completion possible subject to outcomes of identified risks profiled into the programme.</p>

Location Map:

The following map shows the location of the Huddersfield Southern Corridors scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

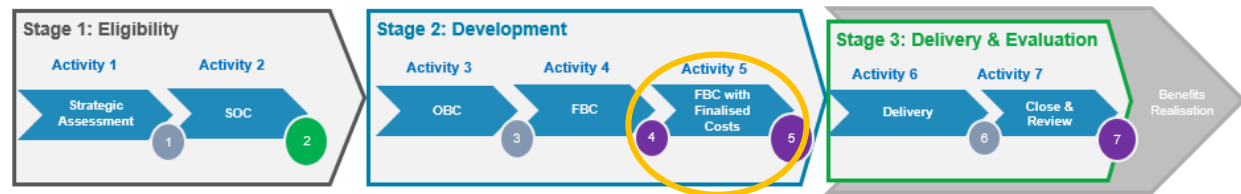
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Section A: Scheme Summary

Name of scheme:	Enterprise Zone: Parry Lane
PMA scheme code:	GD-PA4-021f
Lead organisation:	City of Bradford Metropolitan Borough Council (CBMDC)
Senior responsible officer:	Kate Thompson, West Yorkshire Combined Authority
Lead promoter contact:	Dave Partridge, Bradford Council Jessica McNeill, West Yorkshire Combined Authority
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – Local Growth Deal 3 LCR Enterprise Zone Programme
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Approvals to date:	<u>Enterprise Zone Programme Approvals</u> Decision Point 2: December 2017 Decision Point 3: February 2020
Forecasted full approval date (decision point 5):	November 2020
Forecasted completion date (decision point 6):	April 2022
Total scheme cost (£):	£7.066 million
Combined Authority funding (£):	£6.969million of which: <ul style="list-style-type: none"> £1.886 million from the Local Growth Fund £5.083 million Getting Building Fund
Total other public sector investment (£):	£97,000 Bradford Council
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No

Is this project part of an agreed programme?	Yes
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Current Assurance Process Activity:



Scheme Description:

The Parry Lane Enterprise Zone site is located off the outer ring road (A6177) in the Bowling Back Lane area. The ring road provides direct access to the M606 and the wider motorway network. The Bowling Back Lane area is designated as a Business Development Zone by the Council and is an established employment area.

The Parry Lane site provides an opportunity to develop new modern industrial accommodation to meet market demand. As this site is brownfield, with evidence of previous mining activity, it needs extensive remediation to enable delivery of a significant new industrial park.

Enabling works to de-risk the site and provide essential infrastructure are to be undertaken. This will include demolition works, treatment of contamination and historic mine openings, creation of development plateaus, the design and construction of a main access road on to Sticker Lane, and controlled crossing to Sticker Lane

Business Case Summary:

Strategic Case

The Leeds City Region Enterprise Zone Programme supports the Leeds City Region Strategic Economic Plan (SEP) vision and the principle of 'good growth' by supporting delivery of innovation and supporting delivery of high-quality employment space in advanced and innovative manufacturing and complementary sectors.

Enterprise Zones are a well-established central government mechanism for delivering employment-based developments in clearly defined areas. By providing financial incentives, including rate relief and enhanced capital allowances, development of difficult sites and take up of completed units is encouraged.

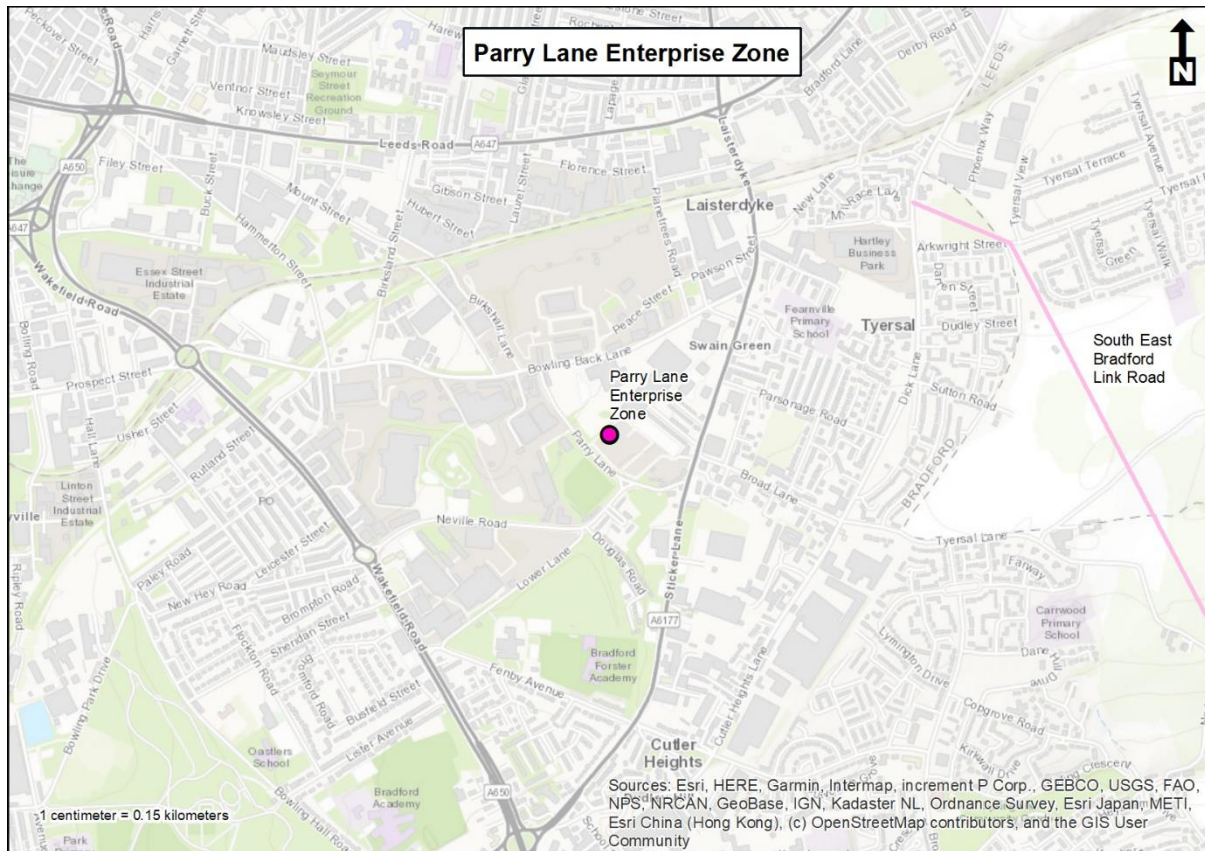
Parry Lane is part of the M62 Phase 2 Enterprise Zone programme consisting of nine sites in West Yorkshire running along the M62 corridor, and it is also part of the Business Development Zone in Bradford. It is one of several locations to be considered as part of the review of Spatial Priority Areas (SPAs) aligning employment and housing pipelines.

Located in the south east of Bradford, Parry Lane is well connected to transport links and will provide excellent opportunities for companies in north, east and south Bradford. The site currently suffers from high costs of development including significant groundworks to former mines,

	levelling, signalised highways junction, and service provision - making it unviable to bring forward without public sector intervention.
Commercial Case	<p>Market demand has been assessed, including recognising the demand seen at Baildon Business Park, and highlighting the volume of enquires recorded for modern units across Bradford as a whole, and specifically at the Parry Lane site.</p> <p>The market demand assessment demonstrates that there is a lack of good quality supply of modern industrial accommodation. This combines with a lack of supply together with strong demand as identified by local agents that report there is a severe shortage of good quality modern 10,000-50,000 sq ft industrial units across West Yorkshire.</p>
Economic Case	Value for money has been considered in terms of the direct impacts through increase to land value and assessment has estimated that the values of the land will increase by just over £1.2m. Indirect impacts will be seen through job creation employment, and the increase in economic activity. Once these have been considered, then the benefits significantly exceed the costs, and the preferred option delivers a BCR of 1.72:1, meaning that for each £1 invested it will generate £1.72 of investment.
Financial Case	Total scheme costs is £7.066 million. This will be funded by Combined Authority contribution of £6.969 million, (of which £1.886 million from the Local Growth Fund (LGF) and £5.083 million from the Getting Building Fund (GBF), with Bradford council to contribute £97,000.
Management Case	<p>The scheme will be developed and delivered through the existing Enterprise Zone project delivery team and governance arrangements at the Combined Authority, in partnership with district partner Bradford Council.</p> <p>The delivery programme anticipates completion to site enabling works including the access road by March 2022, with full site development (delivery of the commercial units) by March 2025.</p> <p>The monitoring & evaluation (M&E) of scheme benefits, outputs, and outcomes will be undertaken as part of the Enterprise Zone programme</p>

Location Map:

The following map shows the location of the Parry Lane Enterprise Zone scheme:



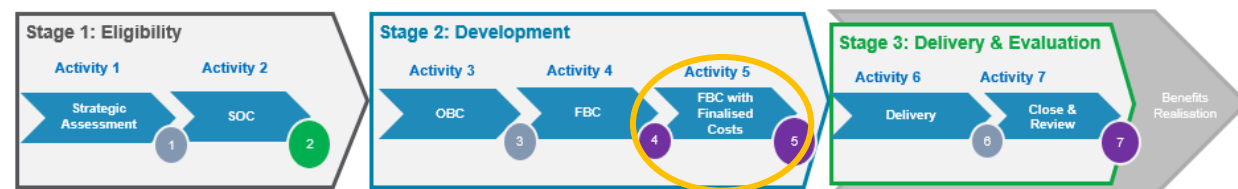
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

Section A: Scheme Summary

Name of scheme:	Regent Street Bridge - Leeds
PMA scheme code:	WYTF-PA4-047
Lead organisation:	Leeds city council
Senior responsible officer:	Gary Bartlett, Leeds Council
Lead promoter contact:	Robert Ingall, Leeds Council
Case officer:	Asif Abed, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Transport Fund
Growth Fund Priority Area (if applicable):	N/A
Approvals to date:	None
Forecasted full approval date (decision point 5):	11 September 2020
Forecasted completion date (decision point 6):	22 February 2022
Total scheme cost (£):	£31 million
Combined Authority funding (£):	£12 million WY+TF £4.6 million Local Transport Plan (LTP) £1.5 million Highway Maintenance Challenge Fund
Total other public sector investment (£):	£12.9 million Leeds City Council
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	No

Current Assurance Process Activity:



Scheme Description:

Regent Street Flyover is located within Leeds city centre and carries the A64 (M) Leeds Inner Ring Road (LIRR) over the A61, known at this location as Regent Street.

Constructed in 1968, in addition to ongoing maintenance works, the structure has undergone two major refurbishments, in 1996 and 2002. It however still suffers from several problems, most notably the deterioration of the load-bearing capacity of critical elements due to ingress of water, poor construction details and inadequate water management, corroding the reinforcing steel and causing expansion and cracking of the concrete.

This scheme will deliver the replacement of the existing structure, providing long term resilience and be able to accommodate for additional traffic demand as a result of public transport, active mode (walking & cycling), and public realm enhancement schemes across the city centre – most notably close to City square.

Business Case Summary:

Strategic Case

Owing to the continued deterioration of the structure which could risk closure of the bridge as early as 2022, and the commencement of other impactful works across the city over the next 12 months, intervention is required now to preserve the long term resilience of the A64(M) Inner Ring Road and the wider city network – most pertinently to mitigate against future traffic demand following the proposed closure of City Square to through traffic. Extensive feasibility work has concluded that the most cost-effective and beneficial solution is to replace the existing structure.

The scheme supports Inclusive Growth with the scheme procuring local labour and social investment to boost the LCR economic growth, and through regenerating public infrastructure, facilitate business growth. The scheme will also deliver biodiversity gains through urban landscaping and green infrastructure features such as rainwater gardens, sustainable drainage, and tree planting.

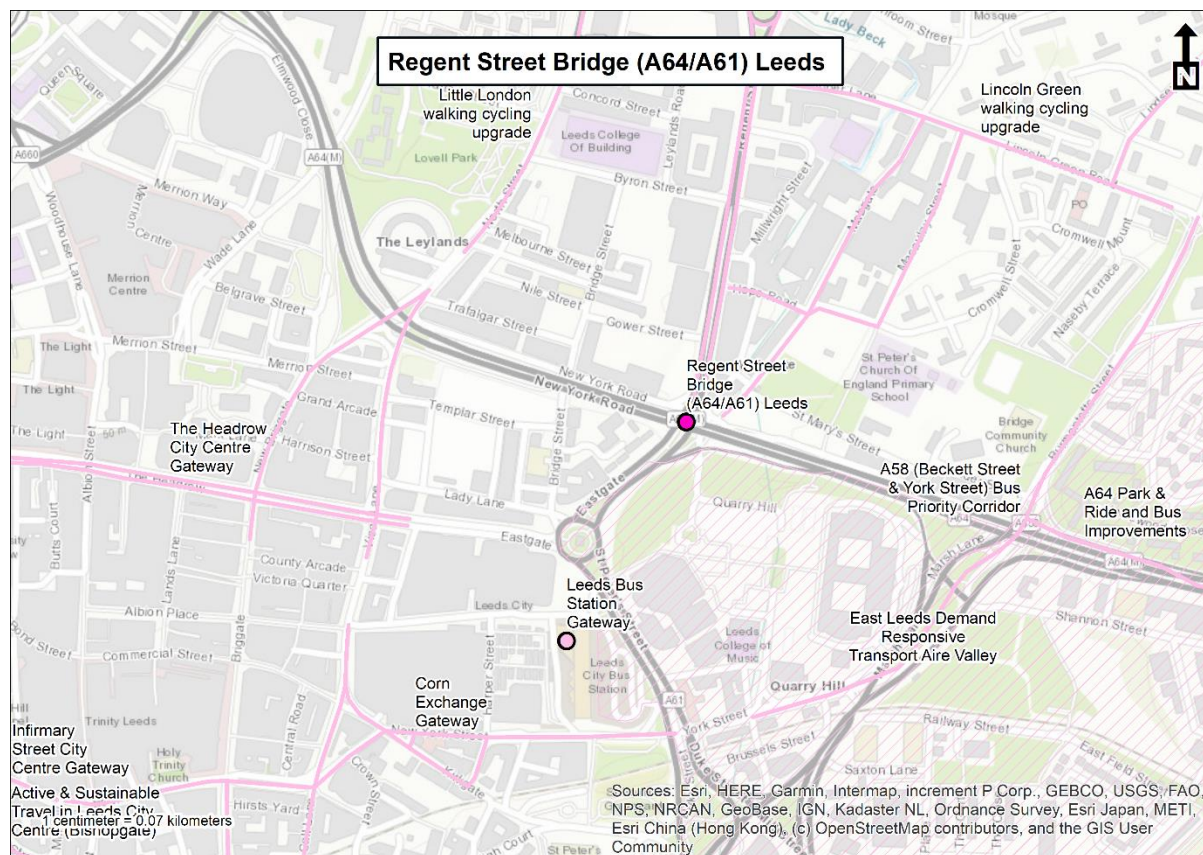
Commercial Case

The scheme procured a Design & Build contract off the SCAPE framework, appointing Balfour Beatty. Detailed design of the scheme by WSP was completed in January 2020 which included early contractor involvement (ECI) from Balfour Beatty to aid the development of the design, undertake buildability and value engineering checks, and

	determine the target cost (NEC3 Option C) for the construction of the scheme.
Economic Case	<p>The Leeds Transport Model (LTM2) modelled two scenarios:</p> <ul style="list-style-type: none"> • Do Minimum: bridge closes, traffic diverts. • Do Something: bridge reinstated; traffic remains unchanged. <p>Assessment of the counterfactual scenario suggests a Very High value for money scheme when assessed against the Department for Transport's (DfT) value for money criteria.</p>
Financial Case	<p>The total scheme cost is £31 million, to be funded by an £12m from the Combined Authority's transport fund, £4.6 million Local Transport Plan (LTP), £12.9 million Leeds City Council, £1.5 million Highway Maintenance Challenge Fund.</p> <p>The scheme seeks funding support from the Combined Authority to bridge the funding gap - a result of the DfT revising its approach to administer Challenge Fund funding by formula due to COVID-19 implications.</p>
Management Case	<p>The scheme is being delivered under Permitted Development planning approval. Demolition works commenced in May 2020, with scheme completion forecast for February 2022. Joint risk workshops between the council, WSP and Balfour Beatty were held as part of pre-construction activities, with risk management and transfer to be facilitated through the NEC3 Option C Target Cost contract.</p>

Location Map:

The following map shows the location of the Regent Street Bridge scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

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Report to: West Yorkshire and York Investment Committee

Date: 7 January 2021

Subject: **Leeds City College, Quarry Hill Project**

Director: Melanie Corcoran, Director of Delivery

Author: Nicholas Kiwomya

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	3

1. Purpose of this report

- 1.1 To update on the Leeds City College Quarry Hill Skills Capital Project and to consider the options outlined in the exempt **Appendix one**.

2. Information

Quarry Hill Project

Project Update

- 2.1 The Combined Authority approved a £57 million project made up of £33.4 million grant from the Growth Deal Skills Capital programme and £23.6 million College match contribution in March 2017. In November 2018, The Combined Authority approved further financial support to the College for a £6.5m loan.
- 2.2 The Quarry Hill Campus project commenced in July 2017. The College finished the main build construction of their new 15,000 sq m facility in July 2019 and opened the Campus to students in September 2019.
- 2.3 The project is progressing through assurance to close down the project with the Combined Authority. The Combined Authority undertaking the closedown

of project and the recording of the benefits, including any obligations under the grant agreement.

2.4. An update on the project is outlined in exempt **Appendix one**.

2.5. Appendix one sets out consideration for the repayment of the Combined Authority loan.

3. Financial Implications

3.1 The financial implications are explained in exempt **Appendix one**.

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

6.1 The College and external legal advisors have been consulted.

7. Recommendations

7.1 That the update on the current status of the Leeds City College Quarry Hill Skills Capital project be noted.

7.2 The Investment Committee considers the options outlined in the exempt **Appendix one**.

8. Background Documents

4 December 2019 Investment Committee Report

9. Appendices

Exempt Appendix one – Leeds City College, Quarry Hill – project update.

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Report to: West Yorkshire and York Investment Committee

Date: 7 January 2021

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

Director: Angela Taylor, Director of Corporate Services

Author(s): Heather Waddington

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Para 3

1. Purpose of this report

- 1.1 To consider two full applications for selection as part of the SUD ESIF Programme, as delegated by the Combined Authority, in its role as the Intermediate Body (IB).

2. Information

- 2.1 On 8 March 2017, the Investment Committee considered and noted the roles and responsibilities relating to Intermediate Body (IB) status delegated to West Yorkshire Combined Authority in order to deliver the SUD Strategy, part of the ESIF Programme.
- 2.2 Since then the Combined Authority has selected a number of projects to progress over a number of Call rounds – Rounds 1 to 6.
- 2.3 Under Round 5 two outline applications were received which were considered by the Combined Authority, as Intermediate Body, January 2020 and both were selected to progress to full application. These two full applications are now being presented to the Investment Committee for advice. The advice of the Investment Committee is sought to support the Combined Authority, acting as the IB for SUD, to inform its decision(s) with regard to project selection.

2.4 The assessment of the full applications are attached to this report as Exempt Appendix 2 and 3 together with a covering note (Exempt Appendix 1). The Investment Committee is requested to consider the content of the full assessment and the recommended conditions and provide advice to the Combined Authority, in its role as Intermediate Body, at its meeting on 4 February 2021.

2.5 The funding pipeline is as outlined below;

SUD Call Round	PA3 (SME Competitiveness)	PA5 (Climate Change - Flooding)	PA6 (Green / Blue Infrastructure)	Total ERDF sought
2017 - Round 1	£636,065			£636,065
2018 - Round 2	£1,954,380	£3,850,454	£1,575,000	£7,379,834
2019 - Round 3			£698,195	£698,195
2019 - Round 4	£1,867,776		£0	£1,867,776
2019 - Round 5	£1,912,632	£469,323		£2,381,955
2020 – Round 6			£3,985,000	£3,985,000
Value of Pipeline	£6,370,853	£4,319,777	£6,258,195	£16,948,825
Total Allocation	£6,360,135	£5,300,564	£6,360,135	£18,020,835
Remaining allocation to Reserve Fund	-£10,718	£980,787	£101,940	£1,072,009

2.6 Any funding at this point, which is not committed to the project pipeline, Rounds 1 to 6, will no longer be ring fenced for SUD. MHCLG is now reviewing the remaining investment options for utilising the remaining unallocated ERDF funding nationally.

Selection process and the full assessment form

2.7 The selection process for SUD, part of the ESIF programme, has been set out in guidance notes issued to the IB by MHCLG, as the MA.

2.8 The IB has assessed the full application for local strategic fit based on the Leeds City Region ESIF SUD Strategy. In considering the strategic fit a qualitative approach has been used to assess the following to come to an overall view:

- Does the proposed operation contribute to the needs/opportunities identified in the Call to which it is responding?

- Does the proposed operation align to the local growth needs set out in the local ESIF (SUD) Strategy?
- 2.9 Value for money – the operation must represent value for money. In assessing value for money, the MA takes account of:
- efficiency: the rate/unit costs at which the operation converts inputs to the fund outputs;
 - economy: the extent to which the operation will ensure that inputs to the operation are at the minimum costs commensurate with the required quality;
 - effectiveness: the extent to which the operation contributes to programme output targets, results and/or significant strategic impact at the local level;
 - that the investment will deliver activities and impacts that would not otherwise take place.
- 2.10 Deliverability
- The operation is deliverable within the requirements of the fund specific operational programme taking into account risks, constraints and dependencies.
 - Evidence has shown that this type of operation is effective, the risks have been considered and appropriate mitigations put in place.
- 2.11 The full assessment form is split into six sections and each completed by either the IB or the MA as follows:
- Part 1, summary project details - completed by MHCLG
 - Part 2, the intermediate body's appraisal - completed by the Combined Authority
 - Part 3,4 and 5, the managing authority's appraisal - completed by MHCLG
 - Part 6, selection decision completed by the Combined Authority (6a) and MHCLG (6b).
- 2.12 The overall summary of the full assessment indicates the scoring criteria is considered to be met by the project. The project is considered to be sufficiently developed to enable the MA to issue a funding agreement subject to the proposed conditions set out in the assessment being fully met.
- 2.13 Following the Investment Committee's advice, the IB will finalise its assessment and advice to the MA and make its selection decision and forward the form to the MA, who will then finalise its assessment (taking account of the advice provided by the IB), and make its selection decision.

Undertaking the assessment

- 2.14 In line with the agreed IB Conflict of Interest Statement and Operating Protocol the application has been considered by the appraisal team, under the responsibility of the Head of Research and Intelligence from the Combined

Authority, who have undertaken their own assessment in line with the criteria outlined above. Their findings are presented to the Committee at the meeting. In addition to officers from the appraisal team the MA will also be in attendance and can respond to questions raised by members regarding the assessment as required.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

- 6.1 MHCLG has been consulted in its role as Managing Authority in the production of this report.

7. Recommendations

- 7.1 It is recommended that the Investment Committee consider the two full applications, Round 5, for SUD, part of the ESIF Programme, and provide advice to the Combined Authority, in its role as Intermediate Body.

8. Background Documents

- 8.1 None.

9. Appendices

- 9.1 Exempt Appendices 1 - 3:

Exempt Appendix 1 - Summary FINAL
Exempt Appendix 2 – Shillinghill Lane Full Application

Exempt Appendix 3 – Erringden Hillside Flood Alleviation Scheme Full Application

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