

## **WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE**

**MEETING TO BE HELD AT 11.00 AM ON WEDNESDAY, 3 FEBRUARY  
2021 AS A REMOTE MEETING TO BE LIVESTREAMED HERE:  
[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2  
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE) (COPY AND PASTE THE LINK IN YOUR BROWSERS)**

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### **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**
- 4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND  
YORK INVESTMENT COMMITTEE HELD ON 7 JANUARY**  
(Pages 1 - 8)
- 5. CAPITAL PROGRAMME UPDATE**  
(Pages 9 - 14)
- 6. CAPITAL SPENDING AND PROJECT APPROVALS**  
(Pages 15 - 112)

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**

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## MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON THURSDAY, 7 JANUARY 2021

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### Present:

Councillor Denise Jeffery (Chair)	Wakefield Council
Roger Marsh OBE DL (Deputy Chair)	Leeds City Region Enterprise Partnership
Councillor Alex Ross-Shaw	Bradford Council
Councillor Jane Scullion	Calderdale Council
Councillor Andrew Waller	City of York Council
Councillor Darren Byford	Wakefield Council
Councillor Lisa Mulherin	Leeds City Council

### In attendance:

Melanie Corcoran	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
James Bennett	West Yorkshire Combined Authority
Elizabeth Courtney	West Yorkshire Combined Authority
David Gill	West Yorkshire Combined Authority
Andrew Norman	West Yorkshire Combined Authority
David Shepherd	West Yorkshire Combined Authority
Lauren Thomas	West Yorkshire Combined Authority
Rob Tranmer	West Yorkshire Combined Authority
Heather Waddington	West Yorkshire Combined Authority
Seamus McDonnell	West Yorkshire Combined Authority
Justin Wilson	West Yorkshire Combined Authority
Peggy Haywood	MHCLG
Ben Kearns	West Yorkshire Combined Authority

### 38. Apologies for Absence

An apology for absence was received from Councillor McBride.

### 39. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared at the meeting.

### 40. Exempt Information - Possible Exclusion of the Press and Public

**Resolved:** That in accordance with paragraph 3 of Part 1 of Schedule 12A to

the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 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.

**41. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 2 December**

**Resolved:** That the minutes of the Investment Committee held on the 2 December be approved.

**42. Capital Programme Update**

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

The Committee noted the expenditure at quarter 2 and that the monitoring for quarter 3 had been extended to ensure that as much expenditure as possible was claimed.

Members noted that it was a requirement of the Getting Building fund that the full award of £26.30 million be spent in 2020/21. The West Yorkshire Combined Authority's submission for the programme was spend of £13.45 million and it had been confirmed that the Combined Authority could offset spend from other programmes against this funding.

**Resolved:** That the progress in implementing the Combined Authority's Capital Programmes be noted.

**43. West Yorkshire plus Transport Fund Review 2020**

The Committee considered a report which set out the process and outcomes of the annual review of the Transport Fund 2020.

The Combined Authority and partner councils reviewed forecast spend, QRA and contingency values, dates for submission and approval of business cases for schemes.

The submitted report set out the guidelines used to consider requests for increased funding. As a result of the review several revised funding allocations were made and these were set out in appendix one and a revised programme of dates was set out in appendix 2 to the submitted report.

**Resolved:**

The Investment Committee recommended to the Combined Authority:

- (i) The proposals set out in section 2.17 and 2.18 to the submitted report.
- (ii) The proposed revised funding allocations as set out in Appendix 1 to the submitted report and detailed in paragraphs 2.12 to 2.15 of the submitted report.
- (iii) The revised programme dates for each project as set out in Appendix 2 to the submitted report.

#### **44. Leeds Public Transport Investment Programme (LPTIP) Review 2020 - Part One**

The Committee considered a report which detailed the outcomes of part one of a review of the Leeds Public Transport Investment Programme.

The review covered recommendations for the managing bus infrastructure and programme management elements of the programme and made a number of recommendations.

The second part of the review would be presented to the Investment Committee at a later meeting.

##### **Resolved:**

- (ii) The Investment Committee approved:
  - (i) The reallocation of schemes to other funding programmes as outlined in Appendix 1 (table 2) to the submitted report.
  - (ii) The reprofiled decision point 2 development costs, as set out in Appendix 1 (table 3) to the submitted report.
  - (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.

#### **45. 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:

- MCA Digital
- One City Park, Bradford
- Corridor Improvement Programme: Huddersfield Sothern Corridors
- Parry Lane Enterprise Zone
- A64 Regent Street Bridge
- SIIF Pipeline (Project 5)

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

- Parry Lane Enterprise Zone
- A61 North Eastern Arm
- A629 Phase 1b part 1
- Real Time Information Phase 2

#### **Resolved:**

- (iii) That in respect of the MCA Digital programme the Investment Committee recommends to the Combined Authority that:
  - (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).
  - (a) 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.

- (iv) That in respect of the One City Park, Bradford scheme the Investment Committee approves that:
  - (b) The One City Park proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (c) 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.
  - (d) This approval replaces the £4.8 million Local Growth Fund allocation approved by the Combined Authority on 29 September 2016.
  - (e) Development costs of £1.909 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).
  - (f) The Combined Authority enters into a funding agreement with Bradford Council for expenditure of up to £1.909 million from the Getting Building Fund.
  - (g) 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.
  
- (v) That in respect of the Corridor Improvement Programme: Huddersfield Southern Corridors scheme the Investment Committee approves that:
  - (h) The Huddersfield Southern Corridor scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
  - (i) 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.
  - (j) 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.

- (vi) In respect of the Parry Lane Enterprise Zone the Investment Committee approved that:
  - (k) The EZ Parry Lane scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
  - (l) 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.
  - (m) 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.
- (vii) In respect of the A64 Regent Street Bridge – Leeds City Centre Package the Investment Committee recommends to the Combined Authority that:
  - (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.
- (viii) In respect of the SIIF Pipeline (project 5) the Investment Committee approved 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 million 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.

#### **46. Leeds City College, Quarry Hill Project**

The Committee considered a report which provided an update on the Leeds City College Quarry Hill Skills Capital Project and provided options for consideration which were outlined in exempt appendix 1 to the submitted report.

**Resolved:**

- (i) That the update on the status of the Leeds City College Quarry Hill Skills Capital project be noted.
- (ii) That option 1 as outlined in exempt Appendix one be approved.

#### **47. European Structural and Investment Funds (ESIF) - Sustainable Urban Development (SUD)**

The Committee considered two full application for Sustainable Urban Development (SUD), part of the European Structural and Investment Funds (ESIF) and provided advice regarding the applications to the Combined Authority in its role as the Intermediate Body.

**Resolved:** That the Investment Committee recommend to the Combined Authority the full applications for SUD, part of the ESIF Programme.

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**Report to:** West Yorkshire and York Investment Committee

**Date:** 3 February 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: Growth Deal Annual Performance Review, the Growth Deal economic development expenditure forecasts and closure and Getting Building Fund approvals.

## 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**

<b>Capital Programme Expenditure 2020/21</b>	<b>Budget Forecast February 2020</b>	<b>In-Year Forecast June 2020</b>	<b>Actual Quarter 2 2020/21</b>
<b>Growth Deal Programme</b>			
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
<b>Growth Deal Economic Development Total</b>	<b>£41,236,960</b>	<b>£44,383,446</b>	<b>£13,611,414</b>
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	£4,149,418
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
<b>Total Capital Spend</b>	<b>£346,378,067</b>	<b>£330,445,864</b>	<b>£95,263,033</b>
*Amended forecast as incorrect forecast of £106million included in February 2020 CA report			
** New funding programme			

- 2.2 Claims and monitoring for quarter 3 are currently being processed and will be reported at the next Investment Committee meeting in March.
- 2.3 There is an increase of £1.44 million spend on the Transforming Cities Fund (TCF) for quarter 2 against the amount reported in December 2020. This relates to early spend on development costs in 2019/20 prior to the approval of the TCF programme. This was originally funded through the Transport Fund which has now been formally transferred to TCF.

### **Annual Performance Review**

- 2.4 The Annual Performance Review (APR) for 2020/21 undertaken by the Cities and Local Growth Unit (CLOG) takes place on 27 January 2021. As in previous years the APR will cover three areas: Strategic Impact, Governance and Delivery. However, LEP's will no longer be given a ranking eg: adequate, good, excellent, instead there will be an outcomes based approach with findings of 'met' or 'action needed'. The APR will include a review of delivery against both the Growth Deal and the Getting Building Fund (GBF) and is a key milestone in the process of confirming GBF payments for 2021/22.
- 2.5 In preparation for the meeting information was submitted to address key questions as required by CLOG. Whilst information on expenditure was required the question focussed on the level of contracted spend and any risk to achieving Local Growth Fund (LGF) being fully contracted by the end of 2020/21. The key message for the Leeds City Region is that the delivery of

and reporting of outputs will continue until 31 March 2024 and the full financial allocation of LGF, for both the economic development projects and the Transport Fund, is now fully committed as demonstrated in Table 2:

**Table 2**

<b>Programme</b>	<b>Total Funding</b>	<b>Total Contractually Committed to date</b>
Growth Deal Economic Development	£235,450,000	£244,425,675
Transport Fund	£280,900,000	£271,701,996
<b>Total</b>	<b>£516,350,000</b>	<b>£516,127,671</b>

### **Growth Deal Expenditure**

- 2.6 The Growth Deal economic development programme is now in its final quarter, the current forecast of programme spend is as follows:

**Table 3**

<b>Economic Development Allocation</b>	<b>£235,450,000</b>
Spend to end of 2019/20	£194,650,211
<b>Balance to be spent in 2020/21</b>	<b>£40,799,789</b>

Quarter 1 - 2 2020/21 spend	£13,611,414
Current forecast	£36,664,391
<b>Forecast 2020/21</b>	<b>£50,275,805</b>
Overprogramming	£9,476,016
Forecast spend at risk of underspend	£8,786,685

- 2.7 The programme remains overprogrammed but whilst this is the case there are a number of projects where there is a risk of underspend / slippage. Nevertheless the programme is still expected to overspend.
- 2.8 Whilst the aim of overprogramming is to not to overspend the message to all projects has been to maximise spend against approved funding wherever possible. The reason for this is that overspend can be used to offset against other programmes where they are unlikely to achieve target spend in 2020/21. These programmes include: the West Yorkshire plus Transport Fund and the Getting Building Fund. Whilst ultimately this spend will need to be repaid it can remain offset within the Combined Authority accounts over future years.
- 2.9 It is also important where there is momentum on delivery that this is not curtailed as funding opportunities are likely to arise in the near future to support ongoing or shovel ready projects.

### **Growth Deal Economic Development Projects Closedown**

- 2.10 The closedown of the Growth Deal portfolio is underway with additional temporary resource in place to coordinate and align closure of economic development projects and programmes by June 2021. An officer programme

board has been established to support this process, enabling forward planning and flexible deployment of resources where required.

- 2.11 Of the 55 economic development projects included in the Growth Deal, 15 have achieved decision point 7 (financial closure) to date, the aim is for the remaining 40 to progress through the assurance process by the end of June.
- 2.12 The Policy, Strategy and Communications Directorate is engaged with closedown to ensure that lessons learnt are captured, and that work is aligned with the emerging evaluation strategy. A communications plan is in development to ensure Growth Deal success stories are communicated to the public.
- 2.13 Work is also ongoing to capture benefits realised, and ongoing follow up of outputs and outstanding contract issues (including financial (loans, overage) legal (contract clauses)) will transition from the Delivery Directorate to Corporate Services Directorate following formal financial closure of each project.

### **Getting Building Fund**

- 2.14 The approval of project funding through the Getting Building Fund is progressing well. All but two projects are expected to be approved by the end of March 2021. To date five projects have been approved for a total of £16.24 million. It is forecast that 14 projects, totalling £48 million will be approved by end of March 2021.

### **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.

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**Report to:** West Yorkshire and York Investment Committee

**Date:** 3 February 2021

**Subject:** **Capital Spending and Project Approvals**

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**Director:** Melanie Corcoran, Director of Delivery

**Author(s):** Craig Taylor, Head of PMA

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## **1 Purpose of this report**

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth 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 March 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.

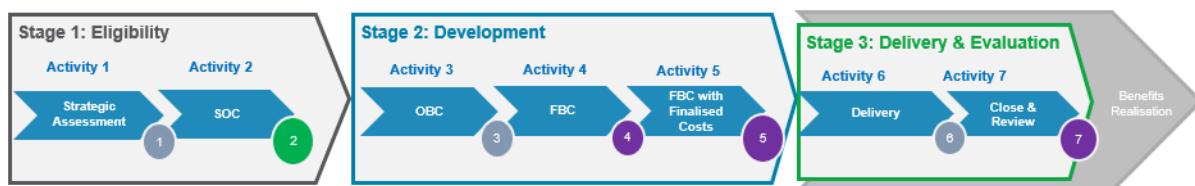
3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions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

### **4 Report**

4.1 This report presents proposals for the progression of eight 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 £141.044 million when fully approved, of which the total value of £81.41 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.
- 4.10 Her Majesty's Treasury (HMT) have now completed the review of the Green Book. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. This review has endorsed the Combined Authority's approach by clarifying that overall Value for Money judgement should not depend solely on the BCR but be informed by a balanced consideration of all relevant evidence, that is, appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.11 In particular, HMT have clarified further that in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of a project. This might for example include, but not limited to, a greater focus on regional impacts to help deliver Levelling Up, ensuring transformational projects are given due consideration, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use, supporting / accelerating housing development and allowing a greater emphasis on the requirement to carry out equalities analysis as required by the Public Sector Equalities Duty. The specific approach will be determined on a programme by programme basis as funding and investment streams come forward.

<p><b>Scheme</b> Thorpe Park Rail Station</p> <p><b>Location</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme involves the development of a new parkway rail station at Thorpe Park on the Leeds to York section of the Trans-Pennine rail route. The current design includes:</p> <ul style="list-style-type: none"> <li>• Two platforms capable of accommodating six-car trains, connected with a covered footbridge</li> <li>• A station building with waiting areas, ticketing facilities, information point and staff facilities</li> <li>• Cycle facilities and bus drop-off points</li> <li>• Car parking with circa 500 spaces and electric vehicle charging points</li> </ul> <p>The detailed design and procurement of the station will be led by the Combined Authority. Its operation will be organised through the Rail North Partnership (RNP) which acts on behalf of Transport for the North and the Department for Transport to manage Northern and Trans-Pennine rail franchises.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund and Leeds Public Transport Investment Fund. Full funding for delivery of the scheme is still to be secured and a funding strategy for delivery will be set out in the full business case.</p> <p><b><u>Impact</u></b></p> <p>The scheme aims to attract new users to the rail market, improve access to labour markets for employers, reduce congestion, and improve air quality.</p> <p>It will support housing growth by providing access to employment and leisure opportunities in the West Yorkshire urban centres and improve access to the strategic / long distance rail market for residents and business in the east of the Leeds City Region</p> <p>Modal shift from car to train (particularly for short-distance journeys into the city centre) are expected to support reductions in vehicle kilometres travelled and a reduction in emissions of carbon dioxide (CO<sup>2</sup>)</p> <p>The forecast Benefit Cost Ratio (BCR) is 1: 1.9 which puts this scheme in to the 'Medium VfM' category.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £31.642 million</p> <p>Total value of Combined Authority funding - £13.9 million</p> <p>Total Funding recommendation sought - £4.736 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><b>Scheme</b> Bradford 'City Village' Phase 1</p> <p><b>Location</b> Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme forms part of a wider 10-year regeneration plan to repurpose and revitalise Bradford City Centre to create a green and sustainable neighbourhood, a new independent shopping sector and new business space through consolidation and redevelopment.</p> <p>Bradford City Village Phase 1 will develop an attractive independent retail offer, providing a modern and diverse community-based shopping experience, at the heart of which will be the new Darley Street market. The new market will replace the existing outdated Oastler Centre and will release the land for redevelopment and the Kirkgate Market will be closed.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>The scheme has the potential to create up to 400 new direct and indirect jobs (gross) through the occupation of commercial floorspace along with directly and indirectly safeguarding an additional 300 jobs.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £23.3 million</p> <p>Total value of Combined Authority funding - £3 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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<p><b>Scheme</b></p> <p>Knottingley Skills, Business and Services Hub</p> <p><b>Location</b></p> <p>Wakefield District</p>	<p><b><u>Scheme description</u></b></p> <p>The Knottingley Skills, Business and Services Hub Project focuses on the refurbishment and repurpose of the existing Kellingley Miner's Welfare building to become a centralised community hub that supports skills and employability within the local area. The project will promote a range of community based active lifestyles and sport initiatives, increasing health and wellbeing through a facility that will bring together a range of community groups and Council services working collectively to support the community and surrounding areas.</p> <p>This scheme will deliver a building that is modern, sustainable and has minimum impact on the environment, which supports the Councils Climate and Environment (Zero Carbon 2030) Agenda.</p> <p>Wakefield Council is the freehold owner of the land. The existing Trust is to relinquish its lease of the existing building and the Council will gain full control so that it can carry out the work. Following refurbishment, the Council intends to award the lease to a newly created third sector organisation.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>The Knottingley Skills, Business and Services Hub is a key enhancement project for Knottingley, aligning to the Knottingley master plan, which itself is a major project to improve housing, recreation, and sport for the town.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £3 million</p> <p>Total value of Combined Authority funding - £1 million</p> <p>Funding recommendation sought - £0.157 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><b>Scheme</b></p> <p>Leeds City Centre Grey to Green</p> <p><b>Location</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver a series of public space, greenspace and walking and cycling connectivity improvements between Leeds South Bank and the city centre. It consists of:</p> <ul style="list-style-type: none"> <li>• A new footbridge across the River Aire from Sovereign Square to connect the South Bank to the city centre and Leeds Railway Station</li> <li>• A new green space on Meadow Lane (replacing an existing surface car park) that will form an entrance to the planned “Aire Park” on the former Tetley site.</li> <li>• Additional public space improvements in the area linked to the Corn Exchange Gateway.</li> <li>• The redesign of Crown Point Road to improve connectivity between Aire Park and key uses in the area including education facilities and transport hubs.</li> </ul> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will directly deliver 6,700 m<sup>2</sup> of new green space and public space, 1.4 kilometre of cycling and walking improvements and an annual reduction in CO2 of 3,500 kilograms. When completed it has the potential to support up to 2,445 new/safeguarded jobs and provide 33,944 m<sup>2</sup> of new commercial floorspace and unlock the delivery of 1,150 new houses across Leeds South Bank.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £11.886 million</p> <p>Total value of Combined Authority funding - £8.6 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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<p><b>Scheme</b> White Rose Rail Station</p> <p><b>Location</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a new rail station on the Leeds-Huddersfield line. The proposed station will sit between Morley and Cottingley on the Transpennine Route. This scheme will enable modal shift from road to rail and provide a better service for the local communities of Cottingley, Churwell and Millshaw. The scheme will be funded from the Leeds Public Transport Investment Programme, Transforming Cities Fund and other public and private sector match funding.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Fund and the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>This scheme contributes to the delivery of all four Leeds Enterprise Partnership Strategic Economic Plan priority areas: Growing Businesses, Skilled People, Better Jobs, Clean Energy and Environmental Resilience and Infrastructure for Growth.</p> <p>The scheme's wider social benefits include enhanced access to employment and training opportunities at the White Rose Office Park. The station will provide the catalyst for continued expansion of the Office Park and wider economic development of the area contributing to regeneration in South Leeds. It will provide an accessible rail station for commuters and shoppers including the provision of step free access between platforms. A reduction in emissions is also expected because of modal shift from road to rail.</p> <p>The scheme has a forecast benefit cost ratio of 3.01:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme – £24.198 million</p> <p>Total value of Combined Authority funding - £17 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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<p><b>Scheme</b></p> <p>A647 Corridor</p> <p><b>Location</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme consists of a series of bus prioritisation improvements, and complementary cycling and walking measures on the A647 between Armley Gyratory in Leeds and the Leeds Road Gyratory in Bradford.</p> <p>The scheme includes the provision of new bus, the conversion of the existing High Occupancy Vehicle (HOV) lane to a bus lane, and the relocation of bus stops along the route. The scheme also includes improvements to signalised junctions to upgrade crossing facilities and allow for bus priority.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Fund</p> <p><b><u>Impact</u></b></p> <p>The scheme primarily supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan through investment in sustainable transport infrastructure to support inclusive growth and regeneration.</p> <p>The scheme aims to encourage more people to use public transport by reducing bus journey times and improving bus punctuality and encourage more walking and cycling and will support clean growth through the reduction in car trips and car kilometres on the road network into and out of Leeds City Centre, contributing to improved air quality.</p> <p>The scheme is anticipated to have wider social benefits, by promoting inclusive growth by improving accessibility to public transport and consequently to employment and training opportunities for the local population, in an area considered one of the most deprived in the country and which is largely dependent on bus use.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 5.97:1 which represents 'Very High' value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £19.656 million</p> <p>Total value of Combined Authority funding - £14.027 million</p> <p>Funding approval sought - £14.027 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><b>Scheme</b></p> <p>Leeds City Region Employment Hubs – Supporting the Economic Recovery Plan</p> <p><b>Location</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>The Leeds City Region Employment Hub programme increases client contact with and understanding of business by establishing clear links between education and business and promoting apprenticeships. The programme also plays a key role in ensuring businesses have the right skills to grow and individuals can enhance their skills and access the right opportunities through an impartial brokerage service.</p> <p>The programme is one of two existing programmes, which will be enhanced and extended to support people in West Yorkshire, as part of the West Yorkshire Economic Recovery Plan in response to COVID-19.</p> <p>This Change Request is seeking full approval for £7 million from gainshare ahead of the formal SIF being agreed, because of the crisis caused by the pandemic and the need to begin steps to support economic recovery immediately, to enable the programme to expand, increasing the capacity of the Employment Hubs, to support people of all ages who have been made redundant, are at risk of being made redundant or are on furlough because of COVID-19, to move into employment as quickly as possible.</p> <p>New courses will also be developed to support new priority sectors and/or commissioned to respond to changes and new working practice and employment opportunities.</p> <p><b><u>Impact</u></b></p> <p>The programme will support 5500 individuals across West Yorkshire into training and employment, (subject to jobs existing). The programme also has the potential to contribute to the Strategic Economic Framework targets to increase % of 16-64 resident population into employment, improved productivity and decrease the percentage of those aged 16-64 with highest qualification below level 2 or no formal qualification.</p> <p><b><u>Decision sought</u></b></p> <p>Approval of this Change Request to Leeds City Region Employment Hubs to extend the programme to support the West Yorkshire Economic Recovery Plan</p> <p>Total value of the scheme - £17.356 million</p> <p>Total value of Combined Authority funding - £14.513 million</p> <p>Funding recommendation sought - £7 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><b>Scheme</b></p> <p>[re] boot - Adult Retraining Programme</p> <p><b>Location</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>The current [re] boot programme actively targets individuals in work, graduates who are underemployed or under-utilised and therefore disadvantaged in the labour market, individuals who are returning to the labour market after a period of absence and people considering a career change.</p> <p>The programme is one of two existing programmes, which will be enhanced and extended to support people in West Yorkshire, as part of the West Yorkshire Economic Recovery Plan in response to COVID-19.</p> <p>This Change Request is seeking full approval for £6.5 million from gainshare ahead of the formal SIF being agreed, because of the crisis caused by the pandemic and the need to begin steps to support economic recovery immediately, to enable the programme to provide additional capacity to meet demand both in terms of staffing and the cost of providing training programmes for those recently unemployed or at risk of redundancy, currently furloughed or looking to change or transition into a new career. Training will be focussed on priority sectors for employment growth including digital, green economy / construction, and health and social care. Training will also support those who are in work and at risk of redundancy or need to upskill or diversify to prevent being made redundant.</p> <p>The programme development will involve employers and will include new courses to support new priority sectors and new working practices and employment opportunities, so that the training responds to and supports employers' vacancy/skills needs.</p> <p><b><u>Impact</u></b></p> <p>The programme will retrain an additional 4,500 adults over two years, as part of the programme extension, supporting newly unemployed people to return to work quickly in key sectors. The enhanced programme will also provide more flexibility to respond to the training needs of employers.</p> <p><b><u>Decision sought</u></b></p> <p>Approval of this Change Request to [re]boot to extend the programme to support the West Yorkshire Economic Recovery Plan</p> <p>Total value of the scheme - £9.645 million</p> <p>Total value of Combined Authority funding - £9.37 million</p> <p>Funding recommendation sought - £6.5 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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## **Decisions made through the delegation to the Managing Director**

- 4.12 Since the Investment Committee's meeting on 7 January 2021, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Managing Director. Under the delegation a total expenditure of £25.226 million has been approved.

<p><b><u>Scheme</u></b></p> <p>UTMC Element B2</p>	<p><b><u>Scheme description</u></b></p> <p>The Urban Traffic Management Control programme brings together the four existing urban traffic controls services in West Yorkshire, merging them into one central team, based in Leeds, to provide one joined-up service across the region.</p> <p>Element B of the programme delivers a 'cloud' based combined UTC/ UTMC system, joining of all the districts UTC and UTMC systems into one central comprehensive system located in the 'cloud'. The UTC part (B1) was approved to proceed into Delivery in June 2019. The UTMC aspects (B2) is the subject of this approval.</p> <p>The full programme is funded by the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>This element of the UTMC project will deliver a combined UTMC system hosted in the 'cloud' for West Yorkshire integrating signal control, VMS, on-street CCTV, fault, and air quality monitoring.</p> <p>The benefits of Element B are challenging to quantify. Monetised benefits associated with this scheme are a reduced response time to accidents from medical and ambulance and police services. A 2% accident savings has been applied.</p> <p>The value for money assessment for Element B2 reflects a benefit cost ratio of 0.57:1 corresponding to low value for money when assessed against the Department for Transport's value for money criteria, however the UTMC Programme has a combined BCR of 2.28:1 which represents high value for money.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 5 approval on 18 December 2020, giving approval to the total cost for the UTMC Element B2 scheme of £0.917 million funded from the West Yorkshire plus Transport Fund and for work to commence on activity 6 (delivery).</p>
<p><b><u>Scheme</u></b></p> <p>Corn Exchange City Centre Gateway</p> <p><b>Leeds</b></p>	<p><b><u>Scheme Description</u></b></p> <p>This scheme will deliver a series of improvements to bus, pedestrian, and cycling infrastructure, as well as enhancements to public spaces in the area surrounding the Corn Exchange in Leeds City Centre. The interventions will be delivered across 2.2 kilometres of public highway, comprising of Vicar Lane, New Market Street, Kirkgate, and Meadow Lane.</p> <p>The scheme is funded by the Leeds Public Transport Investment Programme (LPTIP) and the West Yorkshire plus Transport Fund (WY+TF).</p>

	<p><b><u>Impact</u></b></p> <p>The changes will improve bus journey times and reliability. Walking on foot will be made easier through improved pedestrian crossings and footpath widening measures. New protected cycle lanes and cycle crossings will improve connectivity to the cycle network. Provision of new green infrastructure and new public open spaces will enhance the townscape and attractiveness of the city centre to employers, residents, and visitors.</p> <p>The core BCR for the scheme is calculated as -0.65:1 (very poor) which improves to 0.92:1 (poor) should highway dis-benefits be discounted. This approach supports the strategic ambitions of the project, of reprioritising highway space to bus, pedestrians, and cyclists. Additionally, evaluation of the wider strategic and economic benefits reflects how the City Centre Gateway Package schemes will support increased productivity, job creation, and Gross Value Added (GVA).</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 5 approval on 15 January 2021 giving approval to the Combined Authority contribution of £23.709 million towards a total scheme cost of £24.615 million, and for work to commence on activity 6 (delivery).</p>
<p><b><u>Scheme</u></b></p> <p><b>East Leeds Demand Responsive Transport</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme is to deliver a Demand Responsive Transport service in east Leeds. The Combined Authority will purchase seven electric vehicles and lease them to the operator to enable the service to be delivered.</p> <p>The scheme is to be funded from the Leeds Public Transport Investment Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme will provide a flexible bus service in east Leeds, particularly to communities who are currently remote from the core bus network.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 18 December 2020, giving approval to increase development costs by £0.6 million to £0.9 million, funded from the Leeds Public Transport Investment Programme.</p>

## Decisions made through the delegation to the Director of Delivery

- 4.13 The following decision point 7 closure reports have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery.

<p><b><u>Scheme</u></b></p> <p>Rail Parking Package – Fitzwilliam, South Elmsall and Mirfield A</p> <p><b>Wakefield and Kirklees</b></p>	<p><b><u>Scheme description</u></b></p> <p>These three schemes contributed to the programme to increase car parking capacity at selected stations across the region to support sustainable employment growth in the main urban centres while also supporting more travel into and between the urban centres by rail for other purposes.</p> <p>The schemes were fully funded from the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>The three schemes have delivered:</p> <ul style="list-style-type: none"> <li>• Extended free rail car parking through the provision of high-quality provision fully compliant with Department for Transport and Network Rail standards with an additional 177 spaces in total across the three stations.</li> <li>• Improvements to overall journey times, reduced car journeys and encouraged modal shift onto rail through improved accessibility to the rail network.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation.</p>
<p><b><u>Scheme</u></b></p> <p>CCTV Digital Upgrades</p> <p><b>Region-wide</b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme ensured that the Combined Authority's CCTV system is fit for the future, including making annual cost savings for operation and maintenance, by upgrading the existing analogue system to digital.</p> <p>The scheme was fully funded by the Combined Authority through Local Transport Plan and NPIF funding.</p> <p><b><u>Impact</u></b></p> <p>The specific scheme objectives have all been met, these were to:</p> <ul style="list-style-type: none"> <li>• Reduce the £0.174 million per annum fibre-optic rental costs to the Combined Authority by at least 40% from 1 April 2018</li> <li>• Reduce the £0.131 million per annum CCTV System maintenance costs to the Combined Authority by at least 80% from 1 April 2018</li> <li>• To ensure efficient rectification and remedy of any faults, by reducing the number of individual Suppliers to a single-point-of-contact from 1 April 2018.</li> <li>• Improve the performance and resilience of the Combined Authority's CCTV System by reducing the number of faults, and the time taken to repair faults from 1 April 2018</li> </ul>

	<ul style="list-style-type: none"> <li>Reduce energy use / costs to Leeds City Council at the Middleton Control Centre by 5% from 1 April 2018</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work is continuing on benefits realisation</p>
<p><b><u>Scheme</u></b></p> <p>Morley Public Transport Hub</p> <p><b><u>Leeds</u></b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme consisted of the implementation of Transport Hub measures in Morley town centre.</p> <p>The scheme was fully funded form the LTP Integrated Transport Block.</p> <p><b><u>Impact</u></b></p> <p>The scheme objectives which have been fully met were:</p> <ul style="list-style-type: none"> <li>Improving passenger interchange movements between bus services</li> <li>Improved safety for pedestrians and alighting/boarding bus passengers</li> <li>Reduced bus congestion at stops</li> <li>Improved road environment for all users</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation.</p>
<p><b><u>Scheme</u></b></p> <p>Leeds City College – Printworks</p> <p><b><u>Leeds</u></b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme contributed to the development of a building to a Building Research Establishment Environmental Assessment Method (BREEAM) Very Good standard while supporting an additional 179 learners per academic year.</p> <p>The Combined Authority’s contribution was funded through the Growth Deal (Skills Capital).</p> <p><b><u>Impact</u></b></p> <p>The scheme has met, or is on target to meet, the following key deliverables:</p> <ul style="list-style-type: none"> <li>4,697m2 newbuild and 2,025m2 refurbished floor space – 4,710m2 and 2,018m2 achieved.</li> <li>BREEAM rating of Very Good.</li> <li>179 additional learners per year – 3,488 additional learners achieved to date (2019/20).</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation.</p>
<p><b><u>Scheme</u></b></p> <p>ShIPLEY College – Salt Building</p> <p><b><u>Bradford</u></b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme contributed to the refurbishment of an existing learning facility in The Salt Building, a Grade 2 Listed building in the World Heritage site of Saltaire with upgrades to the IT infrastructure and improved computer equipment across the college.</p>



	<p>The Combined Authority's contribution was funded through the Growth Deal (Skills Capital).</p> <p><b><u>Impact</u></b></p> <p>The scheme has either met, or is on target to meet, the following key deliverables:</p> <ul style="list-style-type: none"> <li>• 24 full time equivalent jobs created, and 158 jobs safeguarded post construction.</li> <li>• 2047m<sup>2</sup> of improved learning/training floor space.</li> <li>• 8 new jobs created during construction and .3 apprentices working on the construction.</li> <li>• A cumulative increase in learner numbers of 961 students.</li> <li>• 50 additional software engineering and digital media 16-18 full time students by 2020 – current total is 33, and 40 additional Business, IT and Digital Media Apprentices by 2020 – current total is 27.</li> <li>• Refurbishment of 2,047 m<sup>2</sup> space from category C to B.</li> <li>• Upgraded IT infrastructure and improved computer equipment across the college.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation.</p>
<p><b><u>Scheme</u></b></p> <p>Wakefield College</p> <p><b>Wakefield</b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme contributed to the construction of a 2,142m<sup>2</sup> three storey Advanced Skills and Innovation Centre (ASIC) replacing an existing single storey building on the Wakefield College City Centre campus</p> <p>The Combined Authority's contribution was funded through the Growth Deal (Skills Capital).</p> <p><b><u>Impact</u></b></p> <p>The scheme has met the key deliverables of</p> <ul style="list-style-type: none"> <li>• 10 jobs created or safeguarded post construction.</li> <li>• 2,176m<sup>2</sup> of new build floor space.</li> <li>• 1,032m<sup>2</sup> of floor space rationalised.</li> <li>• 52 jobs created during construction.</li> <li>• 3 apprentices and 4,019 apprentice hours recorded throughout construction.</li> <li>• BREEAM rating of Excellent.</li> <li>• 162 businesses supported through activity of the project.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and work continuing on benefits realisation.</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**

- 5.2 There are no schemes requiring consideration at this assurance stage.

## **Projects in Stage 2: Development**

<b>Project Title</b>	<b>Thorpe Park Rail Station</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

### **Background**

- 5.3 The Thorpe Park Railway Station scheme will be funded from the Leeds Public Transport Investment Programme (LPTIP) and the West Yorkshire plus Transport Fund (WY+TF).
- 5.4 The scheme involves the development of a new parkway rail station at Thorpe Park on the Leeds to York section of the Trans-Pennine rail route. The proposed station would be situated immediately south west of the junction between Manston Lane and the newly constructed southern section of the East Leeds Orbital Road.
- 5.5 The general layout and design of the proposed the station is driven by passenger demand projections which assume two trains per hour on opening and capacity for up to four trains per hour. This is based on an indicative off-peak standard-hour timetable developed for Network Rail as part of the Trans-Pennine Route Upgrade (TRU) project. It will include the following features:
- Two platforms capable of accommodating six-car trains, connected with a covered footbridge
  - A station building with waiting areas, ticketing facilities (type i.e. whether ticket machines and/or ticket office, is yet to be determined but will be presented in the full business case), information point and staff facilities
  - Cycle facilities and bus drop-off points
  - Car parking with circa 500 spaces and electric vehicle charging points

- 5.6 The scheme supports the delivery of headline indicators in the Strategic Economic Plan (SEP) across all four priorities
- Priority 1 (Growing Business); by improving rail connections to enable employers to have access to a wider labour market
  - Priority 2 (Skills, People and Better jobs); by improving access to jobs and training opportunities
  - Priority 3 (Clean energy and Environmental Resilience); by encouraging more people to travel by public transport, helping to improve air quality and reduce carbon emissions
  - Priority 4 (Infrastructure for Growth); by reducing journey times and improving connections to the city centre and other employment areas.
- 5.7 A number of options are under consideration for the further development and subsequent delivery of the scheme. These include the Combined Authority, as the scheme promoter, procuring the design for the scheme to the end of GRIP (Governance for Railway Investment Projects) Stage 4 and then procuring a design and build contract for GRIP Stage 5 to 8 (detailed design to project completion).
- 5.8 The operation of the rail station will be organised through the Rail North Partnership (RNP) which acts on behalf of Transport for the North and the Department for Transport to manage Northern and Trans-Pennine rail franchises. When completed, before accepting the station within the current franchise, RNP will expect the scheme promoter of the new rail station, to underwrite the revenue risks of the scheme for at least the first three years of operation.
- 5.9 The forecast cost to deliver the scheme is £31.642 million. The Combined Authority will contribute £13.9 million with £3.8 million from the Leeds Public Transport Investment Programme (LPTIP) and £10.1 million from the West Yorkshire plus Transport Fund (WY+TF). A bid for a further £7 million towards scheme costs has been made to the Department for Transport (DfT) New Stations Fund 3 and the Combined Authority is seeking further capital funding, from other sources, to address the current shortfall. As full funding is still to be secured, a funding strategy for delivery of the project will be set out in the full business case.
- 5.10 A summary of the scheme's business case and location map is included in **Appendix 2**.

### **Clean Growth / Climate Change Implications**

- 5.11 Modal shift from car to train (particularly for short-distance journeys into the city centre) is expected to support reductions in vehicle kilometres travelled and a reduction in emissions of carbon dioxide (CO<sup>2</sup>) by over 6,000 tonnes per annum over a 60-year period. Further work to establish the climate change implications

of the scheme will be undertaken as it progresses through the Combined Authority's assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

5.12 The scheme outputs and benefits include:

- Attracting new users to the rail market, improving access to labour markets for employers, reducing congestion, and improving air quality on Leeds' arterial roads – with over 900,000 road vehicle-kilometre savings per annum from 2024/25
- Supporting housing growth by providing access to employment and leisure opportunities in the West Yorkshire urban centres – with up to 200,000 additional rail journeys per annum from 2024/25
- Improved access to the strategic / long distance rail market for residents and business in the east of the Leeds City Region – with over 13,000 new-to-rail users on these routes per annum from 2024/25

5.13 The potential benefits of the scheme have been monetised to establish a Benefit Cost Ratio (BCR). The forecast BCR is 1: 1.9 which puts this scheme in to the 'Medium VfM' category. However, it is recognised that there are considerable uncertainties in the economic appraisal, for example the delivery of the TRU, which could impact on the BCR.

5.14 The design of the scheme is supported by an Equalities Impact Assessment (EqIA) with the aim of establishing a fully accessible station (including access by lift, ramp, and stairs to both platforms) alongside the provision of rail services to key employment, education, and other community facilities.

### **Risks**

5.15 The scheme risks include:

- Capital funding shortfall delays the delivery of the scheme – mitigated by the application to the DfT New Station Fund, securing private sector investment from the adjacent landowner Scarborough Group, and assessing other funding options including from government
- Revenue risks to the Combined Authority (operating deficits and asset management and maintenance costs) – mitigated through the development of the procurement strategy and the allocation of risk between delivery/operational partners
- Uncertainty around the scope of the Trans-Pennine Route Upgrade (TRU) in supporting growth in rail services at the station (from two to four trains per hour) - mitigated through ongoing engagement with TRU programme

- Costs increases associated with significant earthworks (including potential contaminants) - mitigated by intrusive ground investigation surveys and allowances for risk, contingency, and inflation in the cost plan (16%)
- Cost increases associated with improvements to road junction capacity enhancements – mitigated by a Transport Assessment to support scheme design
- Uncertainty over the impact of COVID-19 on commuting and business travel rail passenger demand – mitigated by ongoing sensitivity testing of key assumptions in the business case.

## Costs

- 5.16 The total forecast scheme cost is £31.642 million. The Combined Authority's contribution is £13.9 million, comprising of £3.8 million from LPTIP and £10.1 million from West Yorkshire plus Transport Fund (WY+TF), which includes £0.5 million development costs which have been approved previously.
- 5.17 An application for £7 million towards scheme costs has been made to the DfT New Stations Fund 3 and the Combined Authority is seeking further capital funding, from other sources, to address the current shortfall and a funding strategy for delivery of the scheme will be set out in the full business case.
- 5.18 There is a £3.4 million (subject to valuation) requirement for land assembly fees. This will be funded utilising the £3.8 million LPTIP allocation. The remaining £0.4 million LPTIP allocation will part-fund the commencement of the next stage of development (GRIP Stage 4).
- 5.19 The remaining cost of GRIP Stage 4 will be funded using the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (full business case)

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	04/03/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/04/2022
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	31/05/2022

	Decision: Combined Authority's Managing Director	
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### Other Key Timescales

- Funding and Network Rail approval secured – March 2021
- Planning consent secured – February 2022
- GRIP Stage 4 completed – April 2022
- Start on site – November 2022
- Scheme completion – April 2024

### Assurance Tolerances

<b>Assurance tolerances</b>
That Combined Authority funds remain within plus 10% of those outlined in this report. That the timeframes remain within 3 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Dave Haskins, West Yorkshire Combined Authority
<b>Project Manager</b>	Pete Coello, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Ian McNichol, West Yorkshire Combined Authority

### Appraisal Summary

- 5.20 The Outline Business Case (OBC) has come forward after an extended period of scheme development. The strategic case for a new parkway railway station in this location is well made and a design solution is broadly agreed with key stakeholders including Network Rail.
- 5.21 Subject to approval of Combined Authority funding there is further work to do to establish a robust procurement strategy and secure the further funding necessary to progress the scheme to delivery. The delivery programme set out is dependent on this.
- 5.22 There are both capital and revenue funding risks for the Combined Authority as the scheme promoter and these will need to be addressed at the next stage of the assurance process.

5.23 The scale of potential benefits arising from the delivery of the scheme are subject to several forecasting assumptions around rail passenger demand and the availability of rail services. These will need to be strengthened to underpin the rationale for securing further funding from the government and the private sector.

### **Recommendations**

5.24 The Investment Committee recommends to the Combined Authority that:

- (i) The Thorpe Park Rail Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £13.9 million (£3.8 million from the Leeds Public Transport Investment Programme and £10.1 million 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 £31.642 million.
- (iii) Development funding of £3.8 million is approved from the Leeds Public Transport Investment Programme to enable the scheme to progress to decision point 4 (full business case).
- (iv) Development funding of £0.936 million is approved from the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (full business case), bringing the total development costs from the WY + TF to £1.436 million
- (v) The Combined Authority enter into a legal agreement with Leeds City Council to secure land required for the delivery of the scheme.
- (vi) 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.



<b>Project Title</b>	<b>Bradford 'City Village' Phase 1</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.25 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.
- 5.26 This scheme is part of Bradford Council's 10-year plan to repurpose and revitalise the area and develop an attractive and vibrant city centre retail market. Bradford City Village Phase 1 will deliver a new market hall in Bradford City Centre, replacing outdated markets and unlocking a mixed-use development opportunity.
- 5.27 The new market will be located on Darley Street in Bradford City Centre and will involve demolishing existing premises along the street (the majority of which are currently vacant). The new market will have three floors and offer a mixture of food and non-food retail space, as outlined below:
- Lower ground floor - non-food retail space
  - Upper ground floor - fresh food retail space
  - Top floor - open plan food court
- 5.28 The scheme costs include the cost of acquisitions and demolition of existing vacant retail units, the construction of the new market building and associated public realm. The public spaces will provide for outdoor trading which is not available at the current markets and will be used in conjunction with the food court for cooking demonstrations driving footfall to the new market and promoting regeneration of the area. The revenue costs that relate to the

promotional and marketing of the scheme, legal costs and statutory compensation payments to existing market tenants are included in the total scheme costs and are covered by the match funding contribution by the Council.

- 5.29 The scheme will be delivered by Bradford Council. The new Darley Street market will relocate some tenants from the Oastler Centre and Kirkgate Markets. The Council is liaising with the Kirkgate Centre regarding the future use of the vacated Kirkgate Market space inside the centre. The Oastler Centre will be closed and the land redeveloped for housing as part of a wider masterplan for the area; the costs do not form part of this project.
- 5.30 A comprehensive marketing and consultation exercise has been completed by the Council to ensure the relocation of existing traders and the promotion of new traders to the market. A waiting list is being compiled for prospective tenants due to the potential high demand and to ensure a diversity of offer.
- 5.31 The scheme supports the delivery of Priority 4 (infrastructure for Growth) of the Strategic Economic Plan.
- 5.32 A summary of the scheme's business case and location map is included in **Appendix 3**.

### **Clean Growth / Climate Change Implications**

- 5.33 Bradford Council has committed to ensuring that the new market will be an energy efficient, sustainable, low carbon building. Features will include a sustainable urban drainage system (SUDs), roof-mounted solar panels and an air-sourced heat pump to provide renewable energy sources for the building. The development will also include two electric vehicle charging points and cycle storage facilities.

### **Outputs, Benefits and Inclusive Growth Implications**

- 5.34 The scheme outputs and benefits include:
- 400 direct and indirect jobs through the occupation of floorspace/market units and reoccupation of vacant units on Darley Street and Piccadilly. A further 300 jobs will be directly and indirectly safeguarded through current market tenants relocated to the new market and the Council's Markets team.
  - The new market will create 4,000 m<sup>2</sup> of mixed-use commercial space.
- 5.35 The gross value added (GVA) based benefits cost ratio (BCR) for this scheme when measured against the GBF investment is 10.17:1. The BCR for the total public sector cost is 1.33:1 representing medium value for money; however, delivery of the job outputs will depend on the successful letting of the floorspace.

5.36 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, and One City Park, which has received funding support from the Combined Authority.

**Risks**

5.37 The scheme risks include:

- The business model for the relocated markets (income and expenditure projections) may not provide sufficient surplus to repay borrowing and invest in maintenance of the markets. This will be closely monitored by a dedicated markets manager and the Council’s finance team-.
- The market opening could be delayed until summer 2023. This will be mitigated by ongoing dialogue with the Council demolition team, Kier Construction and a daily review of the programme.
- Potential insolvency of the main contractor, sub-contractors and design team as a result of economic conditions and the COVID-19 pandemic. This will be mitigated by monitoring the financial position of Kier Construction and asking for a bond and a parent company guarantee to insulate the Council from this risk.
- Any risk of lack of take-up by traders is being managed through continuous dialogue with existing traders, compensation packages in the form of rent reductions and through a marketing strategy to promote the opportunities for new traders.

**Costs**

5.38 The scheme costs are:

- The current total forecast scheme cost is £23.3 million, with a contribution of £3 million from the Combined Authority’s Getting Building Fund.
- Bradford Council has secured match funding of £20.3 million for this scheme through corporate and prudential borrowing. Prudential borrowing is the set of rules governing local authority borrowing in the UK and requires that borrowing be affordable and prudential.

**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	03/02/2020

5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2023

### Other Key Timescales

- 5.39 Demolition will commence in February 2021 for construction of the new market to begin in October 2021. The new market will be completed by April 2023 and will be open to the public by June 2023.

### Assurance Tolerances

<b>Assurance tolerances</b>
That Combined Authority funds remain within plus 10% of those outlined in this report.
That the timeframes remain within 2 months of those outlined in this report.
That the created floorspace and job outputs remain within 10% of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Ben Middleton, Bradford Council
<b>Project Manager</b>	Darren Starkey, Bradford Council
<b>Combined Authority case officer</b>	Heather Briggs, West Yorkshire Combined Authority

### Appraisal Summary

- 5.40 This scheme will consolidate the markets by constructing a new market to replace the existing Kirkgate Market and the current outdated market at the Oastler Centre. This will release a site that will become the primary development site for the City Village enabling the delivery of 350-400 new homes. The new market for Darley Street will be developed by demolishing buildings on Darley Street to create a new 4,000m<sup>2</sup> market building and 700m<sup>2</sup> of public space for outdoor stalls and leisure space.
- 5.41 The need for investment in Bradford City Centre has been set out in the business case, in order to reverse the deprivation Bradford has experienced in recent years and increase footfall by consolidating existing activities to reinforce connectivity and movement within the City Centre.

### Recommendations

5.42 The Investment Committee approves that:

- (i) The Bradford City Village Phase 1 scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the Combined Authority's contribution of £3 million, which will be funded from the Getting Building 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 value is forecast at £23.3 million with the remaining £20.3 million funded by Bradford Council.
- (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.

<b>Project Title</b>	<b>Knottingley Skills, Business and Services Hub</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.43 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.
- 5.44 The scheme focuses on the refurbishment and repurposing of the existing Kellingley Miners' Welfare building to become a centralised community hub, that supports skills and employability within the local area.
- 5.45 Wakefield Council is the freehold owner of the land. The existing Trust is to relinquish its lease of the existing building and the Council will gain full control so that it can carry out the work. Following refurbishment, the Council intends to award the lease to a newly created third sector organisation.
- 5.46 The scheme will promote a range of community based active lifestyle and sport initiatives, increasing health and wellbeing through a facility that brings together a range of community groups and Council services, working collectively to support the community and surrounding areas.
- 5.47 This scheme will deliver a building that is modern, sustainable and has minimum impact on the environment, and supports Wakefield Council's Climate and Environment (Zero Carbon 2030) agenda.
- 5.48 The Knottingley Skills, Business and Services Hub is a key enhancement project for Knottingley, aligning to the Knottingley master plan, which itself is a major project to improve housing, recreation and sport for the town.
- 5.49 The scheme supports the delivery of:

- Strategic Economic Plan (SEP) Priority Area 1 - Growing Businesses, with the creation of a new multi-functional business space which will provide an accessible space for Knottingley based entrepreneurs to grow, and Small Medium Enterprises (SMEs).
- SEP Priority Area 2 – Skilled People, Better Jobs. Plans for co-location by Wakefield Council’s economic and skills teams will provide the much-needed boost for business growth and productivity by linking business to support and funding – including the Leeds Enterprise Partnership’s (LEP) growth programme, skills service and trade and investment programme.
- SEP Priority Area 3 - Clean Energy and Environmental Resilience output. The refurbishment of the building will transform the efficiency of the building.

5.50 A summary of the scheme’s business case and location map is included in **Appendix 4**.

### **Clean Growth / Climate Change Implications**

5.51 A lack of investment in the Knottingley Miners’ Welfare building over several years, has led to poor maintenance which has impacted on the building’s energy efficiency. For example, the building is poorly insulated and the heating system needs replacing.

5.52 The refurbishment of the building, will improve its energy efficiency with high rated energy insulation and will, install new heating and energy technologies. The design will also consider the installation of Electrical Vehicle Charging (EVC’s) points, all measures which will support Wakefield Council and Leeds City Region’s climate change policies.

### **Outputs, Benefits and Inclusive Growth Implications**

5.53 The scheme outputs and benefits include:

- Five new jobs will be created including, one direct (a new Centre Manager), and four indirectly through jobs created by new / existing tenants
- Five new business start-up jobs
- Job safeguarded output 11.5
- Nine businesses assisted
- 20 (FTE) construction jobs
- 1943 sq. m commercial floorspace refurbished.
- 72 sq. m of improved learning / training floorspace.

- 200 new learners will attend course taught in the Hub, leading to a full qualification.

## **Risks**

5.54 The key risks and mitigating measures are:

- Risk – Failure by existing trustees to surrender existing lease from charitable organisation / Coal Industry Social Welfare Organisation (CISWO) mitigated by legal representations and regular meetings between all parties including engagement with club trustees.
- Risk – Political and Wakefield Council aspirations do not align with the new trustees, mitigated by business engagement by locality and formation of agreements to govern the management of the building to provide the desired community and business outputs. Wakefield Council to have representation on the Trust.
- Risk – Budget overrun due to escalating refurbishment / build costs mitigated by extensive and invasive surveys to fully understand the nature and condition of the building to de-risk the unforeseen elements of refurbishment.
- Risk – Budget overrun due to changing requirements for internal spaces mitigated by designing spaces which can flex easily to accommodate changing need and establish a design freeze to stop further changes being made at later development stages.
- Risk – Existing building has significant underlying structural and compliance issues mitigated by invasive surveys for asbestos, structural, Mechanical and Electrical, general conditions, ecology, roofing and general fabric conditions to create a comprehensive picture of the existing building and its condition.

## **Costs**

5.55 The scheme costs are:

- The current total forecast scheme cost is £3 million. Grant funding of up to £1 million is sought from the Combined Authority's Getting Building Fund and this will be defrayed against design and construction costs incurred over the period to practical completion.
- Wakefield Council has secured match funding and agreed to underwrite the costs of the project, to ensure there is sufficient funding should the estimated cost be exceeded.
- The scheme requires development costs of £0.157 million to be approved for project development and enabling works. The Combined Authority will



enter into a funding agreement with Wakefield Council for up to a maximum of £1 million from the Getting Building Fund.

### 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	03/02/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/03/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/12/2022

### Other Key Timescales

- Forecast full approval – February 2021
- Planning submission – July 2021
- Planning determination – September 2021
- The Combined Authority funding to be spent by March 2022
- Forecast completion date – December 2022

### Assurance Tolerances

Assurance tolerances
That Combined Authority funds remain within plus 10% of those outlined in this report. That the timeframes remain within 2 months of those outlined in this report. Outputs remain within 10% tolerance of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Antony Sadler – Wakefield Council
<b>Project Manager</b>	Rob Tranmer – West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Paul Coy

## Appraisal Summary

- 5.56 The scheme supports the priorities in the Strategic Economic Plan and other regeneration activity in Knottingley and the Wakefield District. Extensive stakeholder and market engagement has been undertaken since the scheme was first identified and its delivery is consistent with the key strategic drivers set out in the Knottingley Vision and Action Plan and the output of the wider Masterplan for the area:
- 5.57 The delivery of the scheme is subject to the following constraints/conditions:
- State aid statement to be produced at full business case with finalised costs (FBC+)
  - Wakefield Council intends to award the lease for the refurbished building to a suitably governed third sector organisation. This is likely to be a Community Interest Company (CIC) and will be set up as soon as practically possible. Once set-up, a lease will need to be drawn up and negotiated. Should this take longer than the FBC+ stage, Wakefield Council do not want this to hold up the refurbishment works.
  - Minor planning application for external façade treatments to the building will need to be produced for Full Business Case with finalised costs.
  - Produce a scheme programme that is aware of the Combined Authority / Getting Building Fund timeline for full business case with finalised costs.
- 5.58 A Cabinet Decision Report has been provided to show that Wakefield Council has further funding available for the project should there be cost over-runs. The Getting Building Fund allocation is capped at £1 million and there is no expectation from Wakefield Council that the Fund covers any cost increases and that any additional costs will be covered by the Council.

## Recommendations

- 5.59 The Investment Committee approves:
- (i) The Knottingley Skills, Business and Services Hub 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 up to £1 million from the Getting Building 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 value is £3 million
- (iii) Development costs of £0.157 million are approved to progress the scheme to decision point 5 (full business case with finalised costs), taking the total scheme approval to £0.157 million
- (iv) 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

<b>Project Title</b>	<b>Leeds City Centre Grey to Green</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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 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.
- 5.61 The Grey to Green scheme is designed to address low levels of greenspace, and poor quality public space in areas of Leeds City Centre and improve walking and cycling connectivity to the city centre for the communities that surround it.
- 5.62 It is focused on the southern area of the city centre and Leeds South Bank and consists of four linked interventions: -
- Sovereign Square (Footbridge) – a new footbridge across the River Aire to connect the South Bank to the city centre and Leeds Railway Station
  - Meadow Lane (Green Space) – a new green space (replacing an existing surface car park) that will form an entrance to the planned "Aire Park" on the former Tetley site.
  - Corn Exchange (Urban Realm) – additional public space improvements in the area linked to and progressing as part of the Corn Exchange Gateway scheme (funded with £0.361 million from the Leeds Public Transport Investment Programme (LPTIP)), utilising redundant highways land

- Crown Point Road (Walking & Cycling) - the redesign of Crown Point Road to improve connectivity between Aire Park and key uses in the area including education facilities and transport hubs.

- 5.63 The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP) and has the potential to unlock the delivery of up to 1,150 new homes and 33,394m<sup>2</sup> of commercial floorspace in Leeds South Bank. When fully occupied this new floorspace could facilitate the creation/safeguarding of up to 2,445 jobs in targeted growth sectors for the Leeds City Region. These potential benefits are primarily linked to the successful redevelopment of the former Tetley site.
- 5.64 The forecast cost to deliver the scheme is £11.886 million and Leeds City Council is seeking grant funding of £8.6 million from the Combined Authority's Getting Building Fund (GBF). The remaining costs will be funded by Leeds City Council and the private sector owner of the Corn Exchange.
- 5.65 The scheme will be delivered in three phases by Leeds City Council with the main construction works commencing over the period of May-October 2021. These works will be procured through variations to existing contracts for other major capital schemes in Leeds led by Leeds City Council.
- 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 A combination of clean growth measures, including new planting and support for active travel modes (walking and cycling), are forecast to achieve an annual reduction in CO<sup>2</sup> of 3,500 kg in the surrounding areas. Further work to maximise the environmental benefits of the scheme will be undertaken as the scheme progresses through the Combined Authority's assurance process.

### **Outputs, Benefits and Inclusive Growth Implications**

- 5.68 The scheme outputs and benefits include:
- 6,700 m<sup>2</sup> of new green space and public realm
  - 1.4 kilometres of cycling and walking improvements
  - An annual reduction in CO<sup>2</sup> of 3,500 kg
  - Up to 2,445 jobs created/safeguarded<sup>1</sup>
  - Up to 33,944 m<sup>2</sup> of new commercial floorspace
  - 1,150 houses unlocked.

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<sup>1</sup> There are 'indirect' benefits in that this scheme supports their future realisation rather than delivers them by this time of practical completion.

- 5.69 To demonstrate value for money (VfM) the scheme benefits have been monetised based on the potential Land Value Uplift (LVU) that could arise from its delivery. This presents a forecast Benefit Cost Ratio (BCR) of 1: 2.5 which would represent very good value. When measured against the total public sector investment (i.e. including Leeds City Council funding) the BCR 1: 1.8 which remains good value for money for a scheme of this type.
- 5.70 This is supported by an assessment of the potential Gross Value Added (GVA) benefits arising from the jobs created/safeguarded. Using this measure, the BCR could be significantly higher and help to demonstrate the wider potential catalytic benefits of the scheme when combined with other public and private sector investment in the area.
- 5.71 Leeds City Council has confirmed its commitment to achieving Social Value through its procurement, including mentoring for young people and support for local voluntary and community organisations.

### **Risks**

- 5.72 The scheme risks include:
- Programme delay arising from the detailed design process – mitigated through early and ongoing engagement with stakeholders (including access groups) and early contractor involvement in detailed design work
  - Programme or scope reduction (Sovereign Street Bridge) due to land acquisition - mitigated by early and ongoing engagement with landowners who have indicated their support in principle at this stage
  - Cost increases associated with ground conditions (Sovereign Street Bridge) – mitigated by detailed site investigations and a design solution based on a piled rather than ground-bearing structure
  - Cost increases associated with detailed design – mitigated by value engineering and the inclusion of risk, contingency and inflation in the cost plan.

### **Costs**

- 5.73 The current total forecast scheme cost is £11.886 million. £8.6 million is requested from the Combined Authority's Getting Building Fund (GBF), with the grant being defrayed against design and construction costs.
- 5.74 Leeds City Council has confirmed a £2.986 million contribution from its own funds.
- 5.75 Leeds City Council is seeking an agreement with owner of the Corn Exchange to contribute a further £0.3 million to the scheme.

5.76 Complimentary works are also being undertaken as part of the LPTIP funded Corn Exchange Gateway scheme

### 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	03/02/2021
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	
	Phase 1: Corn Exchange & Meadow Lane	April 2021
	Phase 2: Crown Point Road	June 2021
	Phase 3: Sovereign Square Footbridge	September 2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	March 2022

### Other Key Timescales

- Private sector match funding confirmed - February 2021
- Full planning consent for Sovereign Square footbridge – March 2021
- Detailed design completed for all phases – May 2021
- Land acquired for Sovereign Square footbridge – September 2021
- Construction work commenced on all phases – October 2021
- Construction work completed on all phases – March 2022

### Assurance Tolerances

Assurance tolerances
That Combined Authority funds remain within plus 10% of those outlined in this report. That the timeframes remain within 2 months of those outlined in this report. That the created floorspace and gross job outputs remain within 10% of those outlined in this report

## Project Responsibilities

<b>Senior Responsible Officer</b>	Martin Farrington, Leeds City Council
<b>Project Manager</b>	Lee Arnell, Leeds City Council
<b>Combined Authority case officer</b>	Ian McNichol, West Yorkshire Combined Authority

## Appraisal Summary

- 5.77 The scheme has a strong strategic case and extensive stakeholder, and market engagement has been undertaken to inform the scheme's focus on addressing low levels of greenspace, poor quality public space and walking and cycling connectivity into and between Leeds South Bank and the city centre.
- 5.78 The scheme demonstrates good value for money when potential benefits are measured in terms of Land Value Uplift and Gross Value Added (GVA) and could potentially deliver wider qualitative benefits, acting as a catalyst for the wider regeneration of the city centre.
- 5.79 Further detailed design work will finalise the scheme costs and the majority of match-funding required has been secured. Leeds City Council will meet any subsequent cost increases and be responsible for all subsequent maintenance costs. Leeds City Council will use existing retained contractors, to deliver each element of the scheme through contract variations.

## Recommendations

- 5.80 The Investment Committee approves:
- (i) The Grey to Green scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)
  - (ii) An indicative approval of £8.6 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 £11.886 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.



<b>Project Title</b>	<b>White Rose Rail Station</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.81 The White Rose Railway Station scheme will be funded from the Leeds Public Transport Investment Programme (LPTIP) and the Transforming Cities Fund (TCF).
- 5.82 This scheme will develop a new rail station adjacent to the White Rose Office Park, approximately 700 metres south of the existing Cottingley Rail Station, which is proposed to be closed as part of the preferred option. Consultation will be held in 2021 with a focus on the options for Cottingley Rail Station.
- 5.83 The White Rose Rail Station scheme aims to address poor connectivity around Millshaw, Churwell, and Cottingley, to provide access to jobs and education opportunities. This scheme is being developed by Munroe K in conjunction with Leeds City Council, West Yorkshire Combined Authority and Network Rail.
- 5.84 The station development scheme comprises two phases. Phase 2 will be delivered by Munroe K as part of the wider masterplan for the land adjacent to the proposed station. Phase 1 consists of:
- Station platforms with access via lifts and staircases to both platforms, and secondary means of escape
  - Pedestrian bridge link
  - Passenger facilities including cycle storage, waiting shelters, CCTV and customer information screens and signs
  - A drop off/pick-up area and taxi rank to the east side of the railway, with space for rail replacement bus services and blue badge parking spaces

- Improvements to the walking and cycling routes that link the station to Cottingley, Churwell and Millshaw
- Improvements to the walking and cycling routes that link the Station to the White Rose Shopping Centre (WRSC) and bus interchange
- Signs to help people locate the station
- Access to the west side of the railway for maintenance, service and emergency service vehicles
- Cable routes and equipment room to accommodate railway services

5.85 This scheme received planning permission in June 2020 for the station development. The proposal is for the rail industry to take control of the station once completed with the associated operational and maintenance.

5.86 A summary of the scheme's business case and location map is included in **Appendix 6**.

### **Clean Growth / Climate Change Implications**

5.87 This scheme provides a new rail station which is expected to reduce the number of private vehicles used due to the expected increase in rail users, a proportion of which can be expected to switch from car to rail thereby reducing the carbon emissions emitted through transport. This has a beneficial effect on the overall carbon impact of the scheme; quantified appraisal of demand forecasting outputs predicts a saving of 5,424 tCO<sub>2</sub>e over the scheme lifetime.

### **Outputs, Benefits and Inclusive Growth Implications**

5.88 The scheme outputs and benefits include:

- This scheme will deliver a new rail station at the White Rose Office Park to connect people to economic and education opportunities through affordable, sustainable transport.
- Support housing growth by providing access to employment and leisure opportunities.
- A Value for Money position of 'high' has been calculated with a Benefit Cost Ratio (BCR) of 3.01:1, which has reduced slightly from the BCR at outline business case which was 3.2:1.

### **Risks**

5.89 The scheme risks include:

- The proposed site for White Rose Rail Station is on the main TransPennine Route Upgrade (TRU) West of Leeds route. The interface between White Rose Rail Station and TRU is a key risk to the

scheme. To manage the risk a number of critical milestones relating to track alignment have been incorporated within the overarching programme.

- The designs envisaged require that the platforms and other station facilities be built on top of an embankment. This will be mitigated by investigations being undertaken to inform design and costs. The area is known for historical mining with 11 mine shafts in the vicinity, two of which are within the proposed footprint of the station. There may also be additional unknown shafts. This will be mitigated by undertaking investigations to inform design and costs.
- The New Station Fund bid is unsuccessful, mitigated by the developer and the Combined Authority identifying an alternative funding mechanism, which will be presented in the full business case with finalised costs.

## Costs

- 5.90 The total forecast scheme cost at full business case is £24.198 million. This is an increase of £2.244 million from the outline business case submission due to an increase in direct construction costs, higher employer indirect costs, Network Rail costs.
- 5.91 The Combined Authority contribution for this scheme totals a maximum of £17 million, which comprises £5 million from the Leeds Public Transport Investment Programme, which has already been given full approval to spend, and up to a maximum of £12 million which has been allocated from the Transforming Cities Fund.
- 5.92 Match funding up to a maximum of £6 million has been pledged by the developer, Munroe K, although this includes land, so the capital will be less than £6 million. An independently certified land valuation is being undertaken and will be determined in advance of the full business case with finalised costs. This match funding is expected to be formally committed by the developer by June 2021 as part of the formal grant agreement.
- 5.93 The outcome of a New Stations Fund bid for £5 million is awaited. Should the bid be unsuccessful, this will leave a funding gap. The funding source for this funding gap will be identified by the developer and the Combined Authority and presented in the full business case with finalised costs.

## 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	03/02/2021

5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team  Decision: Combined Authority's Managing Director	28/07/2021
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### Other Key Timescales

- 5.94 The scheme is expected to commence on site in June 2021 and be completed by November 2022.

### Assurance Tolerances

<b>Assurance tolerances</b>
That the scheme costs remain within plus 10% of those outlined in this report
That the timeframes remain within 3 months of those outlined in this report

- 5.95 It is recognised that external influences including changes to rail industry personnel and rail industry procedures may impact on assurance tolerances. Any change in circumstance will be flagged immediately, with an update provided at the respective steering and working group meeting.

### Project Responsibilities

<b>Senior Responsible Officer</b>	David Aspin, Munroe K
<b>Project Manager</b>	Pete Coello, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Heather Briggs, West Yorkshire Combined Authority

### Appraisal Summary

- 5.96 The strategic drivers for this scheme have been clearly established, reflecting the local context of the scheme, and demonstrating the importance of the station to drive economic growth and enabling improved access to opportunities for local neighbourhoods.
- 5.97 The total scheme cost has increased since the previous outline business case submission due to an increase in construction costs and Network Rail costs. The funding strategy for this scheme will be fully confirmed at full business case with finalised costs.

### Implications for Cottingley Rail Station

- 5.98 The station forms part of an improved city transport system and is part of a wider transport investment and regeneration programme, the Leeds Public Transport Investment Programme.
- 5.99 Detailed work to understand the potential implications of this development for Cottingley Rail Station is ongoing as it is unlikely that two stations, this close together, can be fully sustained.
- 5.100 Following this assessment, we will undertake additional substantial consultation with local people to understand their needs and develop a scheme that best meets their requirements.
- 5.101 A range of options will also be explored to ensure people in Cottingley, and neighbouring areas have the access they need to the rail network and other transport links, including the potential for an on-demand bus service for the community.

### **Recommendations**

- 5.102 The Investment Committee approves that:
- (i) The White Rose Rail Station 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 £17 million (£5 million from the Leeds Public Transport Investment Programme and up to £12 million from the Transforming Cities 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 £24.198 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.

<b>Project Title</b>	<b>A647 Corridor</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	5 (full business case with finalised costs)

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

- 5.103 This scheme forms part of the Leeds Public Transport Investment Programme, a £183.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 5.104 The A647 is a high frequency bus corridor which runs east to west from the Leeds Inner Ring Road (IRR) in Leeds to the Leeds Road Gyratory on the Bradford boundary, including the B6157 Bradford Road.
- 5.105 The scheme aims to encourage more people to use public transport by reducing bus journey times and improving bus punctuality and encourage more walking and cycling along the A647, reducing the number of journeys by car and improving air quality in the surrounding areas.
- 5.106 The scheme includes the provision of new bus lanes in both directions of travel, the conversion of the existing High Occupancy Vehicle (HOV) lane along Stanningley Road to a bus lane, the relocation of bus stops along the route. The scheme also includes improvements to Ledgard Way and other signalised junctions on the A647 to upgrade crossing facilities and allow for bus priority.
- 5.107 The scheme is anticipated to further enhance the City Connect scheme that operates along the corridor by improving cycling infrastructure at key locations along the A647 ensuring provision of continuous cycle routes along the entire corridor length. Complementary walking improvements include new pedestrian crossings and wider footways for people accessing bus services.
- 5.108 The scheme primarily supports the delivery of Priority Area 4 of the Strategic Economic Plan (SEP) (Infrastructure for Growth) through investment in

sustainable transport infrastructure to support growth and regeneration. It also contributes to SEP Priority Area 2 (Skilled People, Better Jobs) by stimulating “good growth” in terms of social inclusion and better access to jobs and education and Priority Area 3 (Clean Energy & Environmental Resilience) by encouraging car use reduction and potential mode shift from car to bus, walking and cycling.

5.109 The scheme will be delivered by BAM, as the delivery partner for all corridor projects within LPTIP, supported by Mott MacDonald as subcontractor. At this stage, some enabling works including ground investigations and surveys have already been completed.

5.110 A summary of the scheme’s business case and location map is included in **Appendix 7**.

### **Clean Growth / Climate Change Implications**

5.111 The scheme aims to reduce the levels of nitrogen oxides across the corridor because of reduced car trips and less car kilometres travelled on the network into and out of Leeds City Centre and a potential mode shift from car to bus and cycle.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.112 The scheme outputs and benefits include:

- Reducing bus journey times on the A647 corridor by five minutes during the morning peak and six minutes in the afternoon/evening peak by 2023, through the provision of dedicated bus lanes and associated bus priority measures.
- Improving cycling and pedestrian infrastructure and environment along the A647 and enhance the existing City Connect scheme through the provision of (further) segregated cycle facilities, increased footway, and new crossings for pedestrians. The scheme is expected to contribute towards achieving the 300% increase in cycle trips target across West Yorkshire by 2027.
- Improving bus punctuality along the corridor by reducing journey time variability against bus timetables by 50% within one-year post scheme opening (by 2023).
- Improving the quality of the overall bus passenger experience and increase levels of passenger satisfaction from seven to eight (out of 10) by 2023.
- Supporting inclusive growth by improving accessibility to public transport and consequently, to employment and training opportunities for the local population

- Enhance road network safety for all users by reducing casualties along the A647, to enable the road safety target set by the West Yorkshire Local Transport Plan of a 50% reduction in people Killed or Seriously Injured (KSI) to be achieved at corridor level by 2026.

## **Risks**

5.113 The scheme risks include:

- Delays due to changes in law and government guidance because of the COVID-19 pandemic - mitigated by ensuring compliance with current best practice guidelines and accounting for additional costs related to COVID-19 risks.
- Programme and cost overruns due to unknown factors affecting statutory services and signals - mitigated by the retaining wall development on Armley Road and the extension of the scheme's scope to include signals, landscaping works and the process of Traffic Regulation Orders (TRO).
- Programme delays and additional costs due to unexpected ground conditions and soil contamination – partially mitigated by undertaking ground investigations and surveys.
- Delays in construction programme due to adverse weather conditions - mitigated by building time risk allowance into programme for winter working activities.

## **Costs**

5.114 The scheme costs are:

- The total scheme cost is £19.656 million. This reflects a £3.726 million increase to the indicative approval of £15.930 million from the LPTIP Fund, at decision point 4 (full business case).
- The increase is largely attributed to changes in the preferred retaining wall type on Armley Road, increased preliminary costs, additional statutory service diversion requirements, as well as the undertaking of further design and modelling work in response to stakeholder feedback received during consultation.
- Although the total scheme costs have increased, the LPTIP Fund contribution, for which the Combined Authority is accountable, has decreased from £15.930 million to £14.027 million. Leeds City Council (LCC) is contributing the remaining £5.629 million, bringing the total scheme costs to £19.656 million.
- At decision point 2 (Strategic Outline Case), development costs of £0.799 million were approved and an indicative approval for £14.027 million from the LPTIP Fund was given.



## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/02/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/07/2022

## Other Key Timescales

5.115 Scheme Commencement Date (Main Construction Works): October 2020

5.116 Scheme Completion Date: July 2022

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. The Combined Authority grant fund contribution should be spent by the end of March 2022 (provided the scheme is in contract by end of March 2021). That the timeframes remain within 3 months of those outlined in this report.

## Project Responsibilities

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

## Appraisal Summary

5.117 The scheme is a well-developed bus priority scheme that is expected to enhance the performance and experience of bus travel along this high frequency bus corridor. The aim of the scheme is to transform bus to an attractive and reliable transport choice for all users.

5.118 Its focus is on improving bus punctuality and reducing bus journey times along the entire corridor length by implementing bus priority measures and enhancing the existing bus infrastructure provision. Besides bus travel, the scheme will improve cycle connectivity and enhance pedestrian facilities across the A647 route. Significant journey time benefits for general traffic will also be generated

by ensuring more efficient operation at key intersections across the corridor including the Ledgard Way junction currently facing severe congestion issues.

- 5.119 The A647 scheme demonstrates a strong strategic fit and synergy of objectives with national, regional, and local policies and strategies. The cycling and pedestrian interventions to be implemented as part of the scheme fully complement and support the City Connect cycle scheme operating throughout the corridor's length. Overall, the scheme is well aligned with the overarching objectives of the Leeds Public Transport Investment Programme (LPTIP) and the key priorities of the Strategic Economic Plan (SEP).
- 5.120 The scheme will be funded jointly by the LPTIP Fund and Leeds City Council's contribution. The cost increase since activity 4 (full business case) has been adequately justified and the contribution from the LPTIP Fund has decreased at this final stage. Affordability within the LPTIP programme has been demonstrated following the LPTIP Review 2020 which was presented and approved at Investment Committee on 7 January 2021.
- 5.121 Referring to the Value for Money assessment, the economic case provides assurance that the A647 represents a high value for money scheme, delivering significant benefits for bus as well as highway users.
- 5.122 The scheme is ready for delivery with a detailed construction programme and all contractual and management arrangements in place. Delivery constraints have been addressed, as key project risks have been identified and mitigated at this stage.

### **Recommendations**

- 5.123 The Investment Committee approves that:
- (i) The LPTIP A647 Corridor scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
  - (ii) Approval to the Combined Authority's contribution of £14.027 million to be funded from the LPTIP Fund is given. The total scheme value is £19.656 million.
  - (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £14.027 million from the LPTIP Fund
  - (iv) 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.

<b>Project Title</b>	<b>Leeds City Region Employment Hubs– Supporting the Economic Recovery Plan</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	Change request (activity 6)

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

- 5.124 Initial funding priorities for economic recovery, in response to the COVID-19 pandemic, were presented to the Combined Authority on 27 November 2020. As part of this, recommendations were made for approval, via the Combined Authority's assurance process, of immediate recovery programmes to help 10,000 newly unemployed people retrain and find work through expanding two existing programmes.
- 5.125 The increase in the claimant count in West Yorkshire, which was 3.9% in March pre COVID-19 and is now 7.3%, demonstrates the need for support for those who have become unemployed or at risk of unemployment.
- 5.126 The two programmes, Leeds City Region Employment Hubs (matching people to jobs) and 'Reboot' (training) were chosen as they can be enhanced and extended to support people in West Yorkshire and are considered priority actions as part of the West Yorkshire Economic Recovery Plan.
- 5.127 The Combined Authority gave an indicative approval of £13.5 million from the Single Investment Fund Gainshare, to fund the programme extensions, subject to the West Yorkshire devolution order being made into law, which is expected to be in February 2021 and the Combined Authority becoming a Mayoral Combined Authority.
- 5.128 The Leeds City Region Employment Hubs programme is being delivered in partnership with Leeds City Region Enterprise Partnership. The Employment Hub is a partnership with Local Authorities to offer advice and guidance to people seeking employment. The Hubs work closely with employers in the region too.

- 5.129 The programme increases client contact with and understanding of business by establishing clear links between education and business and promoting apprenticeships. The programme also plays a key role in ensuring businesses have the right skills to grow and individuals can enhance their skills and access the right opportunities through an impartial brokerage service. This ensures skills gaps are addressed by aligning opportunities with the region's needs.
- 5.130 The programme originally targeted people aged 15 to 24, but this has now been expanded to cover all age groups, to support people as a response to the COVID-19 pandemic. To date the programme has supported over 3,500 15 to 24 year-olds, considered hard to reach, to move toward their next learning and employment opportunities, with over 500 individuals supported into either employment or training so far.
- 5.131 This Change Request is seeking full approval for £7 million of the £13.5 million indicative allocation from the gainshare part of the Single Investment Fund, to increase the capacity of the Employment Hubs, to support individuals of all ages to move into employment as quickly as possible.
- 5.132 The enhanced programme will support individuals to move into employment as quickly as possible. The Employment Hubs will facilitate access to advice and support, across West Yorkshire, working with the region's partner local authorities, to enable individuals to access training, retraining and/or employment, particularly to new opportunities being created to support the COVID-19 recovery efforts and new opportunities created in priority sectors in response to changes in way of working. Other progression routes may also be suitable including support to change career through upskilling or becoming self-employed.
- 5.133 The programme will work closely with sectors to engage them in the content of the retraining programmes to ensure that relevant skills are being developed to fill new employment opportunities as and when the employment markets recover.
- 5.134 Work will also be undertaken with the Growth Service, led by the Leeds City Region Enterprise Partnership, to help identify where jobs may be created and where individuals can be matched across.

### **Clean Growth / Climate Change Implications**

- 5.135 There are no clean growth / climate change implications associated with this programme.

### **Outputs, Benefits, and Inclusive Growth Implications**

- 5.136 The scheme outputs and benefits include:
- responding effectively and quickly to the rescue phase of West Yorkshire Economic Recovery Plans, considering the immediate need to enhance

support for people who have been made redundant or at risk of being made redundant because of COVID-19.

- 5500 individuals across West Yorkshire supported into training and employment, (subject to jobs existing) with an initial focus on matching individuals to opportunities created to support the recovery.
- increased Employment Hub capacity so all age groups, rather than the current target audience of people aged 15 to 24, can access support services
- new courses developed to support new priority sectors and/or commissioned to respond to changes and new working practice and employment opportunities, with a focus on skills for the future with ability to deliver at speed, are low risk and able to spend funding quickly.
- the potential to contribute to the Strategic Economic Framework targets to increase % of resident population aged 16 to 64 into employment, improved productivity and decrease the percentage of people aged 16 to 64 with highest qualification below level 2 or no formal qualification.

## **Risks**

5.137 The scheme risks include:

- People in need are not aware of the services offered and do not engage with the programme, impacting on expected outputs. Mitigated by a high impact promotional campaign to ensure impacted individuals in all communities and from all backgrounds understand and access the support available to them.

## **Costs**

5.138 The programme costs are:

- Total programme costs are £17.356 million
- At decision point 5 (full business case with finalised costs) full approval was given to the total project value of £10.356 million, of which the Combined Authority's contribution was £7.513 million from European Social Fund (ESF) (£4.5 million), business rates pool year one (£1.36 million), business rates pool years 2 and 3 (£1.35 million) and £0.303 million from within existing Combined Authority budgets
- Approval to spend £7 million from the £13.5 million indicative allocation from the gainshare part of the Single Investment Fund, approved by the Combined Authority on 27 November 2020, is now being sought through this Change Request, subject to the West Yorkshire devolution order being made into law, bringing the total programme costs to £17.536 million and the Combined Authority's contribution to £14.513 million.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 5)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/02/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2023

## Other Key Timescales

5.139 Programme will end in April 2023

## Assurance Tolerances

Assurance tolerances
That the total project cost remains within the costs identified within this report. That the timeframes remain within 2 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Catherine Lunn, West Yorkshire Combined Authority
<b>Project Manager</b>	Ellen Messias, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Helen Feltrup, West Yorkshire Combined Authority

## Appraisal Summary

5.140 This programme has been identified as being able to be extended and adapted quickly to provide a quick response to those people in West Yorkshire that have or will be made redundant because of the COVID-19 pandemic.

5.141 The Combined Authority has indicatively approved £13.5 million for two programmes, subject to the West Yorkshire devolution order being made into law, which is expected to happen in February 2021, and this Change Request is seeking full approval for £7 million of this indicative allocation.

- 5.142 The existing programme, which has a significant element of European Social Fund funding will continue to be delivered with the outcomes and benefits as outlined in the Full Business Case with finalised costs. These will remain unchanged. The additional funding will increase capacity and give the programme the flexibility it needs, to support the West Yorkshire Economic Recovery Plan and to respond to the current situation, something which is not possible within the existing programme as outputs and outcomes are linked to European Social Fund requirements.
- 5.143 A high impact promotional campaign is planned to make sure people are aware of the support available and who can access it.
- 5.144 Delivery of the extension will be through existing partners, who already have experience of delivering the Employment Hubs.

### **Recommendations**

- 5.145 The Investment Committee approves, subject to the West Yorkshire devolution order being made into law:
- (i) The Change Request to Leeds City Region Employment Hubs – Supporting the Economic Recovery Plan to extend the programme to support the West Yorkshire Economic Recovery Plan
  - (ii) Full approval to the total project value of £7 million from the gainshare part of the Single Investment Fund, bringing the total Leeds City Region Employment Hub costs to £17.356 million and the Combined Authority’s contribution to £14.513 million.
  - (iii) The delivery timeframe for the project is extended from March 2022 to April 2023
  - (iv) That the Combined Authority issue addendums to the existing funding agreements and Service Level Agreements with delivery partners, for expenditure of up to an additional £7 million from the gainshare part of the Single Investment Fund.
  - (v) 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.

<b>Project Title</b>	<b>[re] boot - Adult Retraining Programme</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	Change request (activity 6)

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

- 5.146 Initial funding priorities for economic recovery, in response to the COVID-19 pandemic, were presented to the Combined Authority on 27 November 2020. As part of this, recommendations were made for approval, via the Combined Authority's assurance process, of immediate recovery programmes to help 10,000 newly unemployed people retrain and find work through expanding two existing programmes.
- 5.147 The increase in the claimant count in West Yorkshire, which was 3.9% in March pre COVID-19 and is now 7.3%, demonstrates the need for support for those who have become unemployed or at risk of unemployment.
- 5.148 The two programmes, Leeds City Region Employment Hubs (matching people to jobs) and 'Reboot' (training) were chosen as they can be enhanced and extended to support people in West Yorkshire and are considered priority actions as part of the West Yorkshire Economic Recovery Plan.
- 5.149 The Combined Authority gave an indicative approval of £13.5 million from the Single Investment Fund Gainshare, to fund the programme extensions, subject to the West Yorkshire devolution order being made into law, which is expected to be in February 2021 and the Combined Authority becoming a Mayoral Combined Authority.
- 5.150 The programme will give individuals the opportunity to upskill, gain new skills/qualifications and enter employment within key regional sectors and get people back into through training courses and tailored support programmes.
- 5.151 The current programme actively targets individuals in work, graduates who are underemployed or under-utilised and therefore disadvantaged in the labour market, individuals who are returning to the labour market after a period of absence and people considering a career change. The programme also has a



strong focus on social mobility through the programme and the outputs support the Combined Authority's inclusive growth priorities.

- 5.152 However, the current programme does not meet the needs of the current economic climate as it based on learning outcomes and does not have the flexibility to align to what employers need. The extended programme will support people who are unemployed / at risk of redundancy to retrain for potential employment opportunities across West Yorkshire, delivered through the region's partner local authorities, colleges, and other providers.
- 5.153 This Change Request is seeking full approval for £6.5 million of the £13.5 million to enable the programme to offer training programmes for those recently unemployed or at risk of redundancy, focussed on priority sectors for employment growth including digital, green economy / construction, and health and social care. Development of the programme will involve employers so that the training responds to and supports their vacancy/skills needs.
- 5.154 The additional funding will provide additional capacity to meet demand – both in terms of staffing and the cost of that support to individuals so that the programme is able to respond effectively and quickly to the rescue phase of the West Yorkshire Economic Recovery Plan and meet the immediate need to enhance support for people who have been made redundant or at risk of being made redundant because of COVID-19.
- 5.155 The extended and enhanced programme will create new courses to support new priority sectors and/or new courses will be commissioned to respond to changes, new working practices and employment opportunities. The focus will be on skills for the future which can be delivered quickly and are low risk.
- 5.156 The change will also allow greater flexibility within the programme and what learning it can offer, as it will not be restricted to the ESF outcomes and regulated qualifications framework.
- 5.157 The programme will provide employers with the opportunity to prevent redundancies and will allow employers to develop training that supports employees to transition into new roles to align to economic and labour market needs.
- 5.158 The programme will provide a skills recovery package of support that creates opportunities for people to re-enter the workforce quickly. The offer is scalable and builds on existing skills programmes.

### **Clean Growth / Climate Change Implications**

- 5.159 There are no clean growth / climate change implications associated with this programme.

### **Outputs, Benefits, and Inclusive Growth Implications**

- 5.160 The scheme outputs and benefits include:

- retraining an additional 4,500 adults over two years, as part of the programme extension
- supporting newly unemployed or at risk of redundancy, currently furloughed or looking to change or transition into a new career in key sectors with potentially more secure employment and opportunities for progression
- providing the opportunity for a more flexible approach to retraining that is not currently available but is valued by employers
- enabling flexible, modular learning to add on to existing provision, where there is employer need but no existing provision.

## Risks

5.161 The scheme risks include:

- People in need are not aware of the services offered and do not engage with the programme, impacting on expected outputs. Mitigated by a high impact promotional campaign to ensure impacted individuals in all communities and from all backgrounds understand and access the support available to them.

## Costs

5.162 The scheme costs are:

- Total programme costs are £9.645 million
- At decision point 5 (full business case with finalised costs) full approval was given to the total project value of £3.145 million, of which the Combined Authority's contribution was £2.87 million funded from a European Social Fund (ESF) grant of £1.573 million and £1.297 million from Section 31 reserves.
- Approval to spend £6.5 million from the £13.5 million indicative allocation from the gainshare part of the Single Investment Fund approved by the Combined Authority on 27 November 2020, is now being sought through this Change Request, subject to the West Yorkshire devolution order being made into law, bringing the total programme costs to £9.645 million and the Combined Authority's contribution to £9.37 million.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team	03/02/2021

	Decision: Investment Committee	
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2023

### Other Key Timescales

5.163 Programme will end in April 2023

### Assurance Tolerances

<b>Assurance tolerances</b>
That the total project cost remains within the costs identified within this report. That the timeframes remain within 2 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Catherine Lunn, West Yorkshire Combined Authority
<b>Project Manager</b>	Michelle Hunter, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Helen Feltrup, West Yorkshire Combined Authority

### Appraisal Summary

5.164 The extended offer will build on the success of the current programme, which has already supported 500 individuals. The additional funding will give the programme flexibility to respond to current challenges, something which is not possible within the existing programme as outputs and outcomes are linked to European Social Fund requirements.

5.165 The current programme has a focus on people in work, graduates who are under employed and returners to the workplace, whereas the extension will focus on people who are unemployed or at risk of unemployment.

5.166 The existing programme, which has a significant element of European Social Fund funding will continue to be delivered with the outcomes and benefits as outlined in the Full Business Case with finalised costs. These will remain unchanged. The additional funding will enhance what is currently on offer so that the programme can respond flexibly to current needs, because of the impact of COVID-19.

5.167 Capacity to deliver the extended programme will need to increase, this may or may not come from existing partners already delivering [re]boot and could involve procuring new delivery partners.

### **Recommendations**

5.168 The Investment Committee approves, subject to the West Yorkshire devolution order being made into law:

- (i) The Change Request to [re] boot Adult Retraining Programme, to extend the programme to support the West Yorkshire Economic Recovery Plan
- (ii) Full approval to the total project value of £6.5 million from the gainshare part of the Single Investment Fund, bringing the total programme costs to £9.645 million and the Combined Authority's contribution to £9.37 million.
- (iii) The delivery timeframe for the project is extended from March 2021 to April 2023.
- (iv) That the Combined Authority issue funding agreements with delivery partners for expenditure of up to an additional £6.5 million from the gainshare part of the Single Investment Fund
- (v) 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.

## **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.

## **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**

### **Thorpe Park Rail Station**

10.1 The Investment Committee recommends to the Combined Authority that:

- (i) The Thorpe Park Rail Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £13.9 million (£3.8 million from the Leeds Public Transport Investment Programme and £10.1 million 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 £31.642 million.
- (iii) Development funding of £3.8 million is approved from the Leeds Public Transport Investment Programme to enable the scheme to progress to decision point 4 (full business case).
- (iv) Development funding of £0.936 million is approved from the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (full business case), bringing the total development costs from the WY + TF to £1.436 million. Development funding of £0.936 million is approved from the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (full business case).
- (v) The Combined Authority enter into a legal agreement with Leeds City Council to secure land required for the delivery of the scheme.
- (vi) 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.

### **Bradford 'City Village' Phase 1**

10.2 The Investment Committee approves that:

- (i) The Bradford City Village Phase 1 scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the Combined Authority's contribution of £3 million, which will be funded from the Getting Building 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 value is forecast at £23.3 million with the remaining £20.3 million funded by Bradford Council.

- (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.

### **Knottingley Skills, Business and Services Hub**

10.3 The Investment Committee approves:

- (i) The Knottingley Skills, Business and Services Hub 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 up to a maximum of £1 million from the Getting Building 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 value is £3 million
- (iii) Development costs of £0.157 million are approved to progress the scheme to decision point 5 (full business case with finalised costs), taking the total scheme approval to £0.157 million
- (iv) 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

### **Leeds City Centre Grey to Green**

10.4 The Investment Committee approves:

- (i) The Grey to Green scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval of £8.6 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 £11.886 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.

### **White Rose Rail Station**

10.5 The Investment Committee approves that:

- (i) The White Rose Rail Station 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 £17 million (£5 million from the Leeds Public Transport Investment Programme and up to £12 million from the Transforming Cities 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 £24.198 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.

### **A647 Corridor**

10.6 The Investment Committee approves that:

- (i) The LPTIP A647 Corridor scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £14.027 million to be funded from the LPTIP Fund is given. The total scheme value is £19.656 million.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £14.027 million from the LPTIP Fund
- (iv) 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.

### **Leeds City Region Employment Hubs– Supporting the Economic Recovery Plan**

10.7 The Investment Committee approves, subject to the West Yorkshire devolution order being made into law:

- (i) The Change Request to Leeds City Region Employment Hubs – Supporting the Economic Recovery Plan to extend the programme to support the West Yorkshire Economic Recovery Plan
- (ii) Full approval to the total project value of £7 million from the gainshare part of the Single Investment Fund, bringing the total Leeds City Region Employment Hub costs to £17.356 million and the Combined Authority's contribution to £14.513 million.
- (iii) The delivery timeframe for the project is extended from March 2022 to April 2023
- (iv) That the Combined Authority issue addendums to the existing funding agreements and Service Level Agreements with delivery partners, for

expenditure of up to an additional £7 million from the gainshare part of the Single Investment Fund.

- (v) 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.

### **[re] boot - Adult Retraining Programme**

10.8 The Investment Committee approves, subject to the West Yorkshire devolution order being made into law:

- (i) The Change Request to [re] boot Adult Retraining Programme, to extend the programme to support the West Yorkshire Economic Recovery Plan
- (ii) Full approval to the total project value of £6.5 million from the gainshare part of the Single Investment Fund, bringing the total programme costs to £9.645 million and the Combined Authority's contribution to £9.37 million.
- (iii) The delivery timeframe for the project is extended from March 2021 to April 2023.
- (iv) That the Combined Authority issue funding agreements with delivery partners for expenditure of up to an additional £6.5 million from the gainshare part of the Single Investment Fund
- (v) 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** – Thorpe Park Rail Station - Business Case Summary

**Appendix 3** – Bradford 'City Village' Phase 1 - Business Case Summary

**Appendix 4** – Knottingley Skills, Business and Services Hub - Business Case Summary

**Appendix 5** – Leeds City Centre Grey to Green - Business Case Summary

**Appendix 6** – White Rose Rail Station - Business Case Summary

**Appendix 7** – A647 Corridor – Business Case Summary

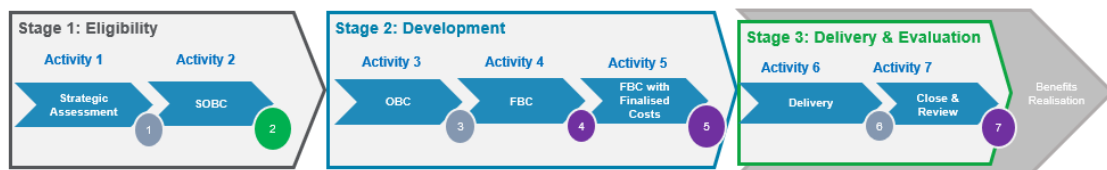


**Appendix** 1 (Background to the report)

**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.

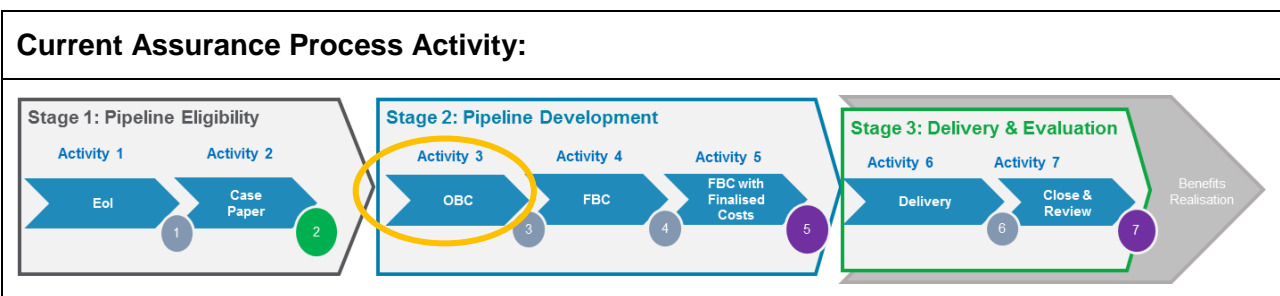
## **Tolerances**

- 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

<b>Name of scheme:</b>	<b>Thorpe Park Rail Station</b>
<b>PMO scheme code:</b>	WYTF-PA4-023
<b>Lead organisation:</b>	West Yorkshire Combined Authority
<b>Senior responsible officer:</b>	Dave Haskins, West Yorkshire Combined Authority
<b>Lead promoter contact:</b>	Peter Coello, West Yorkshire Combined Authority
<b>Case officer:</b>	Ian McNichol, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme (LPTIP) – Grant West Yorkshire Plus Transport Fund (WY + TF) – Grant
<b>Growth Fund Priority Area (if applicable):</b>	The scheme will contribute to delivery of all four Leeds City Region Strategic Economic Plan (2016) Priority Areas (listed below). <ul style="list-style-type: none"> <li>• Priority Area 1 – Growing Businesses</li> <li>• Priority Area 2 – Skilled People, Better Jobs</li> <li>• Priority Area 3 – Clean Energy and Environmental Resilience</li> <li>• Priority Area 4 – Infrastructure for Growth</li> </ul>
<b>Approvals to date:</b>	Combined Authority decision point 2 (Strategic Outline Case) approval of LPTIP programme on 29 June 2017
<b>Forecasted full approval date (decision point 5):</b>	May 2022
<b>Forecasted completion date (decision point 6):</b>	April 2024
<b>Total scheme cost (£):</b>	£31.642 million
<b>Combined Authority funding (£):</b>	Total will be confirmed at Full Business Case stage when outcome of New Stations Fund application and commercial negotiations with developer re its contribution are known. Currently £13.9 million
<b>Total other public sector investment (£):</b>	Total will be confirmed at Full Business Case stage when outcome of New Stations Fund application is known

<b>Total other private sector investment (£):</b>	Total will be confirmed at Full Business Case stage when outcome of commercial negotiations re developer contribution is known.
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	No



**Scheme Description:**

The scheme proposes a new parkway rail station at Thorpe Park on the Leeds to York section of the Trans-Pennine railway. The proposed station would be situated immediately south west of the junction between Manston Lane and the newly constructed southern section of the East Leeds Orbital Route (ELOR), due to be completed in 2022. Road access will be from Manston Lane (to the north) and pedestrian access from the south.

A key factor of the design is to provide inclusive and step free accessibility for all rail users. The proposed station has been guided by passenger demand projections that suggest a requirement for a medium, staffed (Category C) station including the following:

- **Two platforms** – Both platforms will have 150 metres of useable length, long enough for six-car trains and refuge areas with help points in case of emergencies. Seating will be provided at a minimum of 50 metres apart along the platforms, and next to lifts and in waiting areas, with the exact locations being determined at the detailed design stage.
- **Footbridge** – A covered footbridge, with a covered staircase on each platform, is proposed giving access to both platforms.
- **Lift access** – A 16-person lift on each platform will provide access to the footbridge to reach both platforms. Station staff will deal with lift emergency calls when the station is staffed and lifts will be monitored “out of hours” from the Train Operating Company (TOC) control centre.
- **Station building** – The station will be staffed during opening times (exact hours to be confirmed) and facilities within the station building will include:
  - Accessible toilets
  - Waiting area
  - Ticket barriers
  - Staff facilities and office
  - Information point

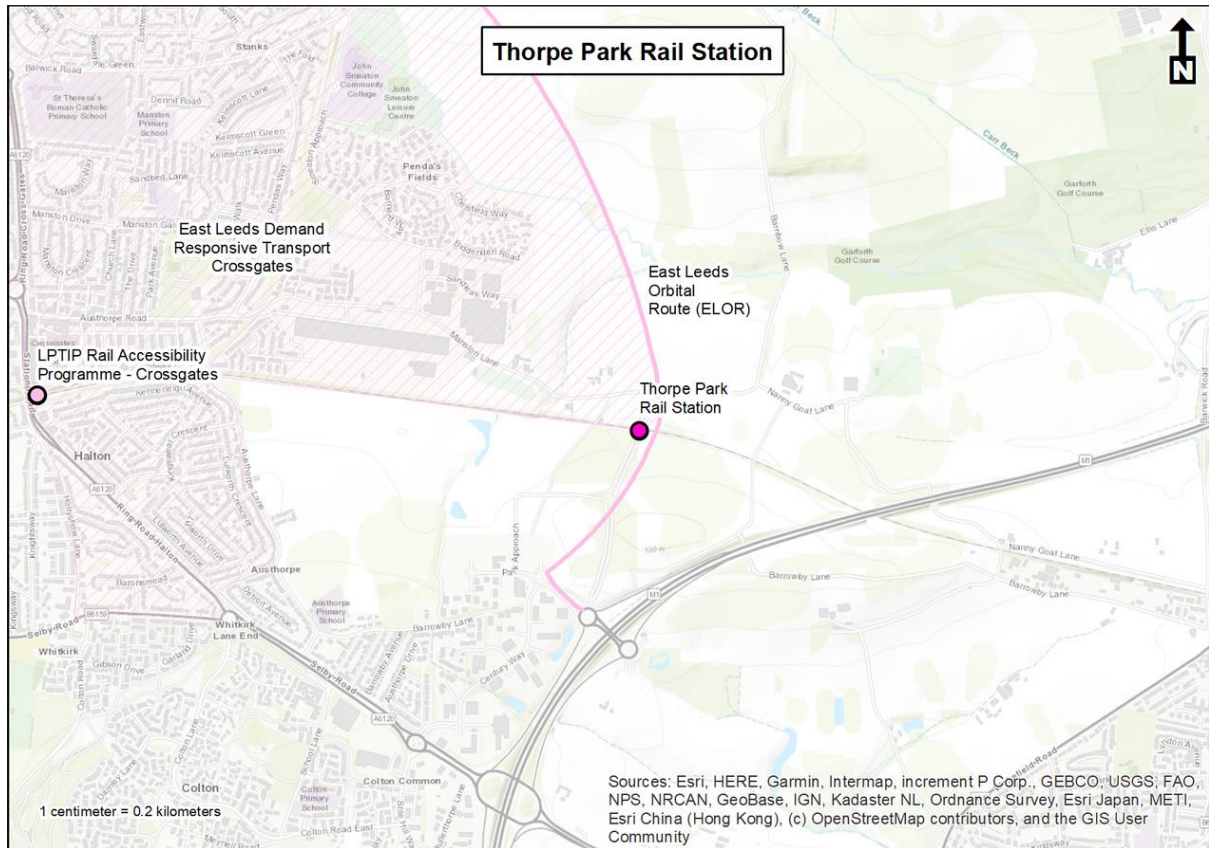
- Ticket machine and ticket desk
- **Cycle lane and cycle storage** - 20 storage spaces will be available on each side of the station, with provision for non-standard cycles, with potential opportunities increase this as use of the station increases.
- **Bus drop off points** –Bus drop off and pick-up points are proposed for outside of the station building (north of the railway line). There are currently no planned local services using these stops, however the stops have been placed for future demand, and for rail replacement bus services as required.
- **Rail services** – The service pattern is yet to be determined but it is envisaged that there will be a minimum of two trains per hour at opening, which will increase to four trains per hour.
- **Car park** – The site selected to the northern side of the railway will accommodate 484 car parking spaces with 5% designated blue badge parking spaces. A total of 18 electric charge points are included, six of which are provided for blue badge holders.

<b>Business Case Summary:</b>	
<b>Strategic Case</b>	<p>The Outline Business Case sets out the strategic drivers for investment including scheme specific contributions to each of the four Strategic Economic Plan (2016) priorities.</p> <p>The potential impact of the COVID-19 pandemic on demand will be addressed as the Full Business Case is developed. The Strategic Case links to other activities being delivered regionally and nationally and these include the four interfacing projects as follows:</p> <ul style="list-style-type: none"> <li>• Transpennine Route Upgrade (TRU)</li> <li>• Northern Powerhouse Rail (NPR)</li> <li>• East Leeds Orbital Road (ELOR) and East Leeds Extension</li> <li>• Thorpe Park Masterplan</li> </ul>
<b>Commercial Case</b>	<p>Demand forecasts predict that on opening there would be 212,000 trips made through the new station per year, increasing to 345,000 after three years. Five years after opening it has been assumed that service frequency would be enhanced from two trains per hour to four trains per hour, taking total station demand to 1,144,000 trips by 2033.</p> <p>Of this, between 69% and 84% are users that are new to rail, the remainder will have been using an existing station and have opted to use the new one instead. The Combined Authority's growth forecasts also predict increases in passenger demand of 67% by 2043 meaning strong future demand.</p> <p>The procurement strategy for Thorpe Park station is still to be determined.</p>
<b>Economic Case</b>	<p>The forecast Benefit Cost Ratio (BCR) is 1: 1.9 which puts this scheme in to the Medium Value for Money (VfM) category.</p> <p>Following publication of the Rail Plan (2012), the Combined Authority commissioned a feasibility study on locations for new stations in the region. The study was concluded in 2014 and after reviewing 62 potential locations, four sites were recommended and subsequently endorsed by</p>

	<p>the Combined Authority. The Thorpe Park site (previously known as East Leeds Parkway) was selected as one of the four sites.</p> <p>The Thorpe Park site was further strengthened by a separate commission which concluded that the location would benefit from a new station, due to large, proposed housing and commercial development in the area as well as proximity to the M1.</p>
<p><b>Financial Case</b></p>	<p>The total forecast scheme cost is £31.642 million. The Combined Authority's contribution is £13.9 million, comprising of £3.8 million from LPTIP and £10.1 million from West Yorkshire plus Transport Fund (WY+TF), which includes £0.5 million development costs which have been approved previously.</p> <p>An application for £7 million towards scheme costs has been made to the Department for Transport's New Stations Fund 3 and the Combined Authority is seeking further capital funding, from other sources, to address the current shortfall and a funding strategy for delivery of the scheme will be set out in the full business case.</p> <p>There is a £3.4 million (subject to valuation) requirement for land assembly fees. This will be funded utilising the £3.8 million LPTIP allocation. The remaining £0.4 million LPTIP allocation will part-fund the commencement of the next stage of development (GRIP Stage 4).</p> <p>The remaining cost of GRIP Stage 4 will be funded using the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (full business case)</p>
<p><b>Management Case</b></p>	<p>West Yorkshire Combined Authority is the scheme promoter for Thorpe Park station with executive responsibility falling under the Rail Package of the Leeds Public Transport Improvement Programme (LPTIP). The Management Case sets out the Governance Structure and CA Project Team and stakeholders.</p> <p>The Combined Authority appointed Atkins as delivery partner for the development of the station through to Outline Business Case and GRIP 3 'Approval in Principle' stage.</p>

## Location Map

The following map shows the location of the Thorpe Park Rail Station 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-region/infrastructure-map/>

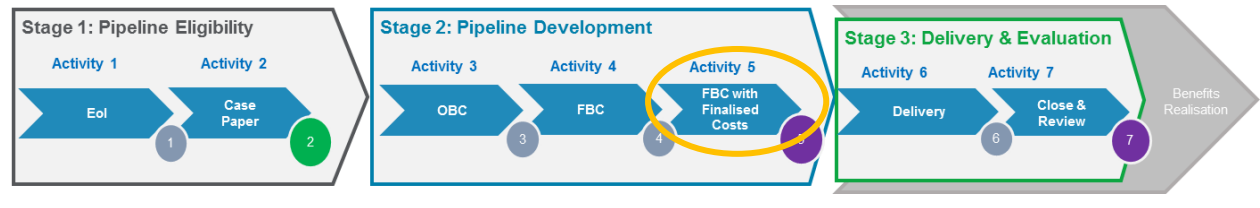
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Bradford City Village Phase 1</b>
<b>PMO scheme code:</b>	GBF- WYCA-011
<b>Lead organisation:</b>	City of Bradford Metropolitan District Council
<b>Senior responsible officer:</b>	Shelagh O'Neill, City of Bradford Metropolitan District Council
<b>Lead promoter contact:</b>	Darren Starkey, City of Bradford Metropolitan District Council
<b>Case officer:</b>	Heather Briggs, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Getting Building Fund- grant
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4- Infrastructure for Growth
<b>Approvals to date:</b>	None
<b>Forecasted full approval date (decision point 5):</b>	March 2021
<b>Forecasted completion date (decision point 6):</b>	April 2023
<b>Total scheme cost (£):</b>	£23.3 million
<b>Combined Authority funding (£):</b>	£3 million
<b>Total other public sector investment (£):</b>	£20.3 million
<b>Total other private sector investment (£):</b>	None
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes- Getting Building Fund

**Current Assurance Process Activity:**



**Scheme Description:**

Bradford Council has two markets in the city centre, the Oastler Market and the Kirkgate Market, located on the first floor of the Kirkgate Shopping Centre.

Bradford Council plans to make its city centre a greener, healthier, vibrant, modern, attractive and sustainable place that will continue to be the economic core of the district. The city centre will stimulate business growth and create new jobs whilst also meeting the housing, social and well-being needs of a new, larger and multi-generational resident community.

To achieve this, the Council is proposing to totally re-purpose and revitalise the part of the city centre, which was previously at the heart of its commercial and retail sectors, by creating a new “City Village” which will be a green, healthy, and sustainable neighbourhood of 1,000 new homes.

This ‘10 year’ regeneration plan will create a new community friendly environment with safer landscaped roads, extensive public spaces, a revitalised independent shopping sector, and new business spaces that, combined, will provide a place where people will choose to live, work and thrive and where businesses will want to invest, trade and grow.

Phase 1 of the ‘City Village’ scheme, will develop an attractive, inviting and vibrant independent retail offer at the heart of which will be the new Darley Street Market.

The purposely designed modern market building will provide opportunities for small, diverse, fresh and hot food businesses alongside non-food market operators, whilst also delivering an area of high-quality public space for events and other commercial and leisure activities.

Phase 1 will replace the existing, outdated 1970’s ‘Oastler’ market hall, releasing the largely Council owned 3.5 hectare site, which will become the primary residential development opportunity within the City Village.

Demolition of the Oastler market is expected to commence in February 2021 and be completed by October 2021 when construction of the new market should commence. The new Darley Street Market will be constructed by April 2023 and will be ready to open by June 2023.

**Business Case Summary:**

**Strategic Case**

The existing markets in Bradford are struggling to attract customers and businesses are in decline. There is strong political support from Bradford Council to have markets in the district, and for a new consolidated market in the city centre. Market traders are also keen to see a new consolidated purpose-built trading space.

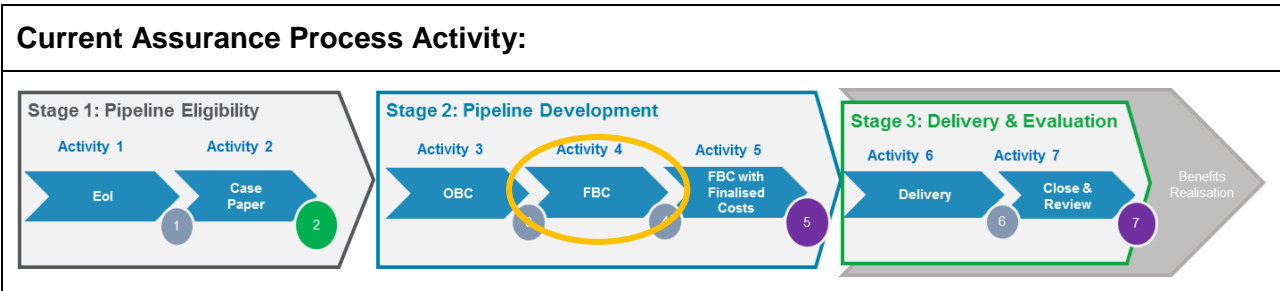
	<p>Darley Street Market will address several key policies within the adopted Bradford Core Strategy (2017). Policy EC1: Creating a successful and competitive Bradford District economy within the Leeds City Region recognises the need to enhance Bradford's role within the City Region's economy and identifies Bradford City Centre as a key growth location.</p> <p>The Policy identifies a requirement for jobs, skills and entrepreneurial opportunities in Bradford City Centre and recognises that this will play a key role in regenerating the city centre and revitalising the central business district.</p> <p>Darley Street Market fully aligns with the objectives of the Bradford Economic Strategy. The Economic Strategy sets out a vision for Bradford to be the UK's fastest growing economy by 2030. The strategy states that this will be achieved by creating attractive working environments, providing a platform for businesses to grow and creating more, higher quality jobs.</p>
<b>Commercial Case</b>	<p>The speed of change in the retail industry means that traditional retail markets are coming under increased pressure to meet the needs of local communities and traditional market halls need to reinvent themselves to become relevant. The sector is experiencing a period of renewal as market halls diversify and grow to embrace specialist markets to attract visitors.</p> <p>Investment in these market hall assets, to create destinations to bring communities back together, have proven to have positive knock-on effects on the wider high streets or town centre locations. West Yorkshire already has a number of food and beverage focused attractions, including Kirkgate Market in Leeds and this kind of experience focussed destination centred around quality produce would be a good addition to Bradford.</p>
<b>Economic Case</b>	<p>The options development and shortlisting process has been robust, comprehensive and considered all possible means available to achieve the optimum scheme.</p> <p>The preferred option will create 400 jobs and safeguard 300 jobs and has a Benefit Cost Ratio of 1.33:1 representing medium value for money.</p>
<b>Financial Case</b>	<p>The total scheme cost is £23.3 million. The Combined Authority's contribution is £3 million from the Getting Building Fund and £20.3 million will be funded by Bradford Council.</p> <p>This scheme is not seen as purely an economic investment; the wider benefits are expected to play an important part in the regeneration of the city.</p>
<b>Management Case</b>	<p>The scheme will be managed by Bradford Council using Managing Successful Programmes (MSP) and PRINCE2 methodologies.</p>



## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Knottingley Skills, Business and Services Hub</b>
<b>PMO scheme code:</b>	GBF-WYCA-015
<b>Lead organisation:</b>	Wakefield District Council
<b>Senior responsible officer:</b>	Anthony Sadler, Wakefield District Council
<b>Lead promoter contact:</b>	Rob Tranmer, West Yorkshire Combined Authority
<b>Case officer:</b>	Paul Coy, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Getting Building Fund
<b>Growth Fund Priority Area (if applicable):</b>	<p>The Knottingley Skills, Business and Services Community Hub will deliver the following three priorities of the Leeds City Region Strategic Economic Plan (2016):</p> <ul style="list-style-type: none"> <li>• Priority Area 1 – Growing Businesses</li> <li>• Priority Area 2 – Skilled People, Better Jobs</li> <li>• Priority Area 3 – Clean Energy and Environmental Resilience</li> </ul>
<b>Approvals to date:</b>	Combined Authority decision point 2 (Strategic Outline Case) approval for Getting Building Fund programme on 4 September 2020.
<b>Forecasted full approval date (decision point 5):</b>	3 February 2021
<b>Forecasted completion date (decision point 6):</b>	Forecasted completion date: 31 December 2022
<b>Total scheme cost (£):</b>	£3 million
<b>Combined Authority funding (£):</b>	£1 million
<b>Total other public sector investment (£):</b>	£2 million – Wakefield Council
<b>Total other private sector investment (£):</b>	N/A

<b>Is this a standalone project?</b>	No
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes - Getting Building Fund programme



**Scheme Description:**

The Knottingley Skills, Business and Services Hub scheme focuses on the refurbishment and repurposing of the existing Kellingley Miners’ Welfare building to become a centralised community hub, that supports skills and employability within the local area.

The scheme will deliver a building that is modern, sustainable and has minimum impact on the environment, and one which supports the Wakefield Council’s Climate and Environment (Zero Carbon 2030) Agenda.

Once completed, the Hub will bring together a range of community groups and Council services, which will work collectively to support the community and surrounding areas. The Hub will promote a range of community based active lifestyles and sport initiatives, increasing health and wellbeing.

The preferred option for refurbishment of the building will include a residential flat (78 square metres), on floor one. Although this is part of the overall scheme, the Combined Authority funding will be used specifically for the refurbishment of the commercial floor space (1943 square metres), including the new learning space (42 square metres).

The Hub is a key enhancement project for Knottingley, aligning to the Knottingley master plan, which itself is a major project to improve housing, recreation and sport for the town.

**Business Case Summary:**

**Strategic Case** The investment is required to realise the Knottingley Vision, which is to create a successful place that embraces and involves the community where local people prosper, underpinned by the opportunities created by thriving businesses. This vision is strengthened by a Knottingley Action Plan, which was developed and approved by Wakefield Council’s Cabinet in 2019.

	<p>The refurbishment of the building into the Knottingley Skills, Business and Services Hub is key to realising a number of outcomes of the Knottingley Action Plan 2019 and a significant contributor to the wider masterplan for the area. The action plan sets out a range of actions required, including facilitating increased opportunities to learn, train and progress, enhance the sport, leisure and recreation offer, improve the availability of community-led social activities and events and improve health and wellbeing outcomes for all.</p>
<b>Commercial Case</b>	<p>The Kellingley Miner's Welfare Club has historically been the focus of Knottingley's mining community since the pit closure. This role has dwindled up until the COVID-19 pandemic, when it became more relevant as part of the support response, including the COVID-19 food bank and has taken care of more than 220 people in the local community over the last seven months. The impact of COVID-19 has re-ignited an interest and realisation that an effective focus for community activities in Knottingley is important.</p> <p>The project will fill gaps in community provision and offer opportunities to small and new-start social and commercial ventures that can provide additional value to the current offer without displacing any local business/activities.</p>
<b>Economic Case</b>	<p>The options appraisal was completed by the Council based on affordability, environmental impact, available timescale, community buy-in and the size of the building required. Local sentimentality and cultural heritage value of the building to the community was a key driver for the preferred option.</p> <p>The option selected by Wakefield Council alongside, Kellingley Miners Welfare Club, the local community and other stakeholders is Option 1 – Refurbishment. This has been selected due to the existing building having heritage and cultural value for the local community. The refurbishment option also represents best value for money as the existing building is large and therefore a refurbishment will provide the community with a larger building (footprint) than a new build.</p> <p>A community hub is essential to supporting the community as a whole from the impact of COVID-19. Securing the same internal space in a new build would be significantly more expensive, be considerably more disruptive to existing services and businesses using the building and not have the same buy in from the community.</p>
<b>Financial Case</b>	<p>The total scheme is estimated to be £3 million. This is based on the pre-tender estimated build costs of refurbishing and repurposing the building.</p> <p>The Getting Building Fund will provide £1 million towards the scheme. The scheme is expected to be completed by 31 December 2022.</p>
<b>Management Case</b>	<p>The overall responsibility for the project will fall within the remit of the Corporate Contracts and Projects Manager at Wakefield Council, whose team members have significant experience of managing capital projects. A project team and senior officer/council member board has been created</p>

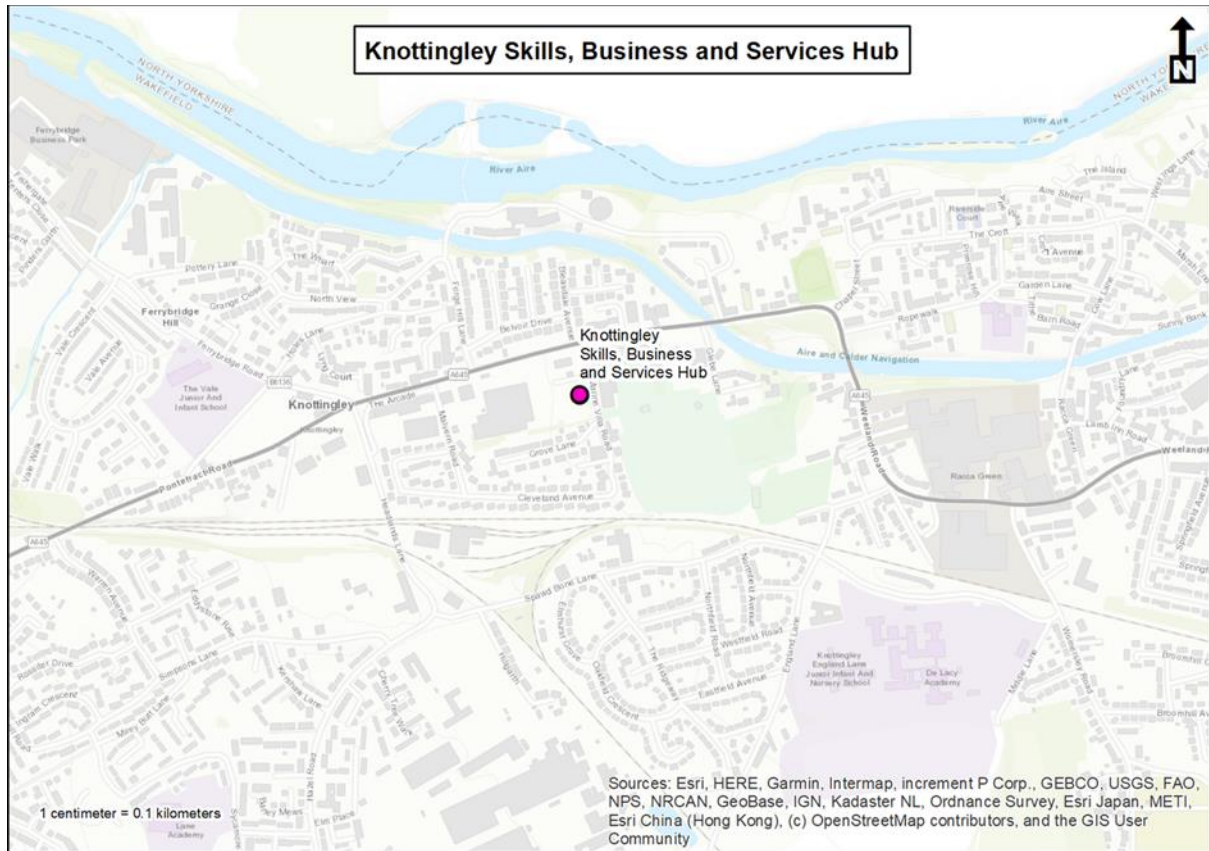
	<p>for the sole purpose of managing, delivering and monitoring the project all within the Combined Authority's governance framework.</p>
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	<p>The Council is liaising with tenants to seek best suitable temporary accommodation from its inventory of local assets both within and external to the authority that is suitable to housing them once the process of securing control of the building is complete.</p>
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## Location Map

The following map shows the location of the Knottingley Skills, Business and Services Hub scheme:



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

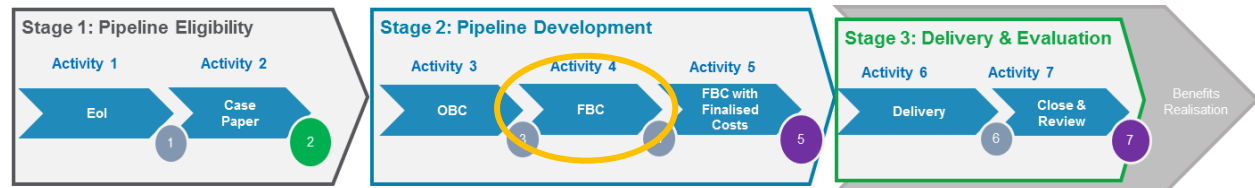
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Leeds City Centre Grey to Green</b>
<b>PMO scheme code:</b>	GBF-WYCA-005
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Martin Farrington, Leeds City Council
<b>Lead promoter contact:</b>	Lee Arnell, Leeds City Council
<b>Case officer:</b>	Ian McNichol, West Yorkshire Combined Authority
<b>Applicable funding stream(s)</b>	Getting Building Fund (GBF) grant
<b>Growth Fund Priority Area</b>	Priority 4 (Infrastructure for Growth)
<b>Approvals to date:</b>	The GBF programme secured decision point 2 approval from the Combined Authority on 4 September 2020.
<b>Forecasted full approval date (decision point 5):</b>	Corn Exchange and Meadow Lane phase - April 2021 Crown Point Road phase - June 2021 Sovereign Square Footbridge phase - September 2021
<b>Forecasted completion date (decision point 6):</b>	March 2022
<b>Total scheme cost (£):</b>	£11.886 million
<b>Combined Authority funding (£):</b>	£8.6 million
<b>Total other public sector investment (£):</b>	£2.986 million
<b>Total other private sector investment (£):</b>	£0.3 million
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes

## Current Assurance Process Activity:



## Scheme Description

'Grey to Green' is a package of people and climate change focused infrastructure improvements, to stimulate new regeneration and growth, whilst enhancing the climate resilience and transformation of Leeds City Centre post COVID-19.

The package comprises four inter-related schemes that will make Leeds City Centre greener and more attractive; helping to unlock major commercial and residential development

The package builds on the Leeds Public Transport Investment Programme (LPTIP) and will re-purpose redundant roads, to create high-quality urban spaces and improve connectivity around the city centre, enabling further major regeneration.

The scheme will:

- Deliver 6,700 square meters of major new urban spaces, producing a carbon reduction of 3,500 kilograms per year
- Deliver new 'people focussed' infrastructure to enhance, maintain or improve 1.4 kilometres of walking links
- Indirectly unlock the delivery of 1150 new housing units
- Indirectly unlock the delivery of the first phase of Aire Park and help to achieve a carbon saving of 200,000 kg tonnes of carbon per annum
- Indirectly unlock the delivery of 33,944 square metres of commercial space
- Indirectly support the delivery of 2,455 new jobs through new commercial floorspace

The four inter-related schemes are:

1. Sovereign Square Footbridge – a footbridge across the River Aire to connect the South Bank to the city centre
2. Meadow Lane Green Space – the repurposing of a surface car park and surplus highway land as major new public realm
3. Crown Point Road – the redesign of Crown Point Road to make it easier to navigate and to improve connectivity between Aire Park and key uses in the area including education facilities and transport hubs
4. Corn Exchange Urban Realm – the re-purposing of surplus highway land to provide a new greener and environmentally focussed urban space in front of the historic Grade I listed Corn Exchange

<b>Business Case Summary:</b>	
<b>Strategic Case</b>	<p>The package supports priorities contained within the Leeds Our Spaces Strategy, South Bank, Leeds Regeneration Framework SPD, Aire Valley Leeds Area Action Plan, and the Leeds City Region HS2 Growth Strategy.</p> <p>The project will support the region's COVID-19 and economic recovery and Strategic Economic Plan (SEP) by:</p> <ul style="list-style-type: none"> <li>• Addressing fundamental economic, health, social, environmental and physical challenges within Leeds City Centre</li> <li>• supporting the climate emergency: reducing carbon emissions by 3,500 kg of Co2 per annum and unlocking the delivery of the City Park, providing three hectares of public green space and enabling the creation of a new 1.4 kilometre biodiversity corridor</li> <li>• Delivering new green space in an area of high deprivation</li> <li>• Unlocking new housing and commercial development</li> <li>• Better connecting four higher and further education establishments to transport hubs</li> </ul>
<b>Commercial Case</b>	<p>There is a clear demand for new housing and office space in the city centre. The package will tackle major infrastructure barriers, boosting market confidence, and enabling the delivery of much needed high-quality people and green focussed infrastructure. This will indirectly unlock new homes and commercial floorspace, supporting the growth of the city and providing a range of strategic benefits for the Leeds City Region.</p>
<b>Economic Case</b>	<p>The preferred option delivers a high benefit cost ratio (BCR) of 2.48 based on the Getting Building Fund investment alone (and an acceptable BCR based on the total public sector costs).</p> <p>The economic case for intervention is not based directly unlocking the commercial and residential floorspace outputs and resultant employment/Gross Value Added (GVA) outcomes. The case has sought to capture the net additional land value uplift related benefits of the scheme due to their market making potential (uplift of 5-10%).</p>
<b>Financial Case</b>	<p>The current total forecast scheme cost is £11.886 million. £8.6 million is requested from the Combined Authority's Getting Building Fund (GBF), with the grant being defrayed against design and construction costs.</p> <p>Leeds City Council has confirmed a £2.986 million contribution from its own funds through capital and section 106 contributions and is seeking an agreement with owner of the Corn Exchange to contribute a further £0.3 million to the scheme.</p> <p>Complimentary works are also being undertaken as part of the Leeds Public Transport Investment Programme funded Corn Exchange Gateway scheme</p>

<b>Management Case</b>	<p>A dedicated project team has been established using Leeds City Council staff, which has the capacity and expertise to deliver the project. This project team meets regularly to review progress, risks and issues with very highly rated risks and issues escalated to the project board. The project board provides leadership, direction, accountability and management and to make robust recommendations. The board is comprised of the director of city development and all city development chief officers.</p> <p>Decision making will be in accordance with the Council's Constitution with decisions taken by the Council's Executive Board or the relevant delegated decision maker.</p>
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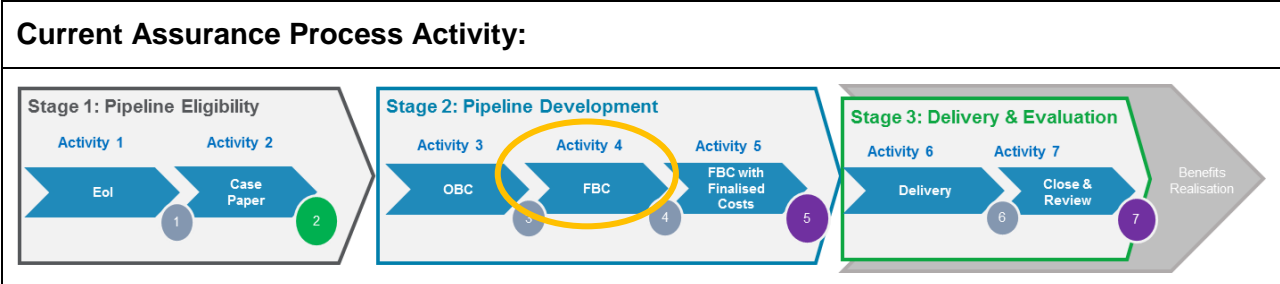
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>White Rose Rail Station</b>
<b>PMO scheme code:</b>	DFT-LPTIP-005f
<b>Lead organisation:</b>	Munroe K
<b>Senior responsible officer:</b>	David Aspin, Munroe K
<b>Lead promoter contact:</b>	Pete Coello, West Yorkshire Combined Authority
<b>Case officer:</b>	Heather Briggs, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme (LPTIP) - grant Transforming Cities Fund (TCF) - grant
<b>Growth Fund Priority Area (if applicable):</b>	The scheme will contribute to delivery of all four Leeds City Region Strategic Economic Plan (2016) Priority Areas: <ul style="list-style-type: none"> <li>• Priority Area 1 – Growing Businesses</li> <li>• Priority Area 2 – Skilled People, Better Jobs</li> <li>• Priority Area 3 – Clean Energy &amp; Environmental Resilience</li> <li>• Priority Area 4 – Infrastructure for Growth</li> </ul>
<b>Approvals to date:</b>	Decision Point 2 (SOC) was approved on 29/06/2017 Decision Point 3 (Outline Business Case) was approved on 09/01/2020
<b>Forecasted full approval date (decision point 5):</b>	30/09/2021
<b>Forecasted completion date (decision point 6):</b>	30/12/2022
<b>Total scheme cost (£):</b>	£24.198 million
<b>Combined Authority funding (£):</b>	£17 million
<b>Total other public sector investment (£):</b>	£5 million (subject to successful New Stations Fund bid)
<b>Total other private sector investment (£):</b>	Up to £6 million
<b>Is this a standalone project?</b>	Yes

Is this a programme?	No
Is this project part of an agreed programme?	Yes- LPTIP and TCF



**Scheme Description:**

The proposed White Rose Rail Station (WRRS) will provide the catalyst for continued expansion of the White Rose Office Park and wider economic development in the area.

The station is situated on the Leeds – Huddersfield Line in Millshaw, Leeds on the western boundary of the White Rose Office Park, and the north - western boundary of the Millshaw Park Industrial Estate (MPIE), between Churwell Viaduct to the north and Walkers Bridge to the south. The White Rose Shopping Centre is located north of the proposed station.

The proposed station will provide enhanced connectivity for local people and businesses, to Leeds City Centre to the north, as well as providing improved access to Dewsbury, Huddersfield and opportunities across the north of England.

In addition to improving accessibility to the existing White Rose site, a key employment, retail and educational hub, and surrounding residential communities; the station will also serve as a catalyst for future development. By attracting new investment and businesses, and increasing business confidence in the area, the proposed station will support and accommodate future economic and residential growth including continued expansion of educational facilities at the White Rose Office Park enhancing access to jobs and training.

The White Rose Shopping Centre receives 12 million visitors a year on average, the White Rose Office Park employs 5,300 people and 900 students attend Elliott Hudson College. The new station will support increasing visitor numbers at the sites and support local businesses and shops within the wider area.

The new station would be located approximately 700 metres south of the existing Cottingley station on the Leeds to Dewsbury section of the main Trans-Pennine railway line in south Leeds.

The new station development will be accessible to all users, and fully compliant with the Equality Act and will include:

- Station platforms with access via lifts and staircases to both platforms, and secondary means of escape
- Pedestrian bridge link
- Passenger facilities including cycle storage, waiting shelters, CCTV and customer information screens and signs

- A drop off/pick-up area and taxi rank to the east side of the railway, with space for rail replacement bus services and blue badge parking spaces
- Improvements to the walking and cycling routes that link the station to Cottingley, Churwell and Millshaw
- Improvements to the walking and cycling routes that link the station to the White Rose Shopping Centre (WRSC) and bus interchange
- Signs to help people locate the station
- Access to the west side of the railway for maintenance, service and emergency service vehicles
- Cable routes and equipment room to accommodate railway services

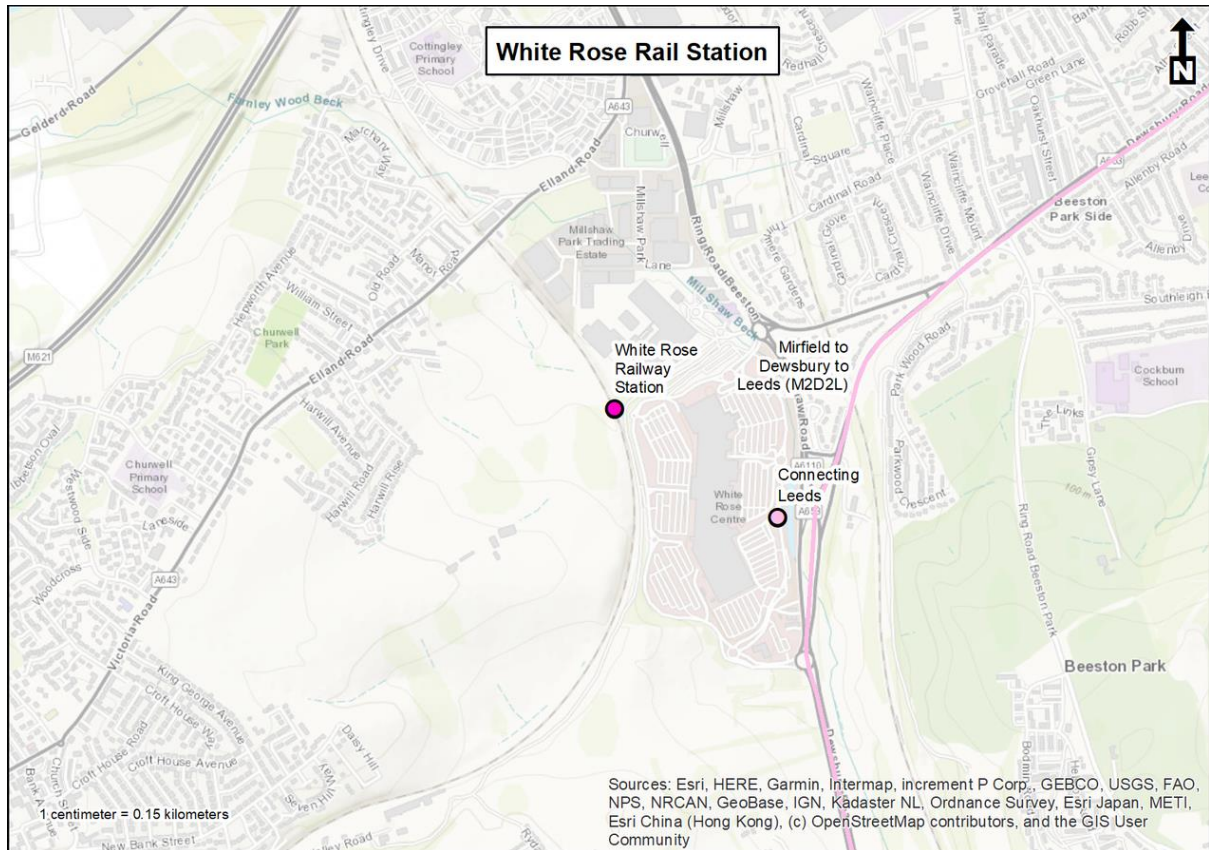
### Business Case Summary:

<p><b>Strategic Case</b></p>	<p>The area around the proposed White Rose Rail Station has economic challenges, with pockets of persistent deprivation that have not benefited proportionately from the city’s recent growth. There are significant development opportunities that are constrained by a congested transport network.</p> <p>The proposed station presents an opportunity to address both of these challenges and allows the White Rose Office Park to expand, creating more jobs locally for residents, supporting the Leeds Inclusive Growth Strategy.</p> <p>The proposed station will improve connectivity for local people and businesses, to Leeds City Centre, Dewsbury, Huddersfield and opportunities across the north of England.</p> <p>A public engagement exercise was undertaken during 2018. 71% of respondents said they were either “Happy” or “Very Happy” about the proposals for the rail station. The public engagement demonstrated strong support the new station at White Rose. In addition, there is an opportunity to maximise the benefits of the station through improved walking and cycling access.</p>
<p><b>Commercial Case</b></p>	<p>Figures from the Office of Rail and Road show the strong performance of West Yorkshire’s new train stations, which support the rationale for investment.</p> <p>The Combined Authority’s investment, supported the opening of Apperley Bridge, Kirkstall Forge and Low Moor stations in 2018. Figures covering all three stations shows Apperley Bridge was used by 375,749, passengers while Kirkstall Forge was used by 232,386 passengers 2018 - 2019, a growth of 0.9% and 54.7% respectively. Low Moor, which opened in March 2017, has seen an increase of 5.7%, with 140,690 station users in its second year of operation.</p>
<p><b>Economic Case</b></p>	<p>An appraisal specification report (ASR) has been developed in consultation with the Combined Authority to agree the principles of the modelling and appraisal approach. The ASR, which confirms that the approach to modelling and appraisal is consistent with Department for Transport’s Transport Analysis Guidance (WebTAG).</p>

	<p>For White Rose, a trip-end model has been developed which uses trip rates at existing 'comparator' stations to forecast demand at the new stations.</p> <p>The scheme has a forecast benefit cost ratio of 3.02:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p>
<b>Financial Case</b>	<p>The total project capital cost is estimated to be £24.198 million.</p> <p>A funding strategy to deliver the project will be presented in the Full Business Case with finalised costs and will include developer contributions and other public sector match funding.</p> <p>The Combined Authority contribution for this scheme totals a maximum of £17 million, which comprises £5 million from the Leeds Public Transport Investment Programme, which has already been given full approval to spend, and up to a maximum of £12 million which has been allocated from the Transforming Cities Fund.</p> <p>Match funding up to a maximum of £6 million has been pledged by the developer, Munroe K, although this includes land, so the capital will be less than £6 million. An independently certified land valuation is being undertaken and will be determined in advance of the full business case with finalised costs. This match funding is expected to be formally committed by the developer by June 2021 as part of the formal grant agreement.</p> <p>The outcome of a New Stations Fund bid for £5 million is awaited. Should the bid be unsuccessful, this will leave a funding gap of £1.198 million plus the value of the land owned by Munroe K. The funding source for this funding gap will be identified by the developer and the Combined Authority and presented in the full business case with finalised costs.</p>
<b>Management Case</b>	<p>The Combined Authority led on the development of White Rose Rail Station through to Outline Business Case and GRIP 3 'Approval in Principle' stage. Munroe K have now taken over as the scheme promoter.</p>

## Location Map

The following map shows the location of the White Rose Rail Station 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/>

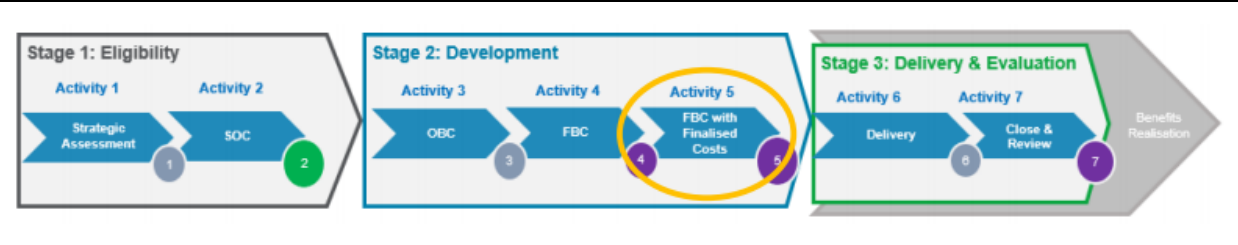
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>A647 Corridor</b>
<b>PMO scheme code:</b>	DFT-LPTIP-002D
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds City Council
<b>Lead promoter contact:</b>	Morgan Tatchell-Evans, Leeds City Council
<b>Case officer:</b>	Marina Triampela, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant - Leeds Public Transport Investment Programme (LPTIP)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 Infrastructure for Growth
<b>Approvals to date:</b>	<p>Combined Authority decision point 2 (Strategic Outline Case) approval of LPTIP programme on 29 June 2017</p> <p>Combined Authority decision point 3 (Outline Business Case) approval for individual scheme on 14 February 2019</p> <p>Investment Committee decision point 4 (Full Business Case) approval on 5 March 2020</p>
<b>Forecasted full approval date (decision point 5):</b>	February 2021
<b>Forecasted completion date (decision point 6):</b>	July 2022
<b>Total scheme cost (£):</b>	£19.656 million
<b>Combined Authority (LPTIP) funding (£):</b>	£14.027 million
<b>Total other public sector (LCC) investment (£):</b>	£5.629 million
<b>Total other private sector investment (£):</b>	None
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

<b>Is this project part of an agreed programme?</b>	Yes - LPTIP
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**Current Assurance Process Activity:**



**Scheme Description:**

The is a bus priority scheme, which will make improvements to the section of the A647 between Armley Gyratory and the Leeds Road Gyratory in Bradford. It also includes the B6157 Stanningley Road/Bradford Road through Stanningley, as the principal route served by buses.

The scheme aims to encourage more people to use public transport by reducing bus journey times and improving bus punctuality. It also aims to encourage more walking and cycling along the A647, reducing the number of journeys by car and improving air quality in the surrounding areas.

The scheme aims to improve bus reliability and will reduce bus journeys by five minutes during the morning peak and six minutes in the afternoon/evening peak by 2023, through the provision of dedicated bus lanes and associated bus priority measures.

The scheme will improve accessibility for people travelling by bike and on foot through new pedestrian crossings, increasing the size of footpaths and improvements at the A647 junctions with Cockshott Lane, Armley Ridge Road and Ledgard Way. The new junction design at Ledgard Way is also expected to reduce journey times for general traffic.

The scheme improvements include:

- Extended sections of bus lanes in both directions on Bradford Road and Armley Road
- Conversion of the existing High Occupancy Vehicle (HOV) lane along Stanningley Road to a bus lane
- New crossings and increasing the size of footpaths for pedestrians
- Enhancement of cycle facilities and lanes to fill “gaps” along the CityConnect Leeds Bradford Cycle Superhighway, which connects two of Yorkshire’s major cities with a route segregated from traffic.
- Improvements to various signalised junctions to improve crossing facilities and enable buses to take priority over other traffic, including Ledgard Way junction, and the intersections of the A647 with Pickering Street, Swinnow Lane and Hough Lane
- Relocation and reorganisation of bus stops along the corridor to improve the passenger experience and make it easier to pick up and drop off passengers

**Business Case Summary:**

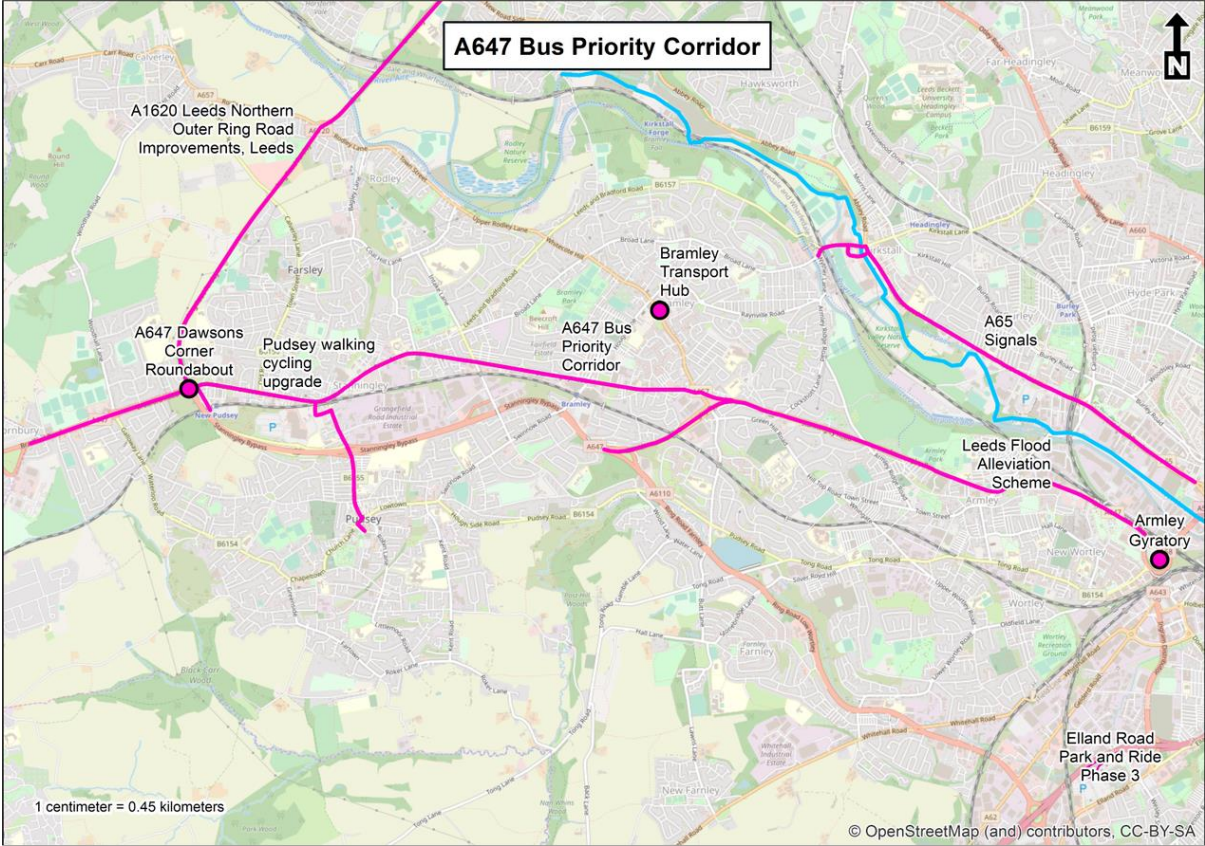
<b>Strategic Case</b>	The scheme is part of the Leeds Public Transport Investment Programme (LPTIP). It supports regional economic and transport policy and plans, in Leeds and the wider Leeds City Region. The scheme is aligned with tackling transport challenges identified in the Strategic Economic Plan (SEP), primarily contributing to SEP
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	<p>Priority 4 (Infrastructure for Growth) through investment in sustainable transport infrastructure to support “good”, inclusive growth and regeneration.</p> <p>Overall, the scheme will improve the performance and experience of bus travel along the A647 route, so buses become a more reliable and attractive mode of transport for all groups and encouraging a shift from car to more sustainable transport modes (bus, cycling and walking).</p>
<b>Commercial Case</b>	<p>The scheme is delivery-ready with all contractual arrangements completed. BAM is the delivery partner supported by Mott MacDonald as subcontractor, selected through an Official Journal of the European Union (OJEU) led procurement exercise undertaken by Leeds City Council.</p>
<b>Economic Case</b>	<p>The preferred scheme option was selected and further refined on the basis of strategic ambitions, deliverability criteria, modelling analysis and consultation feedback. The implementation of the preferred scheme option will deliver significant journey time savings for bus users and general traffic.</p> <p>The Value for Money assessment reflects a Benefit Cost Ratio (BCR) of 5.97:1 judging the scheme as ‘Very High Value for Money’ when assessed against the Department for Transport’s value for money criteria.</p> <p>Modelling and forecasting uncertainties have been addressed by various sensitivity tests undertaken as per the Government’s Transport Analysis Guidance (TAG).</p>
<b>Financial Case</b>	<p>Total target scheme cost is £19.656 million. Scheme costs have been finalised at this stage including allowance for land acquisition, risk and inflation.</p>
<b>Management Case</b>	<p>A finalised, detailed scheme programme is in place which scopes and defines key project elements, important milestones and key tasks on the critical path, whilst allowing the project manager to ensure that any project dependencies and constraints do not hinder the delivery of the scheme.</p> <p>Monitoring and evaluation and benefit realisation plans are in place to capture the future performance of the scheme against its objectives.</p>

**Location Map:**

The following map shows the location of the A647 Corridor 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/>