

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

**MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 4 MARCH 2021  
IN 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 3 FEBRUARY**  
(Pages 1 - 6)
- 5. CAPITAL PROGRAMME UPDATE**  
(Pages 7 - 18)
- 6. LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME  
(LPTIP) REVIEW - PART TWO**  
(Pages 19 - 38)
- 7. CAPITAL SPENDING AND PROJECT APPROVALS**  
(Pages 39 - 180)
- 8. CARBON IMPACT ASSESSMENT**  
(Pages 181 - 186)

**Signed:**

A handwritten signature in black ink, consisting of the letters 'BSM' in a stylized, cursive font, followed by a horizontal line that extends to the right.

**Managing Director  
West Yorkshire Combined Authority**



## **MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON WEDNESDAY, 3 FEBRUARY 2021**

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### **Present:**

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:**

David Aspin	Munroe K
Melanie Corcoran	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
Peter Coello	West Yorkshire Combined Authority
Michelle Hunter	West Yorkshire Combined Authority
Ellen Messias	West Yorkshire Combined Authority
Andrew Norman	West Yorkshire Combined Authority
Rob Tranmer	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

### **48. Apologies for Absence**

Apologies for absence had been received from Councillor Jeffery.

### **49. Declarations of Disclosable Pecuniary Interests**

There were no declarations of pecuniary interests at the meeting.

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

There were no items that required the exclusion of the press and public.

### **51. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 7 January.**

**Resolved:** That the minutes of the meeting held on 7 January be approved.

## **52. 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 Growth deal was set to finish at the end of March 2021 and it was projected that full spend would be achieved. Quarter 3 returns were being finalised and would be brought to the next meeting.

Members noted that the annual interim performance review with BEIS had taken place. Formal confirmation of the outcome of that meeting was awaited but an indication had been given that BEIS requirements had been met.

Members wished to thank officers and colleagues for their hard work over the course of the delivery of the capital programmes.

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

## **53. 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:

- Thorpe Park Rail Station
- White Rose Station
- Bradford City Village Phase 1
- Leeds City Centre Grey to Green
- Knottingley Skills, Business and Services Hub
- A647 Corridor
- Leeds City Region Employment Hubs
- (re)boot adult retraining programme

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

- UTM Element B2
- Corn Exchange City Centre Gateway
- East Leeds Demand Responsive Transport

**Resolved:**

- (i) In respect of Thorpe Park Rail Station the Investment Committee recommended to the Combined Authority that:

- (a) The Thorpe Park Rail Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
  - (b) 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.
  - (c) 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).
  - (d) 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).
  - (e) The Combined Authority enter into a legal agreement with Leeds City Council to secure land required for the delivery of the scheme.
  - (f) 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.
- (ii) In respect of the Bradford 'City Village' Phase 1 the Investment Committee approved that:
- (a) 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)
  - (b) 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.
  - (c) 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.
- (iii) In respect of the Knottingley Skills, Business and Services Hub the

Investment Committee approved that:

- (a) 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)
  - (b) 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.
  - (c) 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.
  - (d) 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.
- (iv) That in respect of the Leeds City Centre Grey to Green the Investment Committee approved:
- (a) 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)
  - (b) 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.
  - (c) 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.
- (v) That in respect of the White Rose Rail Station the Investment Committee approved that:
- (a) The White Rose Rail Station scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
  - (b) An indicative approval to the Combined Authority's contribution of £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.

- (c) 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.
- (vi) In respect of the A647 Corridor the Investment Committee approved that:
  - (a) The LPTIP A647 Corridor scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
  - (b) Approval to the Combined Authority's contribution of £14.027 million to be funded from the LPTIP Fund is given. The total scheme value is £19.656 million.
  - (c) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £14.027 million from the LPTIP Fund.
  - (d) 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.
- (vii) That in respect of the Leeds City Region Employment Hubs – Supporting the Economic Recovery Plan the Investment Committee approved, subject to the West Yorkshire devolution order being made into law:
  - (a) 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
  - (b) 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.
  - (c) The delivery timeframe for the project is extended from March 2022 to April 2023
  - (d) 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.
  - (e) 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.

- (viii) That in respect of the [re] boot – Adult Retraining Programme the Investment Committee approved, subject to the West Yorkshire devolution order being made into law:
  - (a) The Change Request to [re] boot Adult Retraining Programme, to extend the programme to support the West Yorkshire Economic Recovery Plan
  - (b) 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.
  - (c) The delivery timeframe for the project is extended from March 2021 to April 2023.
  - (d) 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
  - (e) 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.





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

**Date:** 4 March 2021

**Subject:** **Capital Programme Update**

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

**Author(s):** Lynn Cooper, Portfolio Lead, Portfolio Management Office

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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 capital programme expenditure as at quarter 3 2020/21, Growth Deal Annual Performance Review, Growth Deal expenditure and outputs and the Brownfield Housing Fund.

## **2 Information**

### **Capital Programme**

- 2.1 Table 1 below summarises the expenditure as at quarter 3 on the Combined Authority's capital programme in 2020/21 against the revised forecast reported to the Combined Authority at its meeting on 4 February 2021:

**Table 1**

<b>Capital Programme Expenditure</b>	<b>Combined Authority Budget Forecast February 2021</b>	<b>Actual Quarter 3 2020/21</b>	<b>%</b>
Growth Deal - Economic Development	£47,439,952	£22,904,582	48.3%
West Yorkshire plus Transport Fund	£80,273,172	£38,308,165	47.7%
Leeds Public Transport Investment Programme	£68,492,090	£28,570,572	41.7%
Transforming Cities Fund (inc. Tranche 1)	£12,325,731	£7,186,968	58.3%
Integrated Transport Block / Highways Maintenance / Challenge Fund	£66,223,502	£46,848,884	70.7%
Corporate Projects	£5,690,578	£3,614,641	63.5%
Broadband	£2,274,633	£85,135	3.7%
Land Release Fund & One Public Estate	£1,070,522	£151,529	14.2%
Low Emission Vehicles	£1,058,434	£0	0.0%
Getting Building Fund	£26,300,000	£47,149	0.2%
Brownfield Housing Fund	£600,000	£19,265	3.2%
Emergency Active Travel Fund (Capital and Revenue)	£2,513,000	£886,302	35.3%
Other (Clean Bus and ULEB)	£3,934,447	£3,685,574	93.7%
<b>Total Capital Spend</b>	<b>£318,196,060</b>	<b>£152,308,766</b>	<b>47.9%</b>

- 2.2 Expenditure at quarter 3 across the capital programme is 48% of the revised budget reported to the Combined Authority on 4 February 2021. Expenditure of circa 50% of forecast is in line with the profile of expenditure from previous years (2018/19 54%, 2019/20 42%).
- 2.3 Whilst it is important to maximise activity, and therefore expenditure, across all programmes, unspent monies are not generally at risk. However, three programmes are due to complete in 2020/21:
- **Growth Deal economic development** – currently overprogrammed and forecast to slightly overspend as shown in Table 2.

**Table 2**

<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 - 3 2020/21 spend	£22,904,583
Current forecast	£24,696,609
<b>Forecast 2020/21</b>	<b>£47,601,192</b>
Overprogramming	£6,801,403
Forecast spend at risk of underspend	£4,586,450

As reported to the February meeting while 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. It is also important where there is momentum on the delivery of key priorities we maintain that and seek alternative funding opportunities for shovel ready projects.

- **Growth Deal Transport Fund** – this element of the Growth Deal is expected to underspend against allocation. However given that the programme runs over a longer timeframe and schemes are contractually committed underspend will be carried forward to be spent in 2021/22.
- **Leeds Public Transport Investment Programme** – this programme is fully committed with the deadline for delivery extended into 2021/22.
- **Getting Building Fund (GBF)** – the Combined Authority is committed to achieving the £26.3 million spend for 2020/21 and will use our freedoms & flexibilities to assign eligible projects to this funding programme (spend will then be reallocated back to the other programmes in 2021/22 ensuring that GBF is available to spend on its assigned projects).

## **Annual Performance Review**

### **Growth Deal**

- 2.4 The Growth Deal Annual Performance Review took place on 27 January 2021. The indications from the meeting were positive with the expectations that the Leeds City Region will meet all requirements.
- 2.5 The Growth Deal programme continues to perform well with expenditure in excess of the quarter 3 forecast provided to the Cities and Local Growth Unit as part of the review undertaken on the programme in June 2020.
- 2.6 The programme is also performing well against the overall programme outputs as follows:

**Table 3**

<b>Output</b>	<b>Target (includes Growth Deals 1, 2 and 3)</b>	<b>Achieved to date as at Quarter 3 2020/21</b>	<b>Forecast 2021-25</b>	<b>Total</b>
New jobs	19,595	8,383	7,114	15,497
Jobs safeguarded (flood resilience programme)	11,100	24,583	700	25,283
Houses	2,300	1,009	2,251	3,260
Public / private investment (match funding)	£1,031,000,000	£721,517,014	£377,453,695	£1,098,970,709

There have been concerns in relation to the achievement of housing outputs and work has been undertaken to ensure that all homes completed are captured. The following tables 4 and 5 provide a full breakdown of the actual and forecast achievement of homes created and homes enabled (where homes will be completed after the deadline for reporting outputs which is March 2025). This is a positive impact with over 10,000 new homes to be created or enabled through this programme.

**Table 4 Homes Completed**

Project	Actuals reported to end 2019/20	2020/21			Future Years Forecast	Total
		Forecast as per Data Capture	Actual to end of Q3	Q4 Forecast		
Wakefield Eastern Relief Road	236	0			0	236
East Leeds Housing Growth - Red Hall		0			150	150
East Leeds, Brownfield Sites	149	89	141		230	520
York Central		0			283	283
Kirklees Housing sites		50			478	478
Bath Road, Leeds		0			160	160
Glasshoughton Southern Link Road		0	281		0	281
CIP - Phase 1 - Wakefield A650 Newton Bar		0			605	605
New Bolton Woods	52	50		6	87	145
Beech Hill, Halifax		0			105	105
Dewsbury Riverside		10	0		0	0
Bradford Heritage Buildings - Conditioning House		150	150		0	150
Wakefield South East Gateway - Kirkgate		0			60	60
Wakefield South East Gateway - Rutland Mill		0			0	0
Bradford Heritage Buildings - High Point		0			87	87
<b>Total</b>	<b>437</b>	<b>349</b>	<b>572</b>	<b>6</b>	<b>2245</b>	<b>3260</b>

**Table 5 Homes Enabled**

Project	Homes Enabled
East Leeds Housing Growth - Red Hall	150
Glasshoughton Southern Link Road	919
CIP - Phase 1 - Wakefield A650 Newton Bar	805
Leeds ELOR and North Leeds Outer Ring Road	5000
York Northern Outer Ring Road	755
<b>Total</b>	<b>7629</b>

**Brownfield Housing Fund**

- 2.7 In July 2020, the Combined Authority received a funding allocation letter from Ministry of Housing, Communities and Local Government (MHCLG) confirming an overall allocation of £66.7m of capital funding from the Brownfield Housing Fund (BHF) to support the development of 4500-6000 new homes on brownfield sites in the region.
- 2.8 The Combined Authority was allocated this fund, without the need to bid, due to the organisation becoming a Mayoral Combined Authority in 2021. As such a programme level Strategic Outline Case was approved by Investment Committee in September 2020 and Combined Authority meeting in October 2020. As there was no requirement to bid for the BHF, a project shortlist had not been identified, and it was recognised that further time was required to work with partner councils to identify suitable projects.
- 2.9 The reports to Investment Committee and Combined Authority outlined key elements of the MHCLG funding offer, however, the funding agreement received in November 2020, had a new clause which obliges the Combined Authority to identify all projects to be funded under the programme by June 2021, describing the projects and to evidence how it will meet the agreed spend profile.

2.10 The BHF is targeted at addressing weaknesses in the housing market, where viability issues have prevented sites from coming forward for housing development. As such, over the past few months, officers in the Combined Authority have been working with partner Councils to identify projects from their strategic pipelines which could be suitable for the BHF. In addition, work has commenced on a wider call for projects, utilising existing networks and housing partnerships in the Councils and the Combined Authority to identify further projects which can help accelerate the delivery of homes in the region, with the emphasis on encouraging projects which meet our inclusive growth and clean growth agendas.

2.11 A paper will be presented to the June 2021 meeting of the Combined Authority outlining the long list of projects that are being considered for the programme.

### **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**

Appendix 1 Growth Deal Economic Development Dashboard Quarter 3 2020/21

Appendix 2 Transport Fund Dashboard Quarter 3 2020/21

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## 2020/21 Q3 Growth Deal Economic Development Financial Dashboard (to 31/12/2020)

Target

45,180,410

22,904,583

Actual to date  
2020/21

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021					Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21	RAG Rating	
Priority 0	Growth Deal Programme Delivery Costs	£0.00	£0.00	£0.00	£7,858,627.48	£2,500,000.00	£1,713,801.83	£560,000.00	£2,273,801.83	Green	£10,132,429.31
	<b>Priority 0 Total</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£7,858,627.48</b>	<b>£2,500,000.00</b>	<b>£1,713,801.83</b>	<b>£560,000.00</b>	<b>£2,273,801.83</b>		<b>£10,132,429.31</b>
Priority 1 - Growing Business	Access to Capital Grants Programme	£15,700,000.00	£15,700,000.00	£15,700,000.00	£12,918,579.13	£2,126,704.00	£1,011,947.84	£1,114,757.03	£2,126,704.87	Green/Amber	£15,045,284.00
	Business Expansion Fund	£0.00	£13,450,000.00	£13,450,000.00	£2,660,831.55	£3,397,861.00	£1,073,753.95	£3,715,414.50	£4,789,168.45	Amber/Red	£7,450,000.00
	Business Growth Programme	£27,000,000.00	£37,000,000.00	£37,000,000.00	£25,155,874.63	£5,844,125.00	£3,568,434.26	£3,275,691.11	£6,844,125.37	Green/Amber	£32,000,000.00
	Huddersfield Incubation and Innovation Programme	£2,922,000.00	£2,922,000.00	£2,922,000.00	£2,922,000.00	£0.00	£0.00	£0.00	£0.00	Green	£2,922,000.00
	Institute for High Speed Rail and System Integration	£0.00	£13,047,000.00	£9,252,000.00	£3,243,235.11	£0.00	£-3,243,235.11	£0.00	£-3,243,235.11	Amber	£0.00
	Leeds University Innovation Centre	£3,000,000.00	£3,000,000.00	£3,000,000.00	£3,000,000.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£3,000,000.00
	<b>Priority 1 - Growing Business Total</b>	<b>£48,622,000.00</b>	<b>£85,119,000.00</b>	<b>£81,324,000.00</b>	<b>£49,900,520.42</b>	<b>£11,368,690.00</b>	<b>£2,410,900.94</b>	<b>£8,105,862.64</b>	<b>£10,516,763.58</b>		<b>£60,417,284.00</b>
	Bradford College	£250,000.00	£250,000.00	£250,000.00	£249,999.76	£0.00	£0.00	£0.00	£0.00	Green	£249,999.76
	Calderdale College	£4,977,000.00	£4,977,000.00	£4,977,000.00	£4,977,000.00	£0.00	£0.00	£0.00	£0.00	Green	£4,977,000.00
	Kirklees College - Dewsbury Learning Quarter	£11,120,000.00	£11,121,218.00	£11,971,218.00	£10,453,945.37	£667,273.00	£0.00	£667,272.63	£667,272.63	Amber	£11,121,218.00
Priority 2 - Skilled People and Better Jobs	Kirklees College - Process Manufacturing Centre	£3,100,000.00	£3,100,996.00	£3,100,996.00	£3,100,996.79	£0.00	£0.00	£0.00	£0.00	Green	£3,100,996.79
	Leeds City College - Printworks	£9,000,000.00	£8,998,358.00	£8,998,358.00	£8,998,358.00	£0.00	£0.00	£0.00	£0.00	Green	£8,998,358.00
	Leeds City College - Quarry Hill	£33,400,000.00	£39,900,000.00	£39,900,000.00	£39,900,000.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£39,900,000.00
	Leeds College of Building	£11,900,000.00	£13,350,000.00	£13,350,000.00	£13,350,000.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£13,350,000.00
	Selby College	£690,000.00	£693,748.00	£693,748.00	£693,748.00	£0.00	£0.00	£0.00	£0.00	Green	£693,748.00
	Shipley College - Mill	£120,000.00	£119,000.00	£119,000.00	£119,000.00	£0.00	£0.00	£0.00	£0.00	Green	£119,000.00
	Shipley College - Salt Building	£300,000.00	£300,000.00	£300,000.00	£300,000.00	£0.00	£0.00	£0.00	£0.00	Green	£300,000.00
	Wakefield College	£3,300,000.00	£3,327,133.00	£3,327,133.00	£3,327,133.00	£0.00	£0.00	£0.00	£0.00	Green	£3,327,133.00
	<b>Priority 2 - Skilled People and Better Jobs Total</b>	<b>£78,157,000.00</b>	<b>£86,137,453.00</b>	<b>£86,987,453.00</b>	<b>£85,470,180.92</b>	<b>£667,273.00</b>	<b>£0.00</b>	<b>£667,272.63</b>	<b>£667,272.63</b>		<b>£86,137,453.55</b>
	Energy Accelerator	£1,200,000.00	£820,000.00	£820,000.00	£413,605.70	£406,395.00	£15,163.85	£101,817.09	£116,980.94	Amber	£530,586.64
Priority 3 - Clean Energy and Economic Resilience	Leeds District Heat Network	£4,000,000.00	£4,000,000.00	£4,000,000.00	£4,000,000.00	£0.00	£0.00	£0.00	£0.00	Green	£4,000,000.00
	Resource Efficiency Fund	£600,000.00	£720,000.00	£720,000.00	£720,000.00	£0.00	£0.00	£0.00	£0.00	Green	£720,000.00
	Resource Efficiency Fund 2	£560,000.00	£616,552.00	£616,552.00	£0.00	£616,552.00	£245,077.31	£275,814.01	£520,891.32	Amber/Red	£520,891.00
	Tackling Fuel Poverty	£0.00	£5,669,840.42	£5,669,840.42	£5,669,840.42	£0.00	£0.00	£0.00	£0.00	Green	£5,669,840.42
Priority 3 - Clean Energy and Economic Resilience Total		<b>£6,360,000.00</b>	<b>£11,826,392.42</b>	<b>£11,826,392.42</b>	<b>£10,803,446.12</b>	<b>£1,022,947.00</b>	<b>£260,241.16</b>	<b>£377,631.10</b>	<b>£637,872.26</b>		<b>£11,441,318.06</b>
Priority 4a - Housing and Regeneration	Barnsley Town Centre	£1,760,000.00	£1,757,000.00	£1,757,000.00	£1,757,000.00	£0.00	£0.00	£0.00	£0.00	Green	£1,757,000.00
	Bradford - One City Park	£5,200,000.00	£5,200,000.00	£5,200,000.00	£400,000.00	£0.00	£0.00	£0.00	£0.00	Green	£400,000.00
	Bradford Heritage Buildings - Conditioning House	£0.00	£1,500,000.00	£1,500,000.00	£400,000.00	£1,100,000.00	£1,100,000.00	£0.00	£1,100,000.00	Green/Amber	£1,500,000.00
	Bradford Heritage Buildings - High Point	£0.00	£2,900,000.00	£0.00	£0.00	£0.00	£0.00	£2,900,000.00	£2,900,000.00	Amber/Red	£2,900,000.00
	Bradford Odeon	£330,000.00	£357,500.00	£357,500.00	£357,500.00	£0.00	£0.00	£0.00	£0.00	Green	£357,500.00
	Dewsbury Riverside	£0.00	£4,612,000.00	£0.00	£0.00	£885,000.00	£0.00	£0.00	£0.00	Green	£0.00
	East Leeds Housing Growth - Brownfield Sites	£1,100,000.00	£1,100,000.00	£1,100,000.00	£1,100,000.00	£0.00	£0.00	£0.00	£0.00	Green	£1,100,000.00
	East Leeds Housing Growth - Red Hall	£4,000,000.00	£4,000,000.00	£4,000,000.00	£4,000,000.00	£0.00	£0.00	£0.00	£0.00	Green	£4,000,000.00
	Halifax - Beech Hill	£1,000,000.00	£2,197,000.00	£2,197,000.00	£1,400,000.00	£797,000.00	£0.00	£797,000.00	£797,000.00	Amber	£2,197,000.00
	Halifax Town Centre (Northgate House)	£1,300,000.00	£3,000,000.00	£3,000,000.00	£3,000,000.00	£0.00	£0.00	£0.00	£0.00	Amber	£3,000,000.00
	Kirklees Housing Sites	£1,000,000.00	£1,000,000.00	£1,000,000.00	£509,000.00	£0.00	£0.00	£0.00	£0.00	Green	£509,000.00
	Leeds - Bath Road	£580,000.00	£575,000.00	£575,000.00	£575,000.00	£0.00	£0.00	£0.00	£0.00	Green	£575,000.00
	New Bolton Woods	£3,600,000.00	£3,960,000.00	£3,960,000.00	£3,600,000.00	£360,000.00	£0.00	£360,000.00	£360,000.00	Green	£3,960,000.00
	Wakefield Civic Quarter	£1,100,000.00	£1,100,000.00	£1,055,686.80	£1,055,686.80	£0.00	£0.00	£0.00	£0.00	Green	£1,055,686.80
	Wakefield South East Gateway - Kirkgate	£0.00	£1,600,000.00	£1,600,000.00	£0.00	£1,600,000.00	£1,600,000.00	£0.00	£1,600,000.00	Green/Amber	£1,600,000.00
	Wakefield South East Gateway - Rutland Mill	£0.00	£4,900,000.00	£4,900,000.00	£0.00	£4,900,000.00	£2,121,527.00	£2,778,473.00	£4,900,000.00	Amber	£4,900,000.00
	York Central	£1,700,000.00	£2,550,000.00	£2,550,000.00	£2,550,000.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£2,550,000.00
	York Guildhall	£2,350,000.00	£2,347,500.00	£2,347,500.00	£2,347,500.00	£0.00	£0.00	£0.00	£0.00	Green	£2,347,500.00
	<b>Priority 4a - Housing and Regeneration Total</b>	<b>£25,020,000.00</b>	<b>£44,656,000.00</b>	<b>£37,099,686.80</b>	<b>£23,051,686.80</b>	<b>£9,642,000.00</b>	<b>£4,821,527.00</b>	<b>£6,835,473.00</b>	<b>£11,657,000.00</b>		<b>£34,708,686.80</b>
Priority 4c - Economic Resilience Programme	Flood Alleviation - Brighouse and Clifton	£1,800,000.00	£1,500,000.00	£0.00	£0.00	£1,500,000.00	£0.00	£0.00	£0.00	Green	£0.00
	Flood Alleviation - Hebden Bridge	£1,800,000.00	£1,900,000.00	£1,900,000.00	£0.00	£1,900,000.00	£1,221,543.00	£678,457.00	£1,900,000.00	Amber	£1,900,000.00
	Flood Alleviation - Leeds (FAS1)	£3,786,981.00	£3,786,981.00	£3,786,981.00	£3,786,981.00	£0.00	£0.00	£0.00	£0.00	Green	£3,786,981.00
	Flood Alleviation - Leeds (FAS2)	£3,900,000.00	£3,900,000.00	£3,900,000.00	£3,900,000.00	£0.00	£0.00	£0.00	£0.00	Green	£3,900,000.00
	Flood Alleviation - Mytholmroyd	£2,500,000.00	£4,500,000.00	£4,500,000.00	£2,500,000.00	£0.00	£2,000,000.00	£0.00	£2,000,000.00	Green	£4,500,000.00
	Flood Alleviation - Skipton	£1,500,000.00	£1,500,000.00	£1,500,000.00	£1,500,000.00	£0.00	£0.00	£0.00	£0.00	Green	£1,500,000.00
	Flood Alleviation - Wyke Beck	£2,558,000.00	£2,558,000.00	£2,558,000.00	£2,557,796.75	£0.00	£0.00	£0.00	£0.00	Green	£2,557,796.75
	Natural Flood Management - Colne and Calder	£1,299,107.00	£1,299,107.00	£1,299,107.00	£630,837.52	£668,269.00	£648,110.20	£20,159.28	£668,269.48	Green	£1,299,107.00
	Natural Flood Management - Upper Aire	£388,000.00	£388,000.00	£388,000.00	£176,671.39	£211,329.00	£126,273.82	£85,054.79	£211,328.61	Green/Amber	£388,000.00
	<b>Priority 4c - Economic Resilience Programme Total</b>	<b>£19,532,088.00</b>	<b>£21,332,088.00</b>	<b>£19,832,088.00</b>	<b>£15,052,286.66</b>	<b>£4,279,598.00</b>	<b>£3,995,927.02</b>	<b>£783,671.07</b>	<b>£4,779,598.09</b>		<b>£19,831,884.75</b>
Priority 4d - Enterprise Zone Development	EZ - Bradford - Gain Lane	£0.00	£9,877,037.00	£9,877,037.00	£1,442,658.37	£8,434,342.00	£3,532,342.00	£4,901,999.63	£8,434,341.63	Green	£9,877,000.00
	EZ - Bradford - Parry Lane	£8,081,000.00	£1,886,000.00	£1,886,000.00	£0.00	£540,000.00	£490,382.64	£1,325,617.36	£1,816,000.00	Green/Amber	£1,816,000.00
	EZ - Bradford - Staithegate Lane	£0.00	£85,230.00	£85,230.00	£71,600.00	£13,630.00	£0.00	£0.00	£0.00	Green/Amber	£71,600.00
	EZ - Calderdale - Clifton Business Park	£0.00	£3,356,000.00	£3,356,000.00	£328,417.90	£750,000.00	£955,611.71	£61,000.00	£1,016,611.71	Amber/Red	£1,345,029.61
	EZ - Leeds - Aire Valley	£10,000,000.00	£4,588,590.00	£4,588,590.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green	£0.00

2020/21 Q3 Growth Deal Economic Development Financial Dashboard (to 31/12/2020)

Target	45,180,410	22,904,583	Actual to date 2020/21
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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021				RAG Rating	Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21		
	EZ - Programme	£10,000,000.00	£22,782,143.00	£3,519,067.00	£670,785.87	£2,787,310.00	£2,005,901.63	£621,408.37	£2,627,310.00	Amber	£3,298,095.87
	EZ - Wakefield - Langthwaite Business Park Extension	£0.00	£1,261,330.00	£1,261,330.00	£0.00	£500,000.00	£43,326.88	£456,673.12	£500,000.00	Amber/Red	£500,000.00
	EZ - Wakefield - South Kirkby Business Park	£2,826,000.00	£2,674,620.00	£2,674,620.00	£0.00	£2,674,620.00	£2,674,620.00	£0.00	£2,674,620.00	Green	£2,674,620.00
	Priority 4d - Enterprise Zone Development Total	£22,826,000.00	£52,705,950.00	£25,901,874.00	£2,513,462.14	£15,699,902.00	£9,702,184.86	£7,366,698.48	£17,068,883.34		£19,582,345.48
Grand Total		£200,517,088.00	£301,776,883.42	£262,971,494.22	£194,650,210.54	£45,180,410.00	£22,904,582.81	£24,696,608.92	£47,601,191.73		£242,251,401.95
	Economic Development Overprogramming					£3,691,457.54	£0.00	£6,801,401.95	£6,801,401.95		£6,801,401.95



2020/21 Q3 Growth Deal West Yorkshire + Transport Fund Financial Dashboard (to 31/12/2020)

Target	89,701,488	38,527,895	Actual to date 2020/21
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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021					Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21	RAG Rating	
15 Priority 4b - West Yorkshire + Transport Fund	A6110 Leeds Outer Ring Road	£17,800,000.00	£11,990,000.00	£596,000.00	£205,090.00	£280,000.00	£78,468.00	£45,000.00	£123,468.00	Amber	£328,558.00
	A62 to Cooper Bridge Corridor Improvement Scheme	£69,270,000.00	£69,300,000.00	£965,000.00	£963,325.02	£647,305.00	£1,674.98	£0.00	£1,674.98	Red	£965,000.00
	A62 to Cooper Bridge Corridor Improvement Scheme (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	A629 (Phase 1A) - Jubilee Road to Free School Lane	£8,160,000.00	£8,639,999.00	£8,639,999.00	£8,639,999.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£8,639,999.00
	A629 (Phase 1A) - Jubilee Road to Free School Lane (Combined Authority)	£0.00	£0.00	£0.00	£35.66	£0.00	£0.00	£0.00	£0.00		£35.66
	A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	£18,900,000.00	£27,830,000.00	£11,480,000.00	£2,492,174.47	£2,869,996.00	£1,277,336.19	£1,270,000.00	£2,547,336.19	Green/Amber	£5,039,510.66
	A629 (Phase 2) - Halifax Bus Station	£0.00	£405,000.00	£405,000.00	£309,879.05	£256,531.00	£95,120.95	£0.00	£95,120.95	Green	£405,000.00
	A629 (Phase 2) - Halifax Town Centre	£40,930,000.00	£47,840,000.00	£5,844,000.00	£3,046,119.25	£789,271.00	£401,752.01	£1,289,000.00	£1,690,752.01	Green/Amber	£4,736,871.26
	A629 (Phase 2) - Halifax Town Centre (Combined Authority)	£0.00	£0.00	£0.00	£84,969.89	£0.00	£84,969.89	£0.00	£84,969.89		£0.00
	A629 (Phase 4) - Ainley Top	£30,000,000.00	£25,920,000.00	£7,085,000.00	£714,408.91	£580,000.00	£216,236.04	£275,000.00	£491,236.04	Green/Amber	£1,205,644.95
	A629 (Phase 4) - Ainley Top (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	A629 (Phase 5) - Ainley Top into Huddersfield	£12,087,608.00	£12,090,000.00	£4,418,295.00	£1,860,196.84	£523,800.00	£393,672.91	£31,705.24	£425,378.15	Amber	£2,285,574.99
	A629 (Phase 5) - Ainley Top into Huddersfield (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	A641 Bradford - Huddersfield Corridor	£75,550,000.00	£75,540,000.00	£2,129,000.00	£642,121.59	£734,780.00	£140,194.49	£308,559.00	£448,753.49	Green/Amber	£1,090,875.08
	A65 - Leeds Bradford International Airport Link Road	£35,690,000.00	£75,000,000.00	£1,785,000.00	£1,688,983.00	£180,000.00	£56,742.00	£39,275.00	£96,017.00	Amber	£1,785,000.00
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	£10,250,000.00	£9,334,000.00	£9,334,000.00	£6,404,358.00	£1,374,602.00	£2,353,611.00	£0.00	£2,353,611.00	Green/Amber	£8,757,969.00
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	A650 Tong Street	£7,070,000.00	£20,000,000.00	£2,715,000.00	£274,005.00	£237,010.00	£41,846.00	£0.00	£41,846.00	Green/Amber	£315,851.00
	A650 Tong Street (Combined Authority)	£0.00	£0.00	£0.00	£89,005.00	£0.00	£0.00	£0.00	£0.00		£89,005.00
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	£28,830,000.00	£8,640,000.00	£9,597,000.00	£8,635,208.00	£0.00	£0.00	£961,792.00	£961,792.00	Green	£9,597,000.00
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)	£0.00	£0.00	£0.00	£341,365.04	£0.00	£0.00	£0.00	£0.00		£341,365.04
	Bradford Forster Square Station Gateway	£17,030,000.00	£17,320,000.00	£3,671,314.00	£457,363.70	£303,359.00	£36,000.00	£0.00	£36,000.00	Green	£493,363.70
	Bradford Forster Square Station Gateway (Combined Authority)	£0.00	£0.00	£0.00	£27,377.39	£0.00	£0.00	£0.00	£0.00		£27,377.39
	Bradford Interchange Station Gateway (Phase 1)	£10,880,000.00	£5,650,000.00	£293,000.00	£261,642.00	£158,492.00	£59,977.00	£86,405.00	£146,382.00	Green	£408,024.00
	Bradford Interchange Station Gateway (Phase 1) (Combined Authority)	£0.00	£0.00	£0.00	£13,836.00	£0.00	£0.00	£0.00	£0.00		£13,836.00
	Bradford to Shipley Corridor	£47,900,000.00	£47,900,000.00	£3,979,000.00	£2,153,219.00	£619,781.00	£885,247.00	£102,151.00	£987,398.00	Green/Amber	£3,140,617.00
	Calder Valley Line - Elland Station	£0.00	£2,638,197.00	£700,153.00	£251,373.00	£319,000.00	£275,882.00	£93,433.00	£369,315.00	Green	£620,688.00
	Calder Valley Line - Elland Station (Combined Authority)	£0.00	£18,310,000.00	£1,434,595.00	£423,570.79	£2,238,000.00	£435,174.25	£1,703,231.56	£2,138,405.81	Amber	£2,561,976.60
	Castleford Growth Corridor Scheme	£37,520,000.00	£6,870,000.00	£1,839,000.00	£222,314.04	£1,000,010.00	£40,017.91	£441,083.40	£481,101.31	Amber	£703,415.35
	Castleford Growth Corridor Scheme (Combined Authority)	£0.00	£0.00	£0.00	£19,421.12	£0.00	£0.00	£19,421.12	£19,421.12		£0.00
	Castleford Station Gateway	£4,500,000.00	£2,836,000.00	£2,836,000.00	£780,786.08	£1,769,786.00	£1,642,523.37	£412,690.67	£2,055,214.04	Green	£2,836,000.12
	CityConnect Phase 3 Canals	£0.00	£1,363,000.00	£60,000.00	£0.00	£60,000.00	£36,282.97	£23,717.03	£60,000.00	Green/Amber	£60,000.00
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	£0.00	£356,686.00	£356,686.00	£0.00	£0.00	£54,569.53	£302,116.47	£356,686.00	Green	£356,686.00
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4 (Combined Authority)	£0.00	£15,000.00	£15,000.00	£15,000.00	£0.00	£34,602.03	£34,602.03	£0.00		£15,000.00
	CityConnect Phase 3 Combined Authority Development	£0.00	£2,057,000.00	£380,000.00	£112,752.57	£0.00	£63,105.62	£25,000.00	£88,105.62		£200,858.19
	CityConnect Phase 3 Cooper Bridge	£0.00	£1,862,000.00	£350,000.00	£65,941.00	£284,059.00	£92,959.64	£477,040.36	£570,000.00	Amber	£635,941.00
	CityConnect Phase 3 Huddersfield Town Centre	£0.00	£1,291,000.00	£180,000.00	£141,506.74	£0.00	£124,213.47	£50,000.00	£174,213.47	Green	£315,720.21
	CityConnect Phase 3 Huddersfield Town Centre (Combined Authority)	£0.00	£0.00	£0.00	£76,506.74	£0.00	£9,213.47	£0.00	£9,213.47		£85,720.21
	CityConnect Phase 3 Leeds	£0.00	£6,355,000.00	£6,355,000.00	£54,645.92	£0.00	£3,181,015.08	£2,419,339.00	£5,600,354.08	Green/Amber	£5,655,000.00
	CityConnect Phase 3 Leeds Development	£0.00	£112,970.00	£112,970.00	£0.00	£0.00	£12,779.00	£100.00	£12,879.00		£12,879.00
	CityConnect Phase 3 West Yorkshire Combined Authority	£0.00	£500,000.00	£500,000.00	£93,163.21	£20,000.00	£137,108.12	£28,299.68	£165,807.80		£258,971.01
	Clifton Moor Park and Ride	£9,760,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Corridor Improvement Programme - Bradford - A6177 and Cutler Heights	£0.00	£10,010,000.00	£670,000.00	£0.00	£0.00	£55,000.00	£93,000.00	£148,000.00		£148,000.00
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	£2,500,000.00	£235,300.17	£180,000.00	£235,300.17	£0.00	£0.00	£0.00	£0.00	Green/Amber	£235,300.17
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12) (Combined Authority)	£0.00	£0.00	£0.00	£121,090.39	£0.00	£0.00	£0.00	£0.00		£121,090.39
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	£3,150,000.00	£4,210,000.00	£809,007.00	£711,459.00	£163,492.00	£165,253.00	£0.00	£165,253.00	Green/Amber	£876,712.00
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15) (Combined Authority)	£0.00	£0.00	£0.00	£19,951.00	£0.00	£19,951.00	£0.00	£19,951.00		£0.00
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	£8,500,000.00	£9,660,000.00	£946,670.00	£946,670.00	£234,234.00	£219,933.00	£1,500.00	£221,433.00	Green/Amber	£1,168,103.00
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10) (Combined Authority)	£0.00	£0.00	£0.00	£2,505.92	£0.00	£219,933.00	£0.00	£219,933.00		£217,427.08
	Corridor Improvement Programme - Bradford - A650 Shipley Airedale - A647 Leeds Road	£10,300,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00

## 2020/21 Q3 Growth Deal West Yorkshire + Transport Fund Financial Dashboard (to 31/12/2020)

Target

89,701,488

38,527,895

Actual to date  
2020/21

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021					Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21	RAG Rating	
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	£6,020,000.00	£4,980,863.00	£991,138.00	£789,956.00	£400,000.00	£106,668.00	£282,711.00	£389,379.00	Green/Amber	£1,179,335.00
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor (Combined Authority)	£0.00	£0.00	£0.00	£7,226.51	£0.00	£0.00	£0.00	£0.00		£7,226.51
	Corridor Improvement Programme - Calderdale - A629 North - Orange Street	£0.00	£6,100,000.00	£600,000.00	£0.00	£0.00	£3,560.66	£198,813.11	£202,373.77	Green	£202,373.77
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor (Combined Authority)	£5,090,000.00	£4,058,084.00	£839,054.00	£682,522.00	£400,000.00	£104,577.00	£143,722.00	£248,299.00	Green/Amber	£930,821.00
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor	£7,500,000.00	£7,500,000.00	£1,282,000.00	£958,425.00	£500,000.00	£211,120.70	£488,879.30	£700,000.00	Amber	£1,658,425.00
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor (Combined Authority)	£0.00	£0.00	£0.00	£-103,425.05	£0.00	£0.00	£103,425.05	£103,425.05		£0.00
	Corridor Improvement Programme - Kirklees - A629 - Fenay Lane	£0.00	£7,500,000.00	£600,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green	£0.00
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	£4,900,000.00	£3,970,000.00	£890,000.00	£250,000.00	£250,000.00	£193,136.69	£101,712.00	£294,848.69	Green/Amber	£544,848.69
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	£8,200,000.00	£8,200,000.00	£2,534,000.00	£533,154.00	£500,000.00	£1,500,378.56	£257,977.00	£1,758,355.56	Amber	£2,291,509.56
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Corridor Improvement Programme - Leeds - A58 Roundhay Road	£0.00	£9,530,000.00	£1,259,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green	£0.00
	Corridor Improvement Programme - Leeds - A61N Scott Hall Road	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green	£0.00
	Corridor Improvement Programme - Leeds - A660 Headingley Hills	£0.00	£825,807.00	£825,807.00	£0.00	£0.00	£0.00	£0.00	£0.00	Amber	£0.00
	Corridor Improvement Programme - Leeds - Dawsons Corner	£15,000,000.00	£14,480,000.00	£2,607,000.00	£863,291.00	£300,000.00	£293,185.00	£96,100.00	£389,285.00	Amber	£1,252,576.00
	Corridor Improvement Programme - Leeds - Dyneley Arms	£8,000,000.00	£2,480,000.00	£775,000.00	£445,892.00	£500,000.00	£161,946.00	£268,700.00	£430,646.00	Green/Amber	£876,538.00
	Corridor Improvement Programme - Leeds - Dyneley Arms (Combined Authority)	£0.00	£0.00	£0.00	£26,453.96	£0.00	£-26,453.96	£0.00	£-26,453.96		£0.00
	Corridor Improvement Programme - Leeds - Fink Hill	£950,000.00	£3,980,000.00	£919,000.00	£372,407.00	£300,003.00	£164,825.00	£75,000.00	£239,825.00	Green/Amber	£612,232.00
	Corridor Improvement Programme - Wakefield - A638 Doncaster Road	£0.00	£6,300,000.00	£560,000.00	£0.00	£0.00	£4,033.05	£70,000.00	£74,033.05	Green	£74,033.05
	Corridor Improvement Programme - Wakefield - A639 Park Road	£0.00	£570,000.00	£570,000.00	£0.00	£0.00	£3,676.63	£70,000.00	£73,676.63	Green	£73,676.63
	Corridor Improvement Programme - Wakefield - A650 Newton Bar	£4,230,000.00	£9,268,000.00	£350,165.00	£283,482.12	£2,167,610.00	£94,191.99	£99,939.27	£194,131.26	Amber	£477,613.38
	Corridor Improvement Programme - Wakefield - A650 Newton Bar (Combined Authority)	£0.00	£0.00	£0.00	£-78,682.12	£0.00	£51,173.01	£0.00	£51,173.01		£-27,509.11
	Corridor Improvement Programme - Wakefield - Owl Lane	£2,560,000.00	£54,062.36	£75,000.00	£54,062.59	£0.00	£0.00	£0.00	£0.00	Green	£54,062.59
	Corridor Improvement Programme - Wakefield - Owl Lane (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Corridor Improvement Programme (Phase 1)	£0.00	£2,976,000.00	£8,200.00	£8,200.00	£0.00	£0.00	£0.00	£0.00		£8,200.00
	Corridor Improvement Programme (Phase 2)	£0.00	£650,000.00	£650,000.00	£280,564.00	£369,436.00	£284,321.00	£85,115.00	£369,436.00		£650,000.00
	Corridor Improvement Programme (Phase 3)	£0.00	£3,682,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Glasshoughton Southern Link Road	£7,090,000.00	£5,968,000.00	£5,968,000.00	£4,327,023.07	£1,923,998.00	£819,480.16	£50,526.37	£870,006.53	Green	£5,197,029.60
	Glasshoughton Southern Link Road (Combined Authority)	£0.00	£0.00	£0.00	£972,899.31	£-1,255,920.00	£-819,480.16	£-153,419.15	£-972,899.31		£0.00
	Halifax Station Gateway	£10,600,000.00	£10,600,000.00	£2,165,000.00	£1,236,893.56	£649,110.00	£334,545.47	£0.00	£334,545.47	Green/Amber	£1,571,439.03
	Halifax Station Gateway (Combined Authority)	£0.00	£0.00	£0.00	£1,917.39	£0.00	£0.00	£0.00	£0.00		£1,917.39
	Harrogate Road - New Line	£4,920,000.00	£7,665,000.00	£7,665,000.00	£4,695,444.00	£1,928,534.00	£1,411,048.00	£456,569.00	£1,867,617.00	Green	£6,563,061.00
	Harrogate Road - New Line (Combined Authority)	£0.00	£0.00	£0.00	£3,716.78	£0.00	£0.00	£0.00	£0.00		£3,716.78
	Huddersfield Station Gateway	£0.00	£5,050,000.00	£115,000.00	£240,000.00	£240,000.00	£46,653.09	£14,109.00	£60,762.09	Amber	£175,762.09
	Huddersfield Station Gateway (Phase 1) (Combined Authority)	£0.00	£0.00	£0.00	£599.05	£0.00	£-46,653.09	£0.00	£-46,653.09		£-46,054.04
	Huddersfield Station Gateway (Phase 2)	£0.00	£5,000,000.00	£22,385.00	£34,214.00	£8,000.00	£373.00	£0.00	£373.00	Amber/Red	£34,587.00
	Huddersfield Station Gateway (Phase 2) (Combined Authority)	£0.00	£0.00	£0.00	£18,415.52	£0.00	£-373.00	£0.00	£-373.00		£18,042.52
	Leeds City Centre Network and Interchange Package	£36,500,000.00	£26,300,000.00	£5,274,000.00	£2,619,258.00	£31,900,000.00	£675,638.00	£215,000.00	£890,638.00	Amber	£3,509,896.00
	Leeds City Centre Network and Interchange Package - Armley Gyrotory	£0.00	£40,500,000.00	£3,580,000.00	£0.00	£0.00	£205,249.00	£120,000.00	£325,249.00	Amber	£325,249.00
	Leeds City Centre Network and Interchange Package - Infirmary Street	£0.00	£8,900,000.00	£8,900,000.00	£1,680,473.00	£0.00	£2,866,745.91	£2,375,341.00	£5,242,086.91	Green/Amber	£5,734,232.91
	Leeds City Centre Network and Interchange Package - Infirmary Street (Combined Authority)	£0.00	£0.00	£0.00	£-1,680,473.00	£0.00	£1,680,473.00	£0.00	£1,680,473.00		£0.00
	Leeds City Centre Network and Interchange Package - Meadow Lane	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Leeds City Centre Network and Interchange Package - Regent Street	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£12,000,000.00	£12,000,000.00	Green/Amber	£12,000,000.00
	Leeds ELOR and North Leeds Outer Ring Road	£73,260,000.00	£90,330,000.00	£90,330,000.00	£37,492,403.00	£26,970,000.00	£21,558,697.00	£10,062,749.00	£31,621,446.00	Amber	£69,113,849.00
	Leeds ELOR and North Leeds Outer Ring Road (Combined Authority)	£0.00	£0.00	£0.00	£10,961,155.70	£-11,792,371.00	£-10,960,339.00	£0.00	£-10,960,339.00		£816.70
	Leeds Inland Port	£0.00	£3,170,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	Amber/Red	£0.00
	Leeds Station Gateway - Leeds Integrated Station Masterplan	£400,000.00	£400,000.00	£400,000.00	£338,691.58	£61,308.00	£21,300.00	£0.00	£21,300.00	Green	£359,991.58
	Leeds Station Gateway - New Station Street	£1,590,000.00	£2,120,000.00	£2,120,000.00	£1,918,684.52	£19,000.00	£307.87	£0.00	£307.87	Green	£1,918,992.39
	M62 Junction 24A	£18,510,000.00	£59,846.00	£70,000.00	£52,679.00	£0.00	£0.00	£0.00	£0.00	Amber	£52,679.00

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021					Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21	RAG Rating	
17	Mirfield to Dewsbury to Leeds (M2D2L)	£12,510,000.00	£12,500,000.00	£535,000.00	£306,131.00	£1,850,001.00	£144,750.57	£378,249.43	£523,000.00	Amber	£829,131.00
	Mirfield to Dewsbury to Leeds (M2D2L) (Combined Authority)	£0.00	£0.00	£0.00	£9,588.24	£0.00	£0.00	£0.00	£0.00		£9,588.24
	Parking Extensions at Rail Stations (PEARS)	£0.00	£0.00	£138,000.00	£137,997.00	£0.00	£-137,997.00	£0.00	£-137,997.00	Green	£0.00
	Priority 4b - Over-programming	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Rail Parking Package - Apperley Bridge	£1,200,000.00	£1,200,000.00	£113,100.00	£0.00	£113,100.00	£0.00	£0.00	£0.00	Amber	£0.00
	Rail Parking Package - Ben Rhydding	£2,100,537.00	£2,080,000.00	£150,000.00	£0.00	£150,000.00	£0.00	£0.00	£0.00	Amber	£0.00
	Rail Parking Package - Fitzwilliam	£700,000.00	£492,499.45	£492,499.45	£492,499.45	£0.00	£0.00	£0.00	£0.00	Green	£492,499.45
	Rail Parking Package - Fitzwilliam (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Rail Parking Package - Garforth	£830,000.00	£1,129,278.00	£1,129,278.00	£977,458.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£977,458.00
	Rail Parking Package - Guiseley	£7,000,000.00	£6,970,000.00	£143,000.00	£0.00	£143,000.00	£16,423.00	£6,577.00	£23,000.00	Amber	£23,000.00
	Rail Parking Package - Hebden Bridge	£650,000.00	£884,445.00	£884,445.00	£191,801.93	£692,643.00	£0.00	£0.00	£0.00	Amber	£191,801.93
	Rail Parking Package - Mirfield A	£310,000.00	£220,059.31	£220,059.31	£220,059.31	£0.00	£0.00	£0.00	£0.00	Green	£220,059.31
	Rail Parking Package - Moorthorpe	£1,100,000.00	£905,551.00	£905,551.00	£125,057.00	£653,494.00	£37,520.14	£0.00	£37,520.14	Amber	£162,577.14
	Rail Parking Package - Mytholmroyd	£3,640,000.00	£3,952,000.00	£3,952,000.00	£1,057,846.00	£2,370,004.00	£2,185,722.52	£708,431.48	£2,894,154.00	Green/Amber	£3,952,000.00
	Rail Parking Package - Normanton	£1,440,000.00	£2,314,000.00	£2,314,000.00	£0.00	£1,440,000.00	£0.00	£0.00	£0.00	Amber	£0.00
	Rail Parking Package - Outwood	£1,100,000.00	£1,540,000.00	£210,000.00	£126,531.10	£549,857.00	£57,510.86	£45,992.38	£103,503.24	Amber	£230,034.34
	Rail Parking Package - Outwood (Combined Authority)	£0.00	£0.00	£0.00	£-50,228.11	£0.00	£50,228.11	£0.00	£50,228.11		£0.00
	Rail Parking Package - Shipley	£2,550,000.00	£2,550,000.00	£0.00	£0.00	£300,000.00	£0.00	£0.00	£0.00	Amber	£0.00
	Rail Parking Package - South Elmsall	£610,000.00	£604,604.00	£604,604.00	£604,604.00	£0.00	£0.00	£0.00	£0.00	Green	£604,604.00
	Rail Parking Package - Steeton and Silsden	£2,530,000.00	£4,630,800.00	£4,630,800.00	£0.00	£0.00	£3,665.68	£0.00	£3,665.68	Amber	£3,665.68
	Rail Parking Package (Phase 1)	£0.00	£2,922,563.00	£1,701,000.00	£1,310,560.33	£270,190.00	£128,550.59	£270,194.00	£398,744.59	Green	£1,709,304.92
	Rail Parking Package (Phase 2)	£0.00	£23,330,000.00	£2,016,000.00	£118,033.87	£177,496.00	£3,706.00	£0.00	£3,689.00	Amber/Red	£121,722.87
	South East Bradford Access Road	£46,310,000.00	£46,300,000.00	£1,304,000.00	£203,877.00	£136,568.00	£122,310.00	£35,538.00	£157,848.00	Green/Amber	£361,725.00
	South East Bradford Access Road (Combined Authority)	£0.00	£0.00	£0.00	£4,375.12	£0.00	£0.00	£0.00	£0.00		£4,375.12
	Thorpe Park Station	£10,060,000.00	£10,050,000.00	£500,000.00	£286,967.67	£0.00	£2,992.06	£0.00	£2,992.06	Amber/Red	£289,959.73
	Transformational - A6120 Leeds Northern Outer Ring Road Improvements	£0.00	£392,500.00	£392,500.00	£202,528.00	£189,972.00	£65,566.00	£124,406.00	£189,972.00	Green	£392,500.00
	Transformational - Bradford Interchange Station Gateway (Phase 2)	£0.00	£512,000.00	£512,000.00	£71,956.00	£21,136.00	£68,980.00	£0.00	£68,980.00	Green	£140,936.00
	Transformational - Bradford Interchange Station Gateway (Phase 2) (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Transformational - Bradford Transport Model	£0.00	£367,000.00	£367,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	(blank)	£0.00
	Transformational - Kirklees Transport Model	£167,000.00	£167,000.00	£167,000.00	£133,050.16	£33,950.00	£33,949.84	£0.00	£33,949.84	Green/Amber	£167,000.00
	Transformational - LCR Inclusive Growth Corridor Plans	£0.00	£2,430,000.00	£2,395,000.00	£1,208,291.18	£800,000.00	£503,113.99	£303,400.01	£806,514.00	Amber	£2,014,805.18
	Transformational - Leeds Transport Model	£0.00	£500,000.00	£500,000.00	£0.00	£0.00	£188,275.00	£137,855.00	£326,130.00	Amber	£326,130.00
	Transformational - NE Calderdale Transformational Programme Study	£0.00	£400,000.00	£400,000.00	£258,815.00	£141,185.00	£22,294.00	£23,882.00	£46,176.00	Amber	£304,991.00
	Transformational - North Kirklees Orbital Route Feasibility Study	£0.00	£248,000.00	£248,000.00	£202,043.00	£45,957.00	£4,853.00	£41,104.00	£45,957.00	Green/Amber	£248,000.00
	Transformational - North Kirklees Orbital Route Feasibility Study (Combined Authority)	£0.00	£0.00	£0.00	£9,588.24	£0.00	£0.00	£0.00	£0.00		£9,588.24
	Transformational - Programme	£0.00	£2,304,500.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Transformational - South Featherstone Link Road Feasibility Study	£284,000.00	£284,000.00	£284,000.00	£284,000.00	£80,941.00	£-87,569.68	£0.00	£-87,569.68	Green/Amber	£196,430.32
	Transformational - South Featherstone Link Road Feasibility Study (Combined Authority)	£0.00	£0.00	£0.00	£-58,171.50	£0.00	£0.00	£80,941.11	£80,941.11		£22,769.61
	Transformational - West Yorkshire Mass Transit	£0.00	£4,600,000.00	£2,041,000.00	£0.00	£0.00	£0.00	£436,600.00	£436,600.00	Green	£436,600.00
	Transformational - York Northern Outer Ring Road Dualing Feasibility Study	£300,000.00	£295,000.00	£295,000.00	£295,000.00	£0.00	£0.00	£0.00	£0.00	Green	£295,000.00
	Transforming Cities Fund Development Funding	£0.00	£3,000,000.00	£3,000,000.00	£1,263,273.56	£0.00	£-731,375.88	£-531,897.68	£-1,263,273.56	Green/Amber	£0.00
	Wakefield City Centre Package (Phase 1) - Kirkgate	£5,400,000.00	£5,556,000.00	£5,556,000.00	£5,556,000.00	£0.00	£0.00	£0.44	£0.44	Green	£5,556,000.44
	Wakefield City Centre Package (Phase 1) - Kirkgate (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	Wakefield City Centre Package (Phase 2) - Ings Road	£3,360,000.00	£4,530,000.00	£270,000.00	£106,758.25	£603,200.00	£23,698.87	£30,000.00	£53,698.87	Green	£160,457.12
	Wakefield City Centre Package (Phase 2) - Ings Road (Combined Authority)	£0.00	£0.00	£0.00	£23,804.57	£0.00	£-20,862.48	£0.00	£-20,862.48		£2,942.09
	Wakefield Eastern Relief Road	£29,400,000.00	£37,593,000.00	£37,593,000.00	£36,386,191.17	£11,500.00	£1,206,808.80	£0.00	£1,206,808.80	Green	£37,592,999.97
	Wakefield Eastern Relief Road (Combined Authority)	£0.00	£0.00	£0.00	£1,692.20	£0.00	£-1,692.20	£0.00	£-1,692.20		£0.00
	West Yorkshire Integrated UTM	£7,260,000.00	£450,000.00	£450,000.00	£328,240.00	£87,490.00	£70,507.00	£51,253.00	£121,760.00	Amber	£450,000.00
	West Yorkshire Integrated UTM (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	West Yorkshire Integrated UTM (Phase A) - Bradford	£0.00	£632,157.00	£632,157.00	£340,029.00	£292,128.00	£275,724.00	£16,404.00	£292,128.00	Green	£632,157.00
	West Yorkshire Integrated UTM (Phase A) - Calderdale	£0.00	£351,424.00	£351,424.00	£0.00	£267,560.00	£0.00	£42,557.00	£42,557.00	Green/Amber	£42,557.00
	West Yorkshire Integrated UTM (Phase A) - Kirklees	£0.00	£586,954.00	£586,954.00	£204,621.00	£382,333.00	£86,578.55	£195,754.45	£282,333.00	Green	£486,954.00
	West Yorkshire Integrated UTM (Phase A) - Leeds	£0.00	£1,513,539.00	£1,513,539.00	£66,104.00	£1,147,430.00	£65,349.00	£299,089.00	£364,438.00	Green/Amber	£430,542.00
	West Yorkshire Integrated UTM (Phase A) - Wakefield	£0.00	£759,804.00	£759,804.00	£0.00	£670,920.00	£122,166.58	£266,053.16	£388,219.74	Green	£388,219.74
	West Yorkshire Integrated UTM (Phase A) - Wakefield (Combined Authority)	£0.00	£0.00	£0.00	£75,000.00	£0.00	£-75,000.00	£0.00	£-75,000.00		£0.00
	West Yorkshire Integrated UTM (Phase B)	£0.00	£1,225,000.00	£1,225,000.00	£131,000.00	£1,094,000.00	£229,718.00	£300,282.00	£530,000.00	Green/Amber	£661,000.00
	West Yorkshire Integrated UTM (Phase B2)	£0.00	£917,000.00	£917,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£0.00

SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Cumulative Actual Spend prior to 2020/21	2020/2021					Total to 2020/21
						Agreed Annual Forecast 2020/21	Actual Spend 2020/21	Forecast Spend 2020/21	Actual & Forecast Spend 2020/21	RAG Rating	
	West Yorkshire Integrated UTM (Phase C)	£0.00	£1,203,000.00	£1,203,000.00	£0.00	£0.00	£156,548.00	£230,000.00	£386,548.00		£386,548.00
	West Yorkshire Plus Transport Fund Delivery	£0.00	£0.00	£0.00	£3,593,257.87	£0.00	£283,366.25	£85,000.00	£368,366.25	Green	£3,961,624.12
	York Central Access Road and Station Access Improvements	£27,000,000.00	£37,320,000.00	£3,280,000.00	£2,427,909.00	£2,000,001.00	£163,379.47	£3,040,000.00	£3,203,379.47	Green/Amber	£5,631,288.47
	York City Centre Access Improvements	£7,200,000.00	£8,100,000.00	£355,000.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00
	York Northern Outer Ring Road	£37,600,000.00	£2,450,000.00	£2,450,000.00	£2,450,000.00	£490,000.00	£858,577.71	£450,000.00	£1,308,577.71	Green/Amber	£3,758,577.71
	York Northern Outer Ring Road - Future Phases	£0.00	£26,303,419.00	£0.00	£0.00	£500,000.00	£0.00	£0.00	£0.00	Green/Amber	£0.00
	York Northern Outer Ring Road - Phase 1 (Wetherby Road)	£0.00	£3,865,581.00	£3,865,581.00	£3,852,365.00	£13,216.00	£0.00	£0.00	£0.00	Green	£3,852,365.00
	York Northern Outer Ring Road - Phase 2 (Monks Cross)	£0.00	£3,585,000.00	£3,585,000.00	£142,341.00	£0.00	£0.00	£0.00	£0.00	Amber	£142,341.00
	York Northern Outer Ring Road - Phase 2 (Monks Cross) (Combined Authority)	£0.00	£0.00	£0.00	£2,257,659.00	£0.00	£0.00	£0.00	£0.00		£2,257,659.00
	York Northern Outer Ring Road - Phase 3	£0.00	£2,174,000.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	Green/Amber	£0.00
	York Northern Outer Ring Road (Combined Authority)	£0.00	£0.00	£0.00	£0.00	£0.00	£858,577.71	£450,000.00	£1,308,577.71		£858,577.71
Grand Total		£934,509,145.00	£1,114,440,492.29	£330,744,733.76	£181,091,787.85	£89,701,488.00	£38,527,895.42	£44,526,049.99	£83,054,328.41		£263,407,789.26




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

**Date:** 4<sup>th</sup> March 2021

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

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

**Author(s):** Andrew Norman, Programme Manager

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

## 1 Purpose of this report

- 1.1 This report covers Part two of the review of the Leeds Public Transport Investment Programme (LPTIP) and sets out recommendations for managing the bus delivery and rail elements of the programme up to the programme's end. This report follows on from the Part one report which was presented to and approved by Investment Committee on the 7<sup>th</sup> January 2021. The Part one report covered the bus infrastructure package and programme management elements.

## 2 Information

### Background

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

The funding contributions which are monitored through the Combined Authority's assurance process are as follows:

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

- 2.2 This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times, reliability and usage and improve health outcomes by reducing overall transport emissions. In this way, the programme seeks to contribute towards the doubling of bus patronage over a 10-year period in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment, and public services. It will also create:
- A world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally, and locally.
  - An ambitious city, that attracts and plans for inclusive growth.
  - A smart city that embraces innovative technology to efficiently use, manage and maintain the transport network.
  - A people-focused city, with well-connected neighbourhoods and a city centre that is easily accessible for everyone.
  - A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 2.3 Following the approval of the Strategic Outline Case (SOC) at decision point 2 in April 2017, the Department for Transport (DfT) outlined a funding deadline of March 2021, giving the team less than four years from initial concept stage to develop, design and construct a complex programme and fully expend £173.5 million of external grant.
- 2.4 The programme is split into three separate packages plus an overall programme management element:
- Bus infrastructure package
  - Bus delivery package
  - Rail package
  - Programme Management
- 2.5 The packages comprise a number of schemes, which have progressed or are progressing through the Combined Authority's assurance process individually.

- 2.6 At decision point 2, a development grant of £15.31 million was approved by the Combined Authority for the development of schemes within LPTIP. The DP2 approval stipulated that WYCA enter into a Funding Agreement with Leeds City Council for expenditure of up to £11.535m, for the development of the Bus Infrastructure Package and a contribution towards Programme Management costs.
- 2.7 The £15.310m DP2 approval allocated £1.95m for Rail development of feasibility work and £1.45m for the Bus Delivery package.
- 2.8 The LPTIP bus delivery and rail packages have been reviewed and now reflect changes which have occurred in the programme throughout its duration. Where necessary this report sets out recommendations for updated approvals where changes have occurred.
- 2.9 The changes proposed are affordable within the overall LPTIP funding for which the Combined Authority is the accountable body. The programme was developed with a high level of over-programming to provide resilience and allow for scheme substitution in the event that a particular scheme was found to be undeliverable within the funding period.
- 2.10 The changes proposed to development costs do not exceed the overall allocation of £15.31 million at decision point 2. Where additional funding is sought from the Combined Authority this does not exceed the Department for Transport funding envelope of £173.5 million, for which the Combined Authority is the accountable body.
- 2.11 Other costs outside the £173.5 million envelope will be borne by Leeds City Council's LPTIP contribution (£8.93 million), the Combined Authority's contribution (£0.97 million) or local Section 106 contributions.

### **3 Overall Programme Update**

- 3.1 The LPTIP has been successful in developing an aspirational package of projects from development through to delivery, and in some cases completion, in under four years. The LPTIP is fully committed to the funding allocation from the DfT and is focused on maximising the usage of the total funding package to ensure maximum grant uptake and to fulfil the objectives of the programme.
- 3.2 The schemes within LPTIP are all now well defined and understood and in most cases are now in the delivery phase. Those schemes which are not yet in delivery are expected to receive FBC+ approval early in quarter 1 of 21/22. The majority of the schemes will complete construction in FY 21/22 with a small number of schemes to complete early in FY 22/23. Where schemes do continue beyond FY 21/22, they will have expended any DfT grant monies and be funded in the latter stages by local contributions.
- 3.3 To date 18 schemes have received Full Business Case plus finalised costs (FBC+) approval through the assurance process and moved into the delivery

phase, with 4 of these schemes having completed works. The programme has developed 41 separate projects within the bus infrastructure, rail and bus delivery packages. A number of these projects have transferred to other funding streams, have been added to the future delivery pipeline or were only intended to use LPTIP funds for business case development, and will progress to FBC+ through other funding sources.

- 3.4 Through discussion with the Department for Transport the deadline for delivery of 31 March 2021 has been extended. The current programme is that schemes are required to be contractually committed by the 31 March 2021 and substantially complete by 31 March 2022. The programme is expected to therefore end in quarter 2 or quarter 3 of financial year 2022/23.
- 3.5 The current financial profiles indicate that circa £70.71 million of funds will be required in 2021/22, which will consist of £30.1 million of DfT LPTIP contribution, £9.7 million of Leeds City Council and Combined Authority match funding, together with external contributions of £27.4 million.
- 3.6 As of February 2020, the programme is currently showing an anticipated over-programming position of £2.43 million. This is being dealt with through movements in package savings, together with pro-actively value engineering projects to reduce the costs. When looked at across the packages, both the Bus Delivery and Rail packages are within their funding allocations and any over-programming sits against the Bus Infrastructure package.
- 3.7 The programme shows the successful partnership working between the Combined Authority and Leeds City Council in delivering a package of interventions for the medium and long term. The schemes within LPTIP add up to more than their constituent parts and will contribute to transformational change for public transport and active travel in the city.
- 3.8 The completion of many of the LPTIP schemes will occur over the next 12 months and their contribution towards restarting public transport following the easing of lockdown regulations will be key. The communications campaigns and behavioural change measures are planned to integrate with any messages on restarting public transport to ensure coherent messaging.
- 3.9 A more detailed update on the Bus Delivery and Rail packages is provided in Appendices 1 and 2. The status of each of the projects within LPTIP is provided in Appendix 3.

### **Proposed revisions to the Bus Delivery and Rail Packages**

- 3.10 The LPTIP Bus Delivery and Rail package costs have been reviewed through a series of Global Finance meetings which have taken place over the last 18 months. This has resulted in changes to the Bus Delivery and Rail package scheme budgets and the reduction overall of the package budgets.

### **Reprofiling of decision point 2 development cost approval**



- 3.11 The programme gained its decision point 2 (Strategic Outline Case) approval from the Combined Authority in June 2017 and £15.31 million of development costs were approved. The Bus delivery package was allocated £1.45m from this approval and the Rail Package was allocated £1.95m from this approval.
- 3.12 A change is now proposed in how the programme-wide development cost approval is allocated across schemes in the bus delivery and rail packages. This is necessary to:
- Ensure sufficient allocation to cover development costs to date for pipeline schemes which are to transfer to a different funding stream through to delivery.
  - For the Rail Package additional development fund approval is required for Thorpe Park to cover the historic development costs to date. The costs to LPTIP of the New Pudsey rail Park and ride and Rail Accessibility Programme (RAP) schemes have reduced below the previous DP2 allocation. This allows development cost approval to transfer to Thorpe Park.
- 3.13 The proposed reallocation of decision point 2 approvals is shown in Appendix 4 (table 1). This includes development costs for schemes now reprioritised into the development pipeline.
- 3.14 It is important to note that the changes proposed will mean that the costs will remain within the £15.31 million decision point 2 approval.

#### Recommendation

- 3.15 That Investment Committee approves:
- (i) The reprofiled decision point 2 development costs, as set out in Appendix 4 (table 1).

#### **Reprofiling of indicative costs**

- 3.16 During the life of the LPTIP programme a number of the bus delivery and rail package schemes have met challenges in developing and submitting the required business cases within the constrained timelines of the programme. This has resulted in a reduction in the indicative funding allocation for the bus and rail delivery packages, with funds transferred to the Programme to ensure delivery of achievable schemes and to reduce the over-programming position.
- 3.17 The changes to the indicative allocations are shown in Appendix 4 (table 2).

#### Recommendation

- 3.18 That Investment Committee approves:
- (i) The reprofiled indicative allocations, as set out in Appendix 4 (table 2).

## **Reallocation of funds to Behavioural Change Package**

- 3.19 Over the past 12 months an overarching Behavioural change package has been developed in order to target interventions around the LPTIP, sustain any behaviour changes that have occurred and to promote the changes implemented by LPTIP. It was agreed at the LPTIP Programme Board that this programme would be funded from both the Bus Delivery and Bus Infrastructure packages equally. An allocation of £50,000 has therefore been set aside from the Bus Delivery package.
- 3.20 It should be noted that the funding and approval for the behavioural change package was included in the LPTIP Part 1 review.

### **Recommendation**

- 3.21 That Investment Committee approves
- (i) The allocation of £50,000 from the Bus Delivery Package for the delivery of a Behavioural change campaign.

## **Approval of funding for LCC on the rail package schemes.**

- 3.22 A number of the rail package schemes have required the input of Leeds City Councils officers to progress. This has incurred a cost to these schemes which to date has been agreed by the package leads but has not had a formal approval with a funding agreement in place which would allow the transfer of funds. It is therefore requested that the amounts shown for LCC inputs to the rail package are approved.
- 3.23 The LCC costs on the rail package schemes are shown in Appendix 4 (table 3).

### **Recommendation**

- 3.24 That Investment Committee approves:
- (i) The LCC costs for rail package schemes, as set out in Appendix 4 (table 3).
  - (ii) That the Combined Authority issues addendums to the existing Funding Agreements with Leeds City Council for expenditure from the LPTIP Fund.

## **4 Financial implications**

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

## **5 Legal implications**

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

## **6 Staffing implications**

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

## **7 External consultees**

7.1 No external consultations have been undertaken.

## **8 Recommendations**

8.1 The Investment Committee approves:

- (i) The reprofiled decision point 2 development costs, as set out in Appendix 4 (table 1).
- (ii) The reprofiled indicative allocations, as set out in Appendix 4 (table 2).
- (iii) The allocation of £50,000 from the Bus Delivery Package for the delivery of a Behavioural change campaign.
- (iv) The LCC costs for rail package schemes, as set out in Appendix 4 (table 3).
- (v) That the Combined Authority issues addendums to the existing Funding Agreements with Leeds City Council for expenditure from the LPTIP Fund.

## **9 Background documents**

9.1 None.

## **10 Appendices**

10.1 Appendix 1 – Bus Delivery Package Update

10.2 Appendix 2 – Rail Package Update

10.3 Appendix 3 – LPTIP Scheme Status

10.4 Appendix 4 – Detailed Package Costs and Proposed Approvals

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## 1 Appendix 1 - Bus Delivery Package Update

- 1.1 The bus delivery package supports improvements at bus stops across the network, connectivity throughout the Leeds district as well as a series of measures to improve the bus service offer. The improvements include:
- measures to increase the bus network's attractiveness and reliability as well as improvements to the bus stops on the high frequency bus network,
  - trialling Demand Responsive Transport and Technology solutions for on-demand transport,
  - enhanced interchange facilities and more bus stops with real time information, and
  - new, more environmentally clean buses, through bus operator investment.
- 1.2 The Low Emission Bus Top Up project under LPTIP has provided additional funding of £820k to the Clean Bus Technology Fund to complete the retrofit of 45 buses to the Euro VI standard that are entering Leeds City Centre. The project was completed in June 2019.
- 1.3 The Leeds Public Transport Investment Programme (LPTIP) has allocated £7.2m of funding for the installation of 1,000 new Real Time screens at stops, shelters and gateways throughout the City. The new Real Time screens will enhance bus users experience by improving transport facilities, passenger information, therefore increasing bus patronage and public transport mode share.
- 1.4 This project has been delivered in two phases. Phase one of the Real Time programme saw the installation of 490 4-line LED displays along bus stops in Leeds with existing shelters and power supplies and was completed in November 2019. Phase two of the project is to deliver 510 battery powered and pole mounted Real Time screens, to be installed at bus stops in Leeds without power supply. So far 121 sites have been completed to date and manufacture and installation continues.
- 1.5 The Network Navigation project aims to make it easier to plan and take bus journeys across Leeds by creating a user-friendly and accessible set of maps and new colour coded bus stop flags, shelters and other on-street infrastructure that link to bus lines across the city. So far over 600 bus stops have been treated and the Old Farnley, Middleton and Morley bus corridor works have completed. Delivery of the remainder will continue through to the summer, with the Roundhay and Moortown corridors next, and a launch campaign is currently being planned.
- 1.6 The East Leeds Demand Responsive Travel project is a trial of a digitally enabled Demand Responsive Transport (DRT) bus service in East Leeds. An order for seven electric buses has been placed and the vehicles are now in

production to be ready for the launch of the service. The FBC+ for the schemes is due to be submitted in April 2021.

- 1.7 The Transport Hubs and Public Transport Access schemes consist of several projects providing improvements to public transport hubs throughout Leeds. The project at Compton Road is now largely complete and the schemes at Rothwell, Robin Hood, Bramley, Middleton, Pudsey and Cottingley have either commenced on site recently or will be soon. The schemes are expected to be delivered by May 2021.
- 1.8 The Leeds Digital Hub or 'Door to Door' project is a trial project which looks to provide a digital hub and call centre offering information and access to door-to-door transport in Leeds. To date the business design and research phase has concluded, which also included a trial project in Beeston. The development of the Alpha phase pilot is ongoing.
- 1.9 The Leeds Bus Station Gateway project aims to transform the environment of the station by creating a modern and efficient layout that provides a better offer for passengers and makes the use of public transport within the city centre more attractive. The designs for the bus station are largely complete and an FBC+ is expected to be submitted in March 2021. It is then expected that should approval be given the works will commence in spring 2021 with completion by spring 2022.



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## 1 Appendix 2 – Rail Package Update

- 1.1 The rail package originally intended to develop opportunities for three new rail stations across the city, plus improvements for access at others. It was not the intention for these schemes to be taken through to full delivery in the LPTIP, but for LPTIP to fund the early development to establish a strong business case. This will then enable the scheme to be delivered via other programmes or funding streams. This includes.
- A parkway station serving Leeds Bradford Airport, providing a rail link for airport passengers, supporting employment growth surrounding the airport and providing strategic park & ride for the city and surrounding districts.
  - A new station at White Rose to support the employment and retail centre via improved connectivity.
  - A new station at Thorpe Park linked to employment and housing growth areas in the east of the city with a strategic park & ride function for the city and surrounding districts.
  - Deliver access improvements at Cross Gates, Morley and Horsforth rail stations so all users can access all platforms; and
  - Car park expansion at New Pudsey to increase its capacity within the Leeds Bradford corridor.
- 1.2 The three proposed new rail stations at Thorpe Park, White Rose and Leeds Bradford Airport are all progressing well in developing their business cases, as well as getting necessary land and consents in place. The OBC for the Thorpe Park station and the FBC for the White Rose station were approved at the Investment Committee meeting on the 3<sup>rd</sup> February. The designs for Leeds Bradford Airport Parkway are being developed and the FBC is being prepared for submission in late spring. An engagement exercise commenced on the 18<sup>th</sup> January and is due to conclude on the 21<sup>st</sup> February. This follows an initial period of engagement on the proposals in spring 2019.
- 1.3 The Rail Accessibility Programme or (RAP) is a scheme to deliver step free access from the station point of entry through to the station platform edge at Cross Gates and Horsforth rail stations. The Outline Business Case has been developed using funding from the Leeds Public Transport Investment Programme. It was found that the tight timescales of the LPTIP programme meant that delivery was not possible within the programme. The majority of the funding allocated for the scheme (for further development and delivery) was identified to be returned to the wider Programme to facilitate the implementation of deliverable schemes. The OBC is approved and the projects are ready to deliver once further funding for delivery is identified.
- 1.4 A scheme to expand the New Pudsey Rail Station Car Park was included within the rail package. The intention was that LPTIP would contribute towards the scheme along with funding from the WY+TF, as part of Rail Park and Ride Phase 2 Programme. The car park extension was originally proposed as a

double-deck car park, however this has been rationalised to a single-deck car park. The OBC is currently in development however the project is paused while procurement issues are resolved. Due to this the indicative funding allocation has been identified to be returned to the Programme. The project has now transferred to the Rail Park and Ride Phase 2 and is fully funded in the WY+TF for delivery,

- 1.5 The Leeds Integrated Station Masterplan (LISM) will set the vision for a major transformation of Leeds Station to create a world class gateway which integrates with future rail development such as HS2 and Northern Powerhouse Rail. The LPTIP Programme is providing a contribution towards the development of the business case to the DfT for full project funding. The LPTIP funding has so far been used to develop an SOBC which has been submitted to the DfT for consideration. The funding allocation is also contributing to the development of the OBC.
- 1.6 A portion of the LISM funding was used as a contribution to deliver the improvement works on New Station Street, which provides benefits for pedestrians and bus users as well as urban realm enhancements. Funding is also being used to develop designs for improvements to the Princes Square gateway to the station.

## Appendix 3 – LPTIP Scheme status

Scheme	Current Stage	Planned Completion
<b>Bus Infrastructure</b>		
Headrow	FBC+ - Delivery	Mar 2021
Infirmity Street	FBC+ - Delivery	Jan 2021
Corn Exchange Gateway	FBC+ - Delivery	Dec 2021
Elland Road Park and Ride	Complete	June 2020
Stourton Park and Ride	FBC+ - Delivery	Sept 2021
Temple Green Park and Ride	FBC+ (Moved to GBF)	Mar 2022
Alwoodley Park and Ride	OBC stage only within	
A647	FBC+ - Delivery	Jun 2022
A61S	FBC+ - Delivery	June 2021
A61N	FBC+ - Delivery	Mar 2021
A660 Holt Lane	Complete	July 2020
A660 Signals	FBC+ - Delivery	Mar 2021
A65	FBC+ - Delivery	Mar 2021
A58	OBC stage only within	
<b>Rail Package</b>		
Accessibility Programme – Cross Gates	OBC stage only within LPTIP	N/A
Accessibility Programme – Horsforth	OBC stage only within LPTIP	N/A
New Pudsey Park and Ride	OBC stage only within	N/A
New Station – Leeds Bradford Airport	FBC stage only within LPTIP	N/A
New Station – White Rose	FBC stage only within	N/A
New Station – Thorpe Park	OBC stage only within	N/A
Leeds Rail Station	SOBC stage only within	N/A
<b>Bus Delivery Package</b>		
Transport Hubs and Connecting Communities	Phase 1 FBC+ - Delivery Phase 2 FBC+ - Delivery	May 2021
East Leeds DRT	FBC+ - Delivery	Sept 2021 (roll out)
Digital Hub	FBC+	From Q1 2021-22
Real Time Information (Phase 1)	Complete	
Real Time Information (Phase 2)	FBC+ - Delivery	Q1 2021-22
Leeds Bus Station (Phase 1)	OBC	Q4 2021-22
Bus Network Navigation	FBC+ - Delivery	Q1 2021-22
Low Emission Clean Bus Technology Fund	Complete	
Low Emission Bus Top Up	FBC+ - Delivery	Q2 2021-22

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## Appendix 4 – Detailed Package costs and proposed approvals

**Table 1 - Proposed re-profiling of Decision Point 2 development cost approval**

Project	Original Allocation	Proposed Allocation
<b>Bus Delivery Package</b>		
Ph1 Transport Hubs & Connecting Communities	£850,000	£150,000
Ph2 Transport Hubs & Connecting Communities		
Ph3 Transport Hubs & Connecting Communities		£30,000
Digital Hubs / Door to Door Transport		£100,000
East Leeds DRT		£270,000
Real Time Phase 1	£100,000	£400,000
Real Time Phase 2		
Leeds Bus Station	£500,000	£400,000
Leeds High Frequency Core Network / Network Navigation	£0	£100,000
Low Emissions (CBTF) / Retrofit	£0	£0
Low Emissions (Stourton)	£0	£0
<b>Total</b>	<b>£1,450,000</b>	<b>£1,450,000</b>
<b>Rail Package</b>		
Accessibility (RAP)	£950,000	£426,259
New Pudsey	£500,000	£481,710
White Rose	£500,000	£500,000
Thorpe Park	£0	£542,031
LBA Parkway	£0	£0
Leeds Rail Station	£0	£0
New Station Street	£0	£0
Princes Square	£0	£0
<b>Total</b>	<b>£1,950,000</b>	<b>£1,950,000</b>
<b>Bus Infrastructure Package</b>	<b>£10,910,000</b>	<b>£10,910,000</b>
<b>Programme Management</b>	<b>£1,000,000</b>	<b>£1,000,000</b>
<b>Total LPTIP DP2 Development Cost Approval</b>	<b>£15,310,000</b>	<b>£15,310,000</b>

**Table 2 – Forecast Funding Profile**

<b>Project</b>	<b>Proposed Allocation</b>
<b>Bus Delivery Package</b>	
Ph1 Transport Hubs & Connecting Communities	£4,266,000
Ph2 Transport Hubs & Connecting Communities	£3,091,000
Ph3 Transport Hubs & Connecting Communities	£66,000
Digital Hubs / Door to Door Transport	£789,044
East Leeds DRT	£1,200,000
Real Time Phase 1	£1,740,000
Real Time Phase 2	£5,760,000
Leeds Bus Station	£5,645,000
Leeds High Frequency Core Network / Network Navigation	£1,830,000
Low Emissions (CBTF) / Retrofit	£820,000
Low Emissions (Stourton)	£563,000
<b>Total</b>	<b>£25,770,044</b>
<b>Rail Package</b>	
Accessibility (RAP)	£426,259
New Pudsey	£481,710
White Rose	£5,000,000
Thorpe Park	£3,800,000
LBA Parkway	£5,000,000
Leeds Rail Station	£4,221,000
New Station Street	£529,000
Princes Square	£250,000
<b>Total</b>	<b>£19,707,969</b>
<b>Bus Infrastructure Package</b>	<b>£123,720,000</b>
<b>Programme Management</b>	<b>£5,460,000</b>
<b>Behavioural Change Package</b>	<b>£100,000</b>
<b>Total LPTIP Budget</b>	<b>£174,758,013</b>

**Table 3 - LCC Costs on Rail Package Schemes**

<b>Scheme</b>	<b>Agreed Budget Limit</b>
New Pudsey P&R	£30,000
White Rose	£3,400
Thorpe Park	£6,600
LBA parkway	£37,000
<b>Total</b>	<b>£77,000</b>

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

**Date:** 4 March 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. Please refer to Item 8 - Carbon Impact Assessment on this month's Investment Committee agenda for an update on timescales for this work. 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.

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).

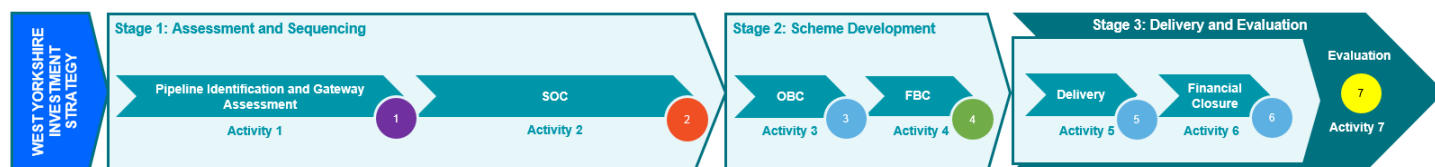
### **4 Report**

4.1 This report presents proposals for the progression of 12 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 £230.562 million when fully approved, of which the total value of £116.308 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 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.

4.3 The Combined Authority's Assurance Framework has been reviewed and approved by Government ahead of becoming a Mayoral Combined Authority. For more detail on this and 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**.

4.4 The new framework is represented here:



#### Stage 1: Assessment and Sequencing

4.5 Programmes / schemes will start to be developed through an ongoing dialogue with the Region's businesses, third sector and public organisations, in line with the WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (Decision Point 1).

4.6 If approved the scheme will progress to Strategic Outline Case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the 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. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (Decision Point 2).

#### Stage 2: Scheme Development

4.7 If approved the scheme will progress to Outline Business Case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (Decision Point 3) as set out in the approval pathway and route approved at Decision Point 2.

- 4.8 If approved the scheme will progress to Full Business Case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The Economic Case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (Decision Point 4) as set out in the approval pathway and route approved at Decision Point 2.
- 4.9 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

### Stage 3: Delivery and Evaluation

- 4.10 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.11 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (Decision Point 5) as set out in the approval pathway and route approved at Decision Point 2.
- 4.12 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (Decision Point 6) as set out in the approval pathway and route approved at Decision Point 2.
- 4.13 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 4.14 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim

evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

#### Transition

- 4.15 There will be a transition period to the new Assurance Framework due to business cases being submitted and appraised prior to the new Assurance Framework being approved by the Government. Therefore, some of the schemes presented in this report reflect the old Assurance Framework (highlighted).

#### **Value for Money - Benefit Cost Ratios**

- 4.16 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.
- 4.17 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.
- 4.18 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.
- 4.19 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.
- 4.20 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></p> <p><b>Dewsbury Arcade</b></p> <p>Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>The Arcade is a Grade 2 listed building and has been vacant since 2016. The building is currently in a very poor condition due to no maintenance being performed over the last 10 years.</p> <p>This scheme will reopen the Victorian Arcade in Dewsbury to enable small, local and independent businesses to occupy the space which will create jobs within the creative sector.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>This scheme will refurbish 997 square metres of commercial floorspace to support the creation of 15 new businesses and 30 net indirect jobs.</p> <p>This scheme has a benefit cost ratio (BCR) of 4.8:1 representing very high value for money.</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 - £3.245 million</p> <p>Total value of Combined Authority funding - £0.6 million</p> <p>Funding recommendation sought - £0.6 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><b>GBF: Brighouse A6025 Reconstruction</b></p> <p>Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme involves reinstating the A6025 Park Road following a landslip in February 2020 which led to its full closure throughout last year and stopped east-west traffic movements between Elland and Brighouse.</p> <p>The scheme's objective is to reopen Park Road to traffic, unlocking 0.5km of highway and re-connecting the key West Yorkshire growth areas of Elland and Brighouse.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>By reopening and reinstating Park Road, the scheme will remove the need for existing traffic to take long diversions using alternative routes to the A6025. As a result of that, the scheme is expected to introduce significant journey time savings for road users and to contribute to reduced carbon emissions by alleviating congestion and improving the considerable delays currently experienced on the wider Calderdale road network.</p> <p>The scheme is anticipated to promote social inclusion and equality by improving accessibility to public transport and therefore to employment and training opportunities for residents in Elland, Brighouse and Halifax.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 85:1 which represents 'Very High' value for money.</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 - £2.516 million</p> <p>Total value of Combined Authority funding - £1.800 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><b>George Hotel, Huddersfield</b></p> <p>Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will support the acquisition of the George Hotel in Huddersfield and essential remedial works to make the building safe, watertight and ready for development. The George Hotel is a grade 2* listed building and following refurbishment, will be the home of the National Museum for Rugby League along with complimentary commercial space.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>This scheme will create 4,375 square metres of commercial floorspace. Options are being considered as to whether to deliver flexible Grade A office space or overnight accommodation within the upper floors of the George Hotel. The office space will deliver 148 net jobs and the overnight accommodation will deliver 134 net jobs.</p> <p>This scheme has a benefit cost ratio (BCR) of 2.8:1 for flexible office space and 1.8:1 for overnight accommodation.</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 - £9.270 million</p> <p>Total value of Combined Authority funding - £1.365 million</p> <p>Funding recommendation sought - £1.365 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><b>CIP: Fink Hill, Leeds</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout by enabling two lane traffic in each direction, plus new and improved walking and cycling infrastructure to enhance active travel provision.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will reduce journey times, improve journey reliability, and reduce congestion for cars and bus services. The scheme will also improve cycling provision with dedicated cycle lanes making it a more attractive environment to encourage cycling, and improve pedestrian crossing points and access to residential, employment, recreational, and retail sites in the area.</p> <p>The scheme supports principles of Clean Growth and Inclusive Growth by improving walking and cycling access to local employment, housing, and recreational facilities, as well as to public transport (bus) for onward travel across the City Region, encouraging reduction in car use.</p> <p>This scheme has a benefit cost ratio 2.85:1 representing High value for money.</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 - £5.428 million</p> <p>Total value of Combined Authority funding - £5.428 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>York Central Access &amp; York Station Frontage</b></p> <p>York</p>	<p><b><u>Scheme description</u></b></p> <p>York Central is a major mixed-use regeneration scheme located on one of the largest city centre brownfield sites in the country. The Combined Authority has worked with City of York Council (CYC) and its partners over several years to develop proposals for the site and wider location, including a new access road to 'unlock' residential and commercial development and improved access to the city's railway station.</p> <p>The Combined Authority has committed funding of £37.32 million from the West Yorkshire plus Transport Fund (WY+TF) to fund site access infrastructure and improvements to the railway station frontage. The full business case for York Central Access &amp; York Station Frontage (YCA &amp; YSF) was approved by the Investment Committee on 13 March 2019 with conditions.</p> <p>The Combined Authority has also committed funding of £14.547 million from the Transforming Cities Fund (TCF) for the York Station &amp; City Centre Access, a package of transport improvement interventions in and around the railway station together with improvements to the Askham Bar Park &amp; Ride (P&amp;R) corridor, which connects the railway station and city centre to the south east and the A642.</p> <p><b><u>Decision sought</u></b></p> <p>The purpose of this report is:</p> <ul style="list-style-type: none"> <li>• To discharge conditions on the YCA &amp; YSF full business case approval and therefore approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)</li> <li>• To rationalise the Combined Authority's WY+TF and TCF allocations into three discrete projects (York Central, York Station Gateway and Askham Bar P&amp;R) and establish assurance pathways and tolerances for each one.</li> <li>• To agree additional development funding of £2.252 million for the York Station Gateway project. Total project costs remain with the funding available. A further £2.252 million is requested from the WY+TF allocation to cover the costs associated with placing orders for utilities, land purchase, professional fees for detailed design, preparation of tender documents and business case development support. This will take the total approved development costs to £5.532 million.</li> </ul> <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><b>Points Cross, Hunslet Road</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver Point Cross Phase 1 (1.2 ha) by unlocking a large (2.64 hectare) brownfield site in Leeds city centre for delivery of up to 928 high quality, sustainable homes over 5 years, directly providing 311 affordable homes during 2023/24, and indirect acceleration of 617 homes.</p> <p>The appraisal of this scheme has demonstrated a viability gap. The Guinness Partnership (TGP) are cross subsidising this viability gap 50/50 with the Brownfield Housing Fund.</p> <p>The scheme will be funded from the Brownfield Housing Fund (BHF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will deliver 311 affordable new homes on a site in the Leeds South Bank area. All the new homes will be retained by The Guinness Partnership (TGP), with 118 available for social rent and 193 available for shared ownership.</p> <p>Therefore, 311 new homes unlocked can be claimed against the overall BHF target of a minimum of 4500.</p> <p>The development will help stimulate regeneration in the Hunslet Riverside Ward, by increasing the attractiveness of the area and encourage investment. It is particularly important in unlocking land to allow the provision of affordable homes within one of the most deprived wards in Leeds, thereby tackling inequality and delivering a range of wider socio-economic and environmental benefits in the area.</p> <p>The scheme will provide apprenticeship opportunities and support 250 supply chain personnel during the construction period.</p> <p>The scheme (as a whole of 928 homes) provides a carbon reduction of 22%. against Building Regulation Part L baseline compared to standard build. The development of the phase 1 design results in the scheme emitting circa 100,000 kg less of carbon emissions each year.</p> <p>Leeds City Council have advised that they estimate £674,129.82 as an additional benefit to the City of this development under the New Homes Bonus (NHB) scheme.</p> <p>The scheme has a benefit cost ratio (BCR) for Combined Authority funds of 5.79:1 and a total public sector investment BCR of 1.28:1.</p> <p><b><u>Decision sought</u></b></p> <p>Approval for the Points Cross scheme 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 - £75.011 million</p> <p>Total value of Combined Authority funding - £2.755 million</p> <p>Funding recommendation sought - £2.755 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><b>Temple Green Park and Ride Extension</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will upgrade the existing bus-based Temple Green Park &amp; Ride site, located to the east of Leeds city centre in the Aire Valley.</p> <p>The scheme will extend the existing Park &amp; Ride site through the addition of up to 391 additional car parking spaces. Alongside the increase in parking capacity, the proposed scheme involves the operation of an additional bus service during the peak periods to accommodate demand following the site's expansion. As a result, an enhancement in bus frequency from 10 minutes currently to 8.5 minutes post scheme delivery is anticipated during the peak periods of the day.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>By increasing the capacity of a key Park &amp; Ride site in Leeds and enhancing bus frequency for trips between the east of Leeds and the city centre, the scheme offers an attractive, sustainable "last mile" travel option that promotes bus use and reduces car use. As a result, the scheme supports clean growth and contributes to reduced carbon emissions, as a result of less daily vehicle kms and car trips from/to Leeds city centre.</p> <p>The scheme links Leeds city centre with current and emerging employment opportunities within the Aire Valley and between the city centre and the east of the city. Therefore, it is anticipated to promote social inclusion by improving accessibility to jobs and training opportunities via public transport for all social groups.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 4.08:1 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 - £7.830 million</p> <p>Total value of Combined Authority funding - £7.400 million</p> <p>Funding approval sought - £7.400 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>Digital Skills Programme - Adult Digital and Technical Skills project</p> <p><b>Location</b></p> <p>Yorkshire and Humber</p>	<p><b><u>Scheme description</u></b></p> <p>The Combined Authority is leading a joint Yorkshire and Humber bid for up to £9 million, from the Department for Education, to deliver a programme to support the economic recovery of businesses and individuals across the region by developing and delivering employer-led training initiatives and courses. The programme will link directly to local digital skills needs and builds on a £1.3 million DfE funded pilot which the Combined Authority is currently delivering.</p> <p>The programme will upskill and retrain adults looking to progress in their current role or enter digital or technical careers and will consist of interventions lasting 8 to 16 weeks. Individuals will gain specific technical and employability skills through activities including studying, peer mentoring, confidence building and problem solving.</p> <p>On 4 February 2021, the Combined Authority delegated to the Investment Committee, the retrospective approval to accept and spend £1.3 million for the pilot and approval to accept and spend up to an additional £9 million, subject to the successful outcome of the DfE funding bid, bringing the total programme costs to £10.3 million. This is to allow preparations, including further programme development, recruitment and procurement to be completed by June 2021 in line with DfE's delivery timeframe.</p> <p>The scheme will be funded by the Department for Education (DfE).</p> <p><b><u>Impact</u></b></p> <p>The programme will support the region's economic recovery, by increasing digital skills in the local population. Training will be designed and developed with employers so individuals who are unemployed, under-employed, at risk of redundancy or in a sector undergoing structural change and career changers, gain the skills they need to progress in their current role or enter careers in the digital / technical sectors. Businesses will also be supported as more individuals with the right skills to help businesses grow, fill vacancies and solve economic recovery challenges, will be available.</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 (delivery), subject to the conditions set by PAT.</p> <p>Total value of the scheme - £10.3 million</p> <p>Total value of Combined Authority funding - £10.3 million</p> <p>Funding recommendation sought - £10.3 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>UTMC Element C</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>The West Yorkshire Urban Traffic Management Control (UTMC) system programme aims to create a single West Yorkshire Urban Traffic Management Control system covering all 1,600 signals, VMS, On-street CCTV, Fault and Air Quality monitoring.</p> <p>The programme consists of 3 sub-projects:</p> <ul style="list-style-type: none"> <li>• Element A: On-street junction upgrades and improvements across the Key Route Network (KRN)</li> <li>• Element B1: Integration of the Urban Traffic Control systems across the 5 districts in to one cloud based system and Element B2: Integration of the wider UTMC systems across the 5 districts in to one cloud based system (control of VMS, Air Quality management and on-street CCTV with links to the UTC system)</li> <li>• Element C: Integration of the 4 existing UTC teams to one team hosted by Leeds City Council, subject to each of the Districts supporting and signing up to a Partnership Agreement.</li> </ul> <p>This Change Request relates directly to the specification of Element C.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF)</p> <p><b><u>Impact</u></b></p> <p>To facilitate economic growth and employment within West Yorkshire by improving management of the KRN.</p> <p>To better manage highways congestion on the West Yorkshire KRN</p> <p>To implement the KRN within West Yorkshire, irrespective of boundaries and agencies</p> <p>To deliver a more reliable highway network along selected KRN routes and support road users in West Yorkshire with greater information provision to inform travel choices.</p> <p>To reduce the adverse impacts of transport on local air quality in West Yorkshire.</p> <p><b><u>Decision sought</u></b></p> <p>Approval of this change request to the UTMC Element C to deliver a virtual service with a Central Hub, reduce the funding approval from £1.203 million to £0.555 million (from the West Yorkshire plus Transport Fund) and omit the condition previously set (that the arrangements and Partnership Agreement, as detailed in the business case, are required to be finalised before approval of the FBC+) is approved.</p> <p>Total value of the scheme - £0.555 million</p> <p>Total value of Combined Authority funding - £0.555 million</p> <p>Funding recommendation sought - £0.555 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><b>CityConnect - Phase 1 and 2</b></p> <p>West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The CityConnect Programme is the Combined Authority's primary delivery programme promoting and delivering a high quality, strategic, cycle and walking network to encourage more people to cycle and walk, and make cycling the natural choice, especially for short journeys.</p> <p>The CityConnect programme was developed in response to the strong desire for greater participation in cycling across the region.</p> <p>The scheme committed to a schedule of Monitoring and Evaluation (M&amp;E) activity including periodic user surveys and 5 and 7 year post-completion surveys to demonstrate benefits realisation. Approval of this change request will allow these activities to take place (direct programme M&amp;E activity and indirect programme management of any externally commissioned M&amp;E work) between 2021/22 – 2026/27 now the requirements and scope have been able to be defined post completion.</p> <p>This change request will be funded from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.</p> <p><b><u>Impact</u></b></p> <p>The programme supports delivery of social and health benefits, encouraging cycling and walking and, in the process, reduce vehicle traffic on the roads, leading to decrease in carbon emissions and improved air quality.</p> <p><b><u>Decision sought</u></b></p> <p>Approval of this change request to the CityConnect Phase 1 and 2 programme to fund £346,127 monitoring and evaluation work and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.</p> <p>Total value of the scheme - £54.960 million</p> <p>Total value of Combined Authority funding - £54.658 million</p> <p>Funding recommendation sought - £346,127</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><b>Business Growth Programme</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme supports business recovery and resilience within Leeds City Region. This support includes recovery from the impact of COVID-19 and EU exit. Grants are awarded to support capital related investment (plant, equipment, machinery and fit out/refurbishment of premises) that will lead to job creation.</p> <p>Based on the expansion of an existing successful programme, this proposal is closely aligned to the priorities of the SEP and Combined Authority's COVID-19 recovery plan.</p> <p>The scheme is currently funded by the Local Growth Fund which is due to finish on 31 March 2021. This request is to continue this scheme.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>This change will</p> <ul style="list-style-type: none"> <li>• Increase the number of jobs created/safeguarded from 3,660 to 4,660 (an additional 800 new jobs created and 200 jobs safeguarded).</li> <li>• Increase private sector leverage from £175 million to at least £217 million (an extra £42 million).</li> <li>• Increase the number of businesses supported from 490 to at least 665 (an additional 175).</li> <li>• Contribute an estimated £44 million gross value added to the City Region's economy.</li> </ul> <p><b><u>Decision sought</u></b></p> <p>Approval of this change request to the Business Growth Programme to fund £7 million from the Getting Building Fund as match funding for the Business Growth Programme and extend delivery to March 2022.</p> <p>Total value of the scheme - £37 million</p> <p>Total value of Combined Authority funding - £7 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><b>Door to Door Digital Community Transport Service (Digital Hub)</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will be a free to register (i.e. no membership fee) not-for-profit service that matches people to suitable, safe, and affordable transport. This will be achieved by either, signposting people to existing providers that can meet their needs, such as the Access Bus; by connecting them with a volunteer travel companion; or by enabling them to book a journey with a participating community transport provider.</p> <p>Following on from the research and business plan development phase, the scheme will set up and operate a live pilot on a larger scale to test out the service model that has been designed, with ongoing user research and evaluation of the pilot to provide evidence enabling an informed decision as to whether the service can be scaled up and be sustainable.</p> <p>The scheme is funded from the Leeds Public Transport Investment Programme (LPTIP).</p> <p><b><u>Impact</u></b></p> <p>The service has been designed to address the challenges faced by older people and people living with disabilities in finding out about and getting to health and wellbeing destinations, meeting demand that is not currently being met.</p> <p>It will utilise spare capacity within the community transport system to achieve this, making effective use of resources.</p> <p>There is significant social value in supporting older people and people living with disabilities to get to health and wellbeing destinations and the project also contributes towards various Leeds City Council, Combined Authority and Department for Transport priorities.</p> <p>The scheme represents 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 - £0.789 million</p> <p>Total value of Combined Authority funding - £0.789 million</p> <p>Funding recommendation sought - £0.450 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.**

- 4.21 Since the Investment Committee's meeting on 3 February 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 £0.4 million has been approved.

<b><u>Scheme</u></b>	<b><u>Scheme Description</u></b>
Castleford Growth Corridor  <b>Wakefield</b>	<p>This scheme will deliver highway improvements as well as provision of new and enhanced cycle way and pedestrian footpaths along the Castleford Growth Corridor. Additionally, scheme delivery is to include public realm improvements by opening up views and public access to the River Aire.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>Scheme delivery will support housing developments and connectivity to/from the corridor through reducing existing transport constraints, improving journey reliability, and reducing journey times. Additionally, the scheme will encourage active mode travel through delivery of increased and enhanced cycle and pedestrian provision.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 12 February 2021, giving approval to an additional £0.4 million development costs funded from the WY+TF, take the total approved to £2.239 million.</p>

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

- 4.22 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.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
GPF LEP Loan - Knottingley East  <b>Wakefield</b>	<p>This scheme, funded through a Growing Places Fund loan, contributed to the remediation of a former chemical works site in Knottingley.</p> <p><b><u>Impact</u></b></p> <p>The scheme enabled the site to be unlocked for the delivery of a low carbon power station along with other commercial and residential development.</p> <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>GPF LEP Loan - Prince of Wales</p> <p><b><u>Wakefield</u></b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme, funded through a Growing Places Fund loan, contributed towards enabling infrastructure comprising ground preparation/remediation and provision to manage surface water and sewerage treatment in support of the first phase of housing at the former Prince of Wales Colliery 'Gateway to Pontefract' site.</p> <p><b><u>Impact</u></b></p> <p>Completion of the scheme has enabled the overall development plan for the site which is to be regenerated into a large residential mixed-use community comprising up to 917 residential units, 21,583sqm of B1 business development, 2,474sqm of ancillary uses and associated community facilities.</p> <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>Leeds City Region Warm Homes Programme</p> <p><b>Leeds City Region</b></p>	<p><b><u>Scheme description</u></b></p> <p>The programme delivered new gas central heating systems, and gas connections where appropriate, to fuel poor households across the city region where no form of central heating has previously been fitted.</p> <p>The scheme was funded from the National Grid Warm Homes Fund</p> <p><b><u>Impact</u></b></p> <p>The scheme objectives which have been fully met include:</p> <ul style="list-style-type: none"> <li>• Contribution towards 704 gas central heating systems and installation costs.</li> <li>• Post installation Green Doctor visits to provide support in how to set up and use controls, how to set up and switch tariffs and metering.</li> <li>• Community events, some promotion activities and materials, eligibility checks, technical surveys, energy performance certificates or desk based modelling.</li> <li>• Securing Energy Company Obligation and landlord contributions. ECO contributions provided net of funding compliance and monitoring costs.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report and lessons learned to inform future projects.</p>
<p><b><u>Scheme</u></b></p> <p>Flood Alleviation – Skipton</p> <p><b>Craven</b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme contributed to the creation of two upstream storage areas and the construction of minor flood walls within Skipton town centre.</p> <p>The Combined Authority's contribution was funded through the Growth Deal.</p> <p><b><u>Impact</u></b></p> <p>The scheme has contributed to the safeguarding of 165 businesses located within the core retail centre of Skipton as</p>

	<p>well as the unlocking of 8.05 hectares of land for employment development .</p> <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>Bus Real Time Evolution</p> <p><b>Leeds City Region</b></p>	<p><b><u>Scheme description</u></b></p> <p>This scheme upgraded the previous real time system so it could continue to provide real-time bus information to bus users and provide operators and transport authorities with information to analyse service performance.</p> <p>The scheme was funded through the Local Transport Plan,</p> <p><b><u>Impact</u></b></p> <p>The scheme has realised the following beneficial outcomes:</p> <ul style="list-style-type: none"> <li>• The delivery of an upgraded historical data system as part of the tendered lots</li> <li>• A reduced data platform as part of one of the tendered lots.</li> <li>• Movement of the existing real-time system, which ran on old and outdated Combined Authority owned servers, to a new externally hosted environment, improving system performance.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 7 closure report.</p>

## **5 Information**

- 5.1 The background information on the Combined Authority's new 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: Assessment and Sequencing**

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

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

<b>Project Title</b>	<b>Dewsbury Arcade</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full 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 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.
- 5.4 This scheme will reopen the Victorian Arcade in Dewsbury to enable small, local and independent businesses to occupy the space which will create jobs within the creative sector.
- 5.5 The Arcade is a Grade 2 listed building and has been vacant since 2016. The building is currently in a very poor condition due to no maintenance being performed over the last 10 years. Kirklees Council purchased the building in May 2020 for this scheme to be carried out.
- 5.6 Works include strip out and stabilisation including repairs, all associated design fees and building security, required to improve and secure the building in the short term. This will all be completed before the full refurbishment that will be paid for by a combination of Kirklees Council and other funding sources. The Arcade will then be refurbished to deliver 21 ground floor business units for a variety of uses within retail and leisure. The units will vary in size between 15- 30 square metres, with a total ground floor space of 455 square metres. The options for redevelopment of the upper floors of the Arcade are currently being explored.

- 5.7 The scheme's strategic case addresses the national trend of the demise of the high street and declining footfall in Dewsbury town centre together with years of underinvestment. The scheme is part of an overall strategic plan to reinstate the role of Dewsbury locally and in the West Yorkshire region.
- 5.8 This scheme contributes towards Priority 1: Growing Businesses, Priority 2: Skilled People Better Jobs, and Priority 4: Infrastructure for Growth of the Leeds City Region SEP.
- 5.9 A summary of the scheme's business case and location map is included in **Appendix 2**.

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

- 5.10 The scheme's design team is working on the contribution to clean growth and climate change, particularly around the material used in refurbishment. This will be assessed at the next decision point. The site will be electric powered only.

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

- 5.11 The scheme outputs and benefits include:
- To refurbish 997 square metres of commercial floor space by 2023.
  - Support the creation of 30 net indirect jobs.
  - Support the creation of 15 new businesses by 2024.
  - Reverse the decline in footfall in Dewsbury town centre and reinstate the role of Dewsbury locally and in the West Yorkshire region.
- 5.12 This scheme has a benefit cost ratio (BCR) of 4.8:1 representing very high value for money. This has been calculated from employment related GVA impacts derived from net construction related and operational employment effects.

### **Risks**

- 5.13 The scheme risks include:
- Scheme costs exceed budget leading to lengthy value engineering process with cost and programme implications. This will be mitigated by timely and regular cost advice to ensure project affordability.
  - Lack of market demand due to changes in the economy resulting in empty units (at outset and in the future). This will be mitigated by carrying out soft market testing exercises to ensure proposals reflect demand. Flexibility will be built in to enable the change of unit size and configuration to accommodate a variety of uses as demand changes.
  - The Arcade is a Grade 2 listed building and lies within the Dewsbury Town Centre Conservation Area. There is a risk of consent not being



granted, protracted design period and cost uncertainty. This will be mitigated by early engagement with local planning authority, Town Centre Conservation and Design Team, Historic England and the Victoria Society as required.

- Party Wall requirements to address shared structures with adjoining owners and to include access for scaffolding as required. There is a risk of dispute and delays to the programme. This will be mitigated by early engagement with adjoining owners including timely serving of notices to reduce risks of delays to the programme.

## Costs

5.14 This scheme is requesting £0.6 million from the Getting Building Fund which will be used for remedial works to allow the refurbishment to be carried out. Works include strip out and stabilisation including repairs and building security. This scheme has a total cost of £3.24 million. Approval is being sought for the full amount of Getting Building Fund to be attributed to the remedial works in order that the targets for expenditure are met for the programme. The breakdown of scheme costs is as follows:

- £0.6 million from the Getting Building Fund
- £1.771 million from Kirklees Council
- £0.874 million from the Town Fund

5.15 Kirklees Council have secured their funding for this scheme. The Town Fund match funding is currently not confirmed with an outcome of the bid expected in Autumn 2021. However, the project has been agreed for the Towns Fund project plan agreed with government in its bid. If the bid is unsuccessful, the Council will obtain other sources of funding including potential Heritage Lottery funding and its own capital resources if necessary.

5.16 Full approval of the Combined Authority's contribution of £0.6 million is requested, even though the scheme has not yet progressed through the assurance process to decision point 5 (full business case with finalised costs). The FBC+ will be submitted in September 2021 in order to confirm final costs and outputs and the funding agreement will include provision for clawback if the assurance tolerances are broken.

## 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	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	30/09/2021

	Decision: Combined Authority's Managing Director	
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2023

### Other Key Timescales

- 5.17 This scheme commenced in May 2020 and is due to be completed by May 2023.

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within +10% of those outlined in this report. That delivery timeframes remain within 3 months of those outlined in this report. That the outputs remain within 20% of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Peter Thompson, Kirklees Council
Project Manager	Chris Hill, Kirklees Council
Combined Authority case officer	Heather Briggs

### Appraisal Summary

- 5.18 The business case sets out a clear need for the Victorian Arcade in Dewsbury town centre to be redeveloped. There is a degree of uncertainty regarding the impact of COVID-19 on future town centre footfall however, a property market report undertaken to assess this provides some assurance to the letting out of the created market units.
- 5.19 It is highlighted that the number of visitors to the town centre has declined by more than half over the past 20 years, and 30% of the town centre properties were vacant in 2019. Kirklees Council have committed to reversing this decline and deliver a vibrant town centre that serves the needs of its residents.

### Recommendations

- 5.20 The Investment Committee approves that:
- (i) The Dewsbury Arcade scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)

- (ii) Approval to the Combined Authority's contribution of £0.6 million is given from the Getting Building Fund (GBF). The total scheme cost is £3.24 million
- (iii) That the Combined Authority enters into a funding agreement with Kirklees Council for expenditure up to £0.6 million from the Getting Building 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>Brighouse A6025 Reconstruction</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

- 5.21 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.
- 5.22 The A6025 is a key highway link between Halifax, Elland and Brighouse, carrying approximately 11,000 vehicles per day (before the landslip) and providing access to 2,500 jobs. It comprises the most direct route amongst Elland and Brighouse providing access to the A629 at the western end (links to M62 and Halifax) and the A644 in Brighouse at the eastern end. The A6025 Park Road provides access to a range of public services, residential and commercial properties, manufacturing companies and recreational activities, including a crematorium and Cromwell Bottom Nature Reserve located immediately adjacent to the critically damaged section of the highway.
- 5.23 The road has remained closed to all through traffic movements since February 2020, when heavy rain and flooding led to a landslip of approximately 50m in length.
- 5.24 The Brighouse A6025 reconstruction scheme aims to reopen and fully restore the road to its previous state and operation. The road's reconstruction is anticipated to alleviate congestion and delays currently occurring on the wider Calderdale transport network. It is expected to significantly reduce journey times by removing the need for existing users to divert through considerably longer, alternative routes as the A6025 Park Road cannot be accessed.
- 5.25 The impact of the road's reinstatement is not limited to private car drivers. A bus route (Service no 564) was operating between Brighouse and Barkisland using

Park Road before its closure. At present, with the A6025 closed, an alternative bus route operates between Brighouse and Elland, but is not a direct replacement and does not serve residential and employment areas located on Park Road. The reopening of Park Road will enable the re-introduction of the bus service along the A6025 route that will not only serve developments adjacent to the road but would also connect Park Road to the A629, a corridor with significant public transport provision facilitating access and onward connectivity to Halifax and Huddersfield.

- 5.26 The scheme is expected to bring benefits to all users and contribute to the efficient operation of the road network not just in the local scheme area but over a wider area in Calderdale.
- 5.27 Although the scheme will not introduce new infrastructure or new development, by reinstating the existing A6025 Park Road, it will indirectly contribute to some extent to all four SEP Priority Areas; Area 1 (Growing Business), Area 2 (Skilled People Better Jobs), Area 3 (Clean Energy and Environmental Resilience) & Area 4 (Infrastructure for Growth).
- 5.28 A summary of the scheme's business case and location map is included in **Appendix 3**.

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

- 5.29 The scheme is expected to significantly reduce journey times and car travel on the Calderdale road network a bus route will be re-instated.
- 5.30 The scheme will remove the need for long journey diversions and will significantly relieve the high levels of congestion currently observed on other parallel or alternative routes in Calderdale.
- 5.31 The scheme is anticipated to reduce the levels of greenhouse-gas emissions by approximately 55,788 tonnes over a 60-year period following its delivery in summer 2021 which removes 13 million car kms from the roads.

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

- 5.32 The scheme outputs and benefits include:
- To unlock 0.500 kms of highway, currently closed to traffic, re-connecting key West Yorkshire region growth areas of Elland and Brighouse.
  - To reduce the level of greenhouse gas emissions by 55,788 tonnes over a 60-year period post scheme opening in 2021.
  - To contribute to the creation of 34 new construction jobs during its construction period from April to July 2021.
  - To restore journey times for general traffic between Elland and Brighouse during peak periods following scheme's completion in 2021.

- To alleviate congestion on the wider Calderdale road network due to re-routing and significant journey diversions due to the closure of Park Road.
- To promote social inclusion and equality by enabling the re-introduction of a public transport route connecting Halifax, Elland and Brighouse.
- To restore access to existing residential properties, public services, leisure facilities, public open space and commercial properties.
- The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 85:1 which represents 'Very High' value for money.

## **Risks**

5.33 The scheme risks include:

- Cost overruns and programme delays due to inadequate or inaccurate information on existing utility services. Partly mitigated by undertaking ground investigations, trial trenching, liaising with statutory service providers and reviewing existing utility plans.
- Additional costs and programme delay due to unexpected ground conditions. Mitigation plans involve undertaking additional ground investigations, whilst boreholes to confirm geology below highway have been completed.
- Cost increases due to incorrect installation procedures. Mitigation plans involve use of appropriate, fit for purpose and easy to handle construction materials and methods.

## **Costs**

5.34 The scheme costs are:

- At Full Business Case, the total cost estimate for the scheme amounts to £2.516 million. The final, target scheme cost will be specified at the next stage of the assurance process (Activity 5) following completion of the tendering process and appointment of the successful contractor as delivery partner.
- The Combined Authority's contribution sought from the Getting Building Fund (GBF) amounts to a maximum of £1.8 million. The remaining estimated costs of £0.716 million as well as any potential cost overruns will be entirely covered by Calderdale Council.

## **Assurance Pathway and Approval Route**

<b>Assurance pathway</b>	<b>Approval route</b>	<b>Forecast approval date</b>
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	04/03/2021

	Decision: Investment Committee	
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/04/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/08/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/08/2022

### Other Key Timescales

5.35 The key timescales are:

- Date of tenders returned: 12 February 2021
- Tender assessment period: 15 February to 3 March 2021
- Date of design & build tender award: 8 March 2021
- Start date of construction works: 5 April 2021
- Completion date of works: July 2021

### Assurance Tolerances

Assurance tolerances
That the Combined Authority funding should remain within +10% of those outlined in this report.
That the project delivery timescale remains within three months of the timescales identified within this report.
That the outputs remain within 20% of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Steven Lee, Calderdale Council
Project Manager	James Driver, Calderdale Council
Combined Authority case officer	Marina Triampela

## **Appraisal Summary**

- 5.36 Although the scheme was brought forward at full business case due to being low risk, detailed design has not been completed yet as the scheme is currently at tendering stage. A design and build contract has been identified as the preferred procurement approach with further details to be provided on the outcome of the tendering process.
- 5.37 The engineering option to be implemented will be dependent upon the successful contractor's offer and available equipment. Thus, there is a level of uncertainty over the preferred option and its cost implications, partly addressed by using the most onerous engineering option in the calculation of the scheme's financial costs adopting a conservative approach.
- 5.38 The scheme is assessed as Very High Value for Money, even after accounting for the existing cost uncertainties. The scheme's benefits are solely derived from the significant journey time savings that are expected to be generated from the road's reopening and the consequent reductions in greenhouse gas emissions.
- 5.39 The scheme is affordable within the Getting Building Fund programme as the maximum contribution to be sought from the Combined Authority's GBF funds amounts to £1.800 million. All remaining scheme costs alongside any potential cost overruns to be covered by Calderdale Council.

## **Recommendations**

- 5.40 The Investment Committee approves that:
- (i) The Getting Building Funding (GBF); Brighouse A6025 Reconstruction scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
  - (ii) Indicative approval to the Combined Authority's contribution of £1.8 million is given from the Getting Building Fund (GBF) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.



<b>Project Title</b>	<b>George Hotel, Huddersfield</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

- 5.41 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.
- 5.42 This scheme will support redevelopment works of the George Hotel in Huddersfield. Kirklees Council have adopted a ten-year masterplan for the redevelopment of Huddersfield Town Centre, and the George Hotel renovation will play an important part in this in a prominent location adjacent to the Rail Station.
- 5.43 The George Hotel is a grade 2\* listed building and will be the home of the National Museum for Rugby League along with complimentary commercial space. Two options for delivery of the upper floors are under consideration which consists of overnight accommodation or flexible workspace.
- 5.44 This scheme will be delivered in two phases:
- Phase 1 includes the acquisition and remedial works.
  - Phase 2 completed development of the George Hotel including the upper floors.
- 5.45 The scheme will contribute towards Priority 1: Growing Businesses, Priority 2: Skilled People, Better Jobs and Priority 4: Infrastructure for Growth.
- 5.46 A summary of the scheme's business case and location map is included in **Appendix 4**.

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

- 5.47 Kirklees is committed to delivering a cleaner, green town centre. Redevelopment of the George supports our ambitions, bringing back into productive use a prized but dilapidated heritage asset. As a Grade 2\* listed building, redevelopment is mindful of the need to preserve essential historical features of the building, balanced with the opportunity to introduce new features to promote energy and resource efficiency.
- 5.48 To support the work, Kirklees is working with Historic England, Environmental officers and Building Surveyors to identify opportunities which include:
- New water and drainage systems to reduce water usage
  - Double glazing and energy efficient internal heating systems
  - New roofing and insulation to reduce energy use

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

- 5.49 The scheme outputs and benefits include:
- Create 4,375m<sup>2</sup> of commercial floorspace.
  - 1 new National Museum tourist asset.
  - 99 construction jobs.
  - The option to deliver flexible office space in the upper floors will create 148 (net) jobs. The option to deliver overnight accommodation will create 134 (net) jobs.
- 5.50 The BCR for the delivery of the museum and flexible workspace on the upper floors has a BCR of 2.8:1. The BCR for delivery of the museum and overnight accommodation on the upper floors has a BCR of 1.8:1.

## **Risks**

- 5.51 The scheme risks include:
- Lack of certainty of market conditions post COVID-19. This will be mitigated by market testing with the private sector and further research including wider market testing.
  - Delay in commencing delivery leading to loss of external funding. This will be mitigated by close co-operation between the town centre team and major projects team.
  - Cost overrun as forecast spend based on RICS/ previous reports. This will be mitigated by a high contingency being included in the forecast and procurement of a structural engineer and conservation architect.

## Costs

- 5.52 The scheme has a total cost for the acquisition and both phases of the project of £9.270 million, of which £1.365 million is requested from the Getting Building Fund. Combined Authority funding will be used to support remedial works to make the building safe, watertight and ready for development. Total costs for acquisition and the remedial works are £3.260 million. Approval is being sought for the full amount of Getting Building Fund to be attributed to the acquisition and Phase 1 remedial works in order that the targets for expenditure are met for the programme, even though the scheme has not yet progressed through the assurance process to decision point 5 (full business case with finalised costs). The FBC+ will be submitted in December 2021 in order to confirm final costs and outputs and the funding agreement will include provision for clawback if the assurance tolerances are broken.

## 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	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/12/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2022

## Other Key Timescales

- 5.53 The key timescales are:
- The acquisition, and the external and internal remedial works commenced in August 2020 and will continue until March 2022.
  - The full refurbishment (including phase 2) is expected to be completed by March 2024.

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within +10% of those outlined in this report. That delivery timescales remain within 3 months of those outlined in this report.

That the outputs created remain within 20% of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Rob Shipway, Kirklees Council
<b>Project Manager</b>	Isabel Whitworth, Kirklees Council
<b>Combined Authority case officer</b>	Heather Briggs

## Appraisal Summary

- 5.54 The George Hotel sits on the square pedestrians use to access the train station and has been vacant since 2015. St George's Square is the subject of major investment through the Council's Capital Programme, supported by Historic England High Street Heritage Action Zone. The aim is to refurbish and create new uses for the Hotel and Estate Buildings. The Hotel will be the home for a National Museum for Rugby League providing a more positive image of Huddersfield, supporting the diversification of the town centre, and it will provide a new mixed use investment opportunity on the upper floors.
- 5.55 The business case presents a clear need to redevelop the George Hotel in Huddersfield Town Centre. As the decision has yet to be made on the usage of the upper floors, the jobs created output will be reduced from 148 to 134.

## Recommendations

- 5.56 The Investment Committee approves that:
- (i) The George Hotel scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
  - (ii) Approval to the Combined Authority's contribution of £1.365 million is given from the Getting Building Fund (GBF). The total scheme cost is £9.270 million
  - (iii) That the Combined Authority enters into a funding agreement with Kirklees Council for expenditure up to £1.365 million from the Getting Building 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>CIP: Fink Hill, Leeds</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

- 5.57 The Fink Hill scheme is part of the West Yorkshire plus Transport Fund (WY+TF) Corridor Improvement Programme (CIP). This programme seeks to reduce peak time congestion and remove barriers impacting growth to access which constrain growth by delivering transport infrastructure improvements along key strategic corridors.
- 5.58 The Fink Hill scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout by enabling two lane traffic in each direction. The scheme will widen the north side of the Ring Road between the Horsforth roundabout and Fink Hill junction, widen the verge on the north and south side between Fink Hill and Charles Street, and revise vehicle turning movements. Widening of the south verge will also support the creation of a bus lay-by west of Featherbank Lane, supporting bus services operating along the corridor.
- 5.59 The scheme will also deliver walking and cycling enhancements by improving the pedestrian and cycling access along the corridor. The scheme will deliver a segregated cycleway on the north and south side - including a section through Horsforth Hall Park, introduce pedestrian crossings on all arms of the Fink Hill junction, and deliver controlled pedestrian crossing points east of Featherbank Lane.
- 5.60 Scheme delivery will reduce journey times and improve journey reliability for cars and bus services by creating a more reliable, better connected transport network with reduced congestion levels.
- 5.61 The highway enhancements will also improve the network's resilience, supporting ambitions of economic growth by facilitating new housing and

employment developments in Horsforth when considered alongside other planned operational improvements in the region.

- 5.62 A summary of the scheme's business case and location map is included in **Appendix 5**.

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

- 5.63 Carbon assessment work is ongoing and this scheme has been prioritised to test the carbon impact tool currently being developed by the Combined Authority. The promoter is engaging with the Combined Authority on refining the carbon assessment tool methodology and inputs with a view to present an update at full approval stage (decision point 5).
- 5.64 The scheme includes new planting as part of the landscape design, notably the planting of three trees for every tree lost as a result of the planned junction improvements.

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

- 5.65 The scheme outputs and benefits include:
- Improve the safety and accessibility for pedestrians and cyclists with delivery of 540 metres of segregated two-way cycle lanes, 300 metres of dedicated walking provision including four new and one enhanced crossing point, and 170 metres of shared walking and cycling space.
  - Improved journey times and journey reliability for private vehicle and bus services using the A6120 Outer Ring Road.
  - Reduce road collisions, aspiring to 'zero tolerance' of transport-related deaths.
  - The Value for Money assessment reflects a Benefit Cost Ratio (BCR) of 2.85:1, judging the scheme as High Value for Money.
  - The scheme supports principles of inclusive growth by improving walking and cycling access to local employment, housing, and recreational facilities, as well as to public transport (bus) for onward travel across the City Region.

### **Risks**

- 5.66 The scheme risks include:
- That statutory utility costs vary due to scheme design changes, increasing costs. Mitigated through early engagement with utility services with a draft estimate refresh undertaken as part of the full business case to inform detailed design estimate at full business case with finalised costs.

- That the solution to managing surface water run off may be expensive, impacting scheme costs. To be mitigated through a review of options at detailed design and engagement with the preferred contractor.
- That the scheme design will not be supported by bus operators or the Combined Authority bus team, risking delay and additional costs to the scheme. Mitigated by further engagement with the bus operators, the Combined Authority and consulting the public and local Councillors.

## Costs

5.67 The scheme costs are:

- The total scheme cost estimate at full business case (activity 4) is £5.428 million, to be funded through the Combined Authority's West Yorkshire plus Transport Fund.
- The scheme secured approval of £0.519 million from the West Yorkshire plus Transport Fund (WY+TF) at outline business case (decision point 3), plus approval of an additional £0.4 million from the WY+TF through the Change Request of May 2020 to primarily support development of the Environmental Impact Assessment (EIA), taking the total approval from the WY+TF to £0.919 million.
- No further approval of funding is sought at full business case (decision point 4) with the scheme having sufficient balance from the existing approval to support activity 5 (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	04/03/2021
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/06/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/06/2022

## Other Key Timescales

5.68 Other key timescales include:

- May 2021 - Construction contractor tender award.
- June 2021 – Commencement to construction works.
- June 2022 – Practical completion

### Assurance Tolerances

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

### Project Responsibilities

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

### Appraisal Summary

- 5.69 The business case suggests the preferred option scheme will deliver the operational capacity improvements sought at the Fink Hill junction – a benefit to be felt by bus services as well as private vehicles. Improvement to the pedestrian and cycling provision also appears to have been suitably incorporated into the scheme design, anticipated to encourage cycling and walking.
- 5.70 Further work to refine the carbon assessment tool methodology and inputs is being undertaken with a more robust position to be presented at full approval stage.
- 5.71 The financial case has been suitably presented, reflecting scheme affordability, whilst there does not appear to be major risks concerning scheme deliverability.
- 5.72 The Value for Money assessment reflects a High Value for Money scheme.

### Recommendations

- 5.73 The Investment Committee approves that:
- The CIP Fink Hill Leeds scheme proceeds through decision point 4 and work commences on activity 5 (FBC+).
  - An indicative approval to the total scheme value of £5.428 million is given from the WY+TF fund, with full approval to spend being granted once the



scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).

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

<b>Project Title</b>	<b>York Central, York Station Gateway and Askham Bar Park &amp; Ride Improvements</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	Release of Full Business Case conditions and Transforming Cities Funding

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

- 5.74 York Central is a major mixed-use regeneration scheme located on one of the largest city centre brownfield sites in the country. The Combined Authority has worked with City of York Council (CYC) and its partners over several years to develop proposals for the site and its environs, including a new access road to ‘unlock’ residential and commercial development and improved access to the city’s railway station.
- 5.75 The Combined Authority has committed funding of £37.32 million from the West Yorkshire plus Transport Fund (WY+TF) to fund site access infrastructure and improvements to the railway station frontage. The full business case for York Central Access & York Station Frontage (YCA & YSF) was approved by the Investment Committee on 13 March 2019 with conditions.
- 5.76 The Combined Authority has also committed funding of £14.547 million from the Transforming Cities Fund (TCF) for the York Station & City Centre Access, a package of transport improvement interventions in and around the railway station together with improvements to the Askham Bar Park & Ride (P&R) corridor, which connects the railway station and city centre to the south east and the A642.

## Purpose

- 5.77 The purpose of this report is:
- To discharge conditions on the YCA & YSF full business case approval
  - To rationalise the Combined Authority’s WY+TF and TCF allocations into three discrete projects (York Central, York Station Gateway and Askham Bar P&R) and establish assurance pathways and tolerances for each one.

- To agree additional development funding for the York Station Gateway project.
- 5.78 The YCA & YSF full business case (decision point 4) approval was made subject to the discharge of the following conditions: -
- Approval of Housing Infrastructure Fund (HIF) investment for the scheme
  - Full planning permission for York station works and reserved matters approval for York Central.
  - A quantified risk assessment (QRA), comprehensive procurement strategy and detailed programme plan for the scheme which has been approved by the York Central Project Delivery Board
  - A Transport Appraisal Guidance (TAG) compliant assessment of the transport elements of the scheme
- 5.79 The Investment Committee recommended these conditions be discharged by the Programme Appraisal Team (PAT). However, the programme tolerance set by the Investment Committee has now been exceeded by over a year, and a number of key developments, notably in funding and approach to delivery, have emerged in the intervening period which necessitate a further update and approval(s) by the Investment Committee.
- 5.80 On 5 August 2020, the Ministry of Communities, Housing & Local Government (MCHLG) confirmed Housing Investment Grant funding of £77.1 million to unlock the delivery of 3,705 new homes at York Central by 2034/35. The funding has been allocated to Homes England (HE) as lead delivery organisation for the key partners involved and HE are proposed to be responsible for procuring and delivering the scheme rather than CYC, as previously reported to the Investment Committee.
- 5.81 On 11 November 2020, the Investment Committee approved an indicative funding allocation of £14.547 million from TCF for the York Station & City Centre Access package at decision point 2 (strategic outline case). At that time, it was reported that this package would come forward to decision point 5 (full business case with finalised costs) as part of the YCA & YSF project. CYC now wish to decouple the P&R project from this package and bring it forward as a separate project.
- 5.82 Further to these two funding approvals, and following further discussions between CYC, HE and the Combined Authority, it is proposed that three separate projects are brought through the assurance process: -
- York Central (full business case plus finalised costs) - led by Homes England and drawing on £24.447 million of the £37.32 million WY+TF previously approved at decision point 4.
  - York Station Gateway (full business case plus finalised costs) - led by City of York Council and drawing on the remaining £12.873 million funding from the WY+TF approval and £13.117 million of the £14.547

million TCF previously approved at decision point 2 (strategic outline case).

- Askham Bar P&R Improvements (full business case) – led by York Council and drawing on the remaining £1.43 million funding from the TCF approval.

5.83 The proposed cost and funding profile, assurance tolerances and assurance pathways for each project are set out further below. The York Central and York Station Gateway projects can only proceed to decision point 5 (full business case with finalised costs) after the conditions set on the WY+TF approval have been discharged.

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

5.84 Whilst the City Centre location undoubtedly brings its challenges it is hard to think of a location that could accommodate this scale of development, that would have less overall carbon impact given the proximity to transport interchanges.

5.85 Although it is recognised that there will be additional carbon released by the development associated with the York Central Access scheme, the project is at the heart of the city's focus on increasing the number of trips by active travel modes. The spine road in the York Central scheme provides significant new accessible pedestrian routes, it resolves a key gap in the cycle network providing access from the west of the city to the city centre, and together with the York Station Gateway scheme provides a route past the station segregated from traffic at this busy interchange for the first time. The city's electric park & ride fleet will use the new access road and interchange facilities and the additional EV charging points provided in the scheme will complement the Park & Ride rapid charger Hyper Hub scheme and city centre car park EV charging project which will see 5% of the Council car park spaces with charging facilities by mid-2021.

5.86 The provision of improved sustainable access to the station is critical for the city's ambition to reduce the level of traffic in the city centre and will reduce the full door to door carbon impact of regional and national trips.

5.87 The carbon emissions relating to transport within the Planning Conditions specify a number of restrictions and targets on trip generation and emphasise the expectation on electric vehicle use in terms of future growth. These targets are embedded in the planning permission and will be developed as part of the emissions mitigation strategy. These planning conditions will enable carbon reduction to be a key factor in bringing forward the development by the landowners.

### **Discharge of WY+TF conditions**

5.88 On 1 December 2020, CYC submitted proposals to the Combined Authority for the discharge of the conditions precedent to the YCA & YSF decision point 4 (full business case) approval. These have been reviewed by the Combined

Authority's Portfolio Management & Appraisal (PMA) team and the findings and recommendations for each are set out below.

Condition: Approval of Housing Infrastructure Fund (HIF) investment for the scheme

- 5.89 As set out previously, this funding has been secured by Homes England and based on the information provided it is recommended that this condition is discharged.

Condition: Full planning permission for York station works and reserved matters approval for York Central

- 5.90 Full planning permission for the York station works, including Listed Building consent, was approved York's Planning Committee on 4 February 2021. A reserved matters application for York Central was approved by York's Planning Committee on 13 November 2020
- 5.91 When the York Central condition was set, it related to the first phase of infrastructure works on the site. It is noted that a further reserved matters application will be required for the development of the western entrance to York Station. This is a condition of the Outline Planning Consent (OPC) for York Central that must be resolved prior to the occupation of any new development at York Central. A preferred option for this element of the project, which would form the basis of a further reserved matters application, has yet to be determined. Options under consideration include the provision of a Disability Discrimination Act (DDA) compliant access route into the station and a new western station entrance with associated station building and facilities.
- 5.92 In order to maintain the momentum of the York Central project it is recommended that this condition is discharged and that the full business case plus finalised costs is submitted in two phases; the first for the access infrastructure works and the second for the western station entrance.
- 5.93 The total WY+TF allocation for both phases is £24.447 million and the second phase can only come forward when the reserved matters application for the western station entrance have been approved by CYC.
- 5.94 Based on the information provided it is recommended that this condition is discharged.

Condition: A quantified risk assessment (QRA), comprehensive procurement strategy and detailed programme plan for the scheme which has been approved by the York Central Project Delivery Board

- 5.95 A QRA, procurement strategy and programme plan have been provided with risk allowances incorporated into the cost profiles set out further below. The programme plan for works to York station aligns with the timeframe for the drawdown of TCF funding.

5.96 A contractor (John Sisk & Sons) has been appointed by CYC and instructed to commence enabling works at the York Central site and price the main access works. CYC has confirmed they are in discussions with HE (who will lead the delivery of York Central) over the potential novation of this contract to maintain the current programme.

5.97 Based on the information provided it is recommended that this condition is discharged

Condition: A Transport Appraisal Guidance (TAG) compliant assessment of the transport elements of the scheme

5.98 The economic case presented in the YCA & YSF full business case set out a Benefit Cost Ratio (BCR) of 1.3, which represents 'Low' Value for Money (VfM) based on VfM categories set by the Department for Transport (DfT).

5.99 The analysis on which this was based required further consideration by CYC to ensure that the assessment of transport costs and benefits were robust and that potential Land Value Uplift (LVU) benefits were consistent with both TAG and the HIF proposals.

5.100 The revised assessment presented by CYC appears robust (in accordance with TAG, the level of analytical assurance can be categorised as 'Medium to High') and it is recommended that this condition is discharged.

5.101 The revised assessment suggests that VfM position is likely to be 'Very Poor' (i.e., a negative BCR) with some expectation that under certain conditions it may improve to 'Poor' or even to 'Low' VfM. There appears to be only limited conditions under which it can be expected to achieve a VfM of 'High' or above.

5.102 The BCR is one of several factors used to determine VfM, and recent changes to the HM Treasury Green Book (Government guidance on how to appraise policies, programmes, and projects) places a stronger emphasis on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of the project. The strategic case for investment remains strong.

**York Central**

**Costs**

Source	Total
Combined Authority (West Yorkshire + Transport Fund))	£24.447 million
MGHLG (Housing Infrastructure Fund)	£77.100 million
City of York (Prudential Borrowing)	£35.000 million
City of York (S106/S272 Agreements)	£11.420 million

City of York (Capital programme)	£4.660 million
York North Yorkshire & East Riding LEP (Local Growth Fund)	£3.110 million
<b>Total</b>	<b>£155.737 million</b>

5.103 The MCHLG funding is confirmed. CYC has also confirmed its Prudential Borrowing facility (which is based on future business rates income for the York Central Enterprise Zone) and that drawdown of this funding will be conditional on development agreements being in place for the delivery of residential and commercial site(s).

5.104 All funding sources will need to be confirmed at decision point 5 (full business case plus finalised costs) and no additional development funds to complete that submission have been requested.

5.105 As set out previously, it is proposed that the full business case plus finalised costs is submitted in two phases; the first for the access infrastructure works and the second for the western station entrance.

#### Assurance Pathway and Approval Route

5.106 The York Central project is proposed to be delivered by Homes England. Since the previous WY+TF approval was for CYC and not HE, the approval route is yet to be determined. There are two options, which will need to be resolved as part of the decision point 5 (full business case plus finalised costs) submission:

- HE submit the full business case plus finalised costs and that this will need approval from the Combined Authority rather than the Managing Director as specified in the decision point 4 (full business case) approval.
- The Combined Authority provide grant funding to CYC on the terms and conditions which were agreed in the Partnership Agreement between the two parties in July 2017. Then CYC could engage HE directly to deliver the project as per their MCHLG approval. .

5.107 An addendum to the existing Funding Agreement with CYC will be required as part of this approval.

5.108 A Deed of Variation may be required to the existing Partnership Agreement with CYC if the York Central project Funding Agreement is to be with Homes England.

#### Other Key Timescales

- Start on site (site infrastructure) – June 2021.
- Start on site (Western station entrance) – March 2022.

- Practical completion (Site infrastructure) – August 2023.
- Practical completion (Western station entrance) – April 2024.

#### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 5% of those outlined in this report.
That the timeframes remain within 6 months of those outlined in this report

#### York Station Gateway

5.109 This project will be delivered by CYC and will involve consolidating the YSF (WY+TF) and York Station (TCF) approvals into a single Full business case plus finalised costs (decision point 5) submission.

#### Costs

5.110 The project has a total forecast cost of £26.59 million. This includes funding of £12.873 million from WY+TF and £13.117 million from TCF. A further contribution of £0.6 million from London North Eastern Railway (LNER) will need to be confirmed at decision point 5 (Full business case plus finalised. The annual cost and funding profile for the project is to be confirmed. The practical completion date (see below) is within the timeframe for spend required for TCF.

#### Assurance pathway and approval route

York Station Gateway		
Assurance pathway	Approval route	Forecast approval date
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	03/09/2021

#### Other key timescales

- Start on site (Enabling works) – December 2020.
- Start on site (Main contract) – November 2021.
- Practical completion – February 2023

#### Assurance Tolerances

Assurance Tolerances (York Station Gateway)
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That Combined Authority costs remain within 10% of those outlined in this report.  
That the timeframes remain within 6 months of those outlined in this report

### **Askham Bar Park & Ride (P&R) Improvements**

- 5.111 This project will be delivered by CYC and is in the early stages of development. It will involve additional enhancements along the P&R route on Tadcaster Road alongside planned highways maintenance improvements (resurfacing, drainage, and street lighting) which will be funded by York Council. The focus of the TCF funding is one improving bus journey times to and from the city centre and railways station through additional signalling/junction improvements.
- 5.112 The total cost and funding profile and the delivery programme for the project has not yet been confirmed by CYC. The provisional cost is £6.43 million, with £5 million funded by CYC and £1.43 million TCF. Given the relatively small scale of this project it is proposed that this comes forward for approval at decision point 4 (full business case).
- 5.113 This is reflected in the recommended assurance pathway, approval route and tolerances set out below. An Appraisal Specification Report (ASR) will need to be agreed with PMA prior to commencing detailing business planning.

#### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: <a href="#">Combined Authority's Programme Appraisal Team</a> Decision: <a href="#">Investment Committee</a>	01/07/2021

#### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within 5% of those outlined in this report. That the timeframes remain within 6 months of those outlined in this report

### **All**

#### Costs

- 5.114 CYC has requested additional development funding as part of this approval. On 21 March 2018 CYC received development costs of £2.1 million to take the YCA & YSF project forward to full business case (decision point 4).
- 5.115 A further £1.18 million of development costs was approved by the Managing Director on 14 May 2019 to support the development of the YSF element to

decision point 5 (full business case plus finalised costs). Both approvals were from the WY+TF indicative funding allocation.

5.116 A further £2.252 million is requested from the WY+TF allocation to cover the costs associated with placing orders for utilities, land purchase, professional fees for detailed design, preparation of tender documents and business case development support. This also covers the TCF funded elements as the TCF funding is not providing any development funding at this stage of the project. This will take the total approved development costs to £5.532 million:

- 21/3/2018 - £2.1m with £1.153m used for Station Frontage and remaining 0.947m for York Central
- 01/5/2019 - £1.18m for Station Gateway
- 10/2/2021 - £2.252m further requested for Station Gateway

#### Project Responsibilities

<b>Senior Responsible Officer</b>	James Gilchrist, York Council
<b>Project Manager</b>	Michael Howard, York Council
<b>Combined Authority case officer</b>	Ian McNichol

#### **Recommendations**

5.117 PAT recommends to the Investment Committee that:

- (i) The conditions on the York Central Access & York Station Frontage full business case approval of 13 March 2019 are discharged.
- (ii) Further development costs of £2.252 million are approved (to be funded from the West Yorkshire plus Transport Fund) taking the total development costs approved to £5.532 million
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional development costs of £2.252 million (to be funded from the West Yorkshire plus Transport Fund)
- (iv) The Combined Authority's West Yorkshire plus Transport Fund and Transforming Cities Fund allocations will be rationalised into three separate projects, York Central. York Station Gateway and Askham Bar Park & Ride Improvements.
- (v) Future approvals are made in accordance with the assurance pathway and approval routes outlined in this report. This will be subject to the projects remaining within the tolerances outlined in this report.

5.118 That the following is noted:

- (i) The York Central project will come forward at decision point 5 (Full business case plus finalised costs) in two phases seeking approval for up to £24.447 million funding from the West Yorkshire plus Transport Fund.
- (ii) The York Central project is proposed to be delivered by Homes England. The Combined Authority may enter into a funding agreement directly with Homes England or via City of York Council under the terms of the existing Partnership Agreement with the Combined Authority.
- (iii) The York Station Gateway project will come forward at decision point 5 (full business case plus finalised costs) seeking approval for £12.873 million from the West Yorkshire plus Transport Fund and £13.117 million from the Transforming Cities Fund
- (iv) The Askham Bar Park & Ride Improvement project will come forward at decision point 4 (full business case) seeking indicative approval of £1.43 million from the Transforming Cities Fund

<b>Project Title</b>	<b>Points Cross, Hunslet Road</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

- 5.119 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66.779 million fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.120 The Brownfield Housing Fund will be used to unlock the development of phase 1 of the Points Cross scheme. Phase 1 consists of the land purchase, demolition, site preparation and development costs associated with constructing blocks A and B to deliver 311 affordable new homes, of which 118 will be available for social rent and 193 will be available for shared ownership.
- 5.121 The scheme is also receiving funds through Homes England's Affordable Homes Programme. This project will help meet inclusive growth targets, and as works commence this year, it will also help with the COVID-19 economic recovery. The Ministry of Housing, Communities and Local Government (MHCLG) have confirmed that the BHF can fund schemes where the affordable homes programme is also funded, due to each fund supporting separate elements of the scheme. Therefore, 311 new homes unlocked can be claimed against the overall BHF target of a minimum of 4500.
- 5.122 Phase 1 will also provide 931sqm of commercial space at ground floor level, high quality public realm, which is vital, particularly in this location to enhance the delivery of City Park and the wider South Bank improvements and east-west pedestrian links.

- 5.123 Unlocking the development of Phase 1 will in turn de-risk the development of the remainder of the site and lead to the accelerated delivery of Phases 2 and 3 consisting of blocks C, D and E providing a further 617 apartments for private rent, commercial space, gardens and landscaping.
- 5.124 The appraisal of this scheme has demonstrated a viability gap. The Guinness Partnership (TGP) are cross subsidising this viability gap 50/50 with the Brownfield Housing Fund. The costs have increased due to the current market conditions, to emerging policy requirements to meet the standards for a planning compliant scheme, and uncertainties relating to Brexit and COVID-19 impacts on supply chains. TGP would not be able to proceed with this scheme without public sector intervention.
- 5.125 Housing Associations operate a longer-term financial model as their build programmes for affordable schemes are not based on a build for sale model but on a rental model where rents are charged below the market rate. TGP is a not-for-profit provider meaning that any surplus generated is reinvested into stock condition/management or into new housing, as it will meet the longer term needs of communities. They are regulated by the Regulator of Social Housing to ensure that they are viable, efficient and well-governed through the use of the regulatory standards – particularly the economic standards. Therefore, as part of the appraisal the scheme was recommended as a grant rather than a loan. However, it is not considered that this should set a precedent for future schemes coming forward through the wider BHF programme which shall be appraised on a scheme-by-scheme basis to determine the most appropriate funding and delivery mechanism.
- 5.126 The Brownfield Housing Fund Programme Strategic Outline Case (decision point 2) was approved by the Combined Authority in September 2020.
- 5.127 A summary of the scheme's business case and location map is included in **Appendix 6**.

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

- 5.128 The scheme:
- Will deliver high quality housing with a commitment to energy efficient methods of construction, photo-voltaic fittings, coupled with improved pedestrian access within the site and linkages across the wider South Bank area;
  - Is located on a brownfield site in a location close to the City Centre with good access to public transport, walking and cycling routes.
  - Will create 9,800 m<sup>2</sup> of new/improved high quality public realm and will help improve air quality through trees, shrubs, grass and water, which all help to capture carbon dioxide and other pollutants in the air, which will provide economic, social and environmental benefits to local residents.
  - Increase biodiversity through the provision of a range of native and non-native plant species.

- Reduce the risk of flooding through surface water run-off absorption by plant roots and soil and through sustainable urban drainage schemes including rain gardens that store water beneath ground.
- Install 9 electric vehicle charging points (EVCPs) and infrastructure for 13 further EVCPs and car clubs being promoted within this phase, plus cycle storage for 100% occupancy.
- In addition to meeting the BHF criteria, the Points Cross scheme positively supports the SEF Priorities of Inclusive Growth and Carbon agenda. The Combined Authority have signed up to the Climate Emergency, and as such the BHF will be looking for projects that to play a part in meeting our ambition to be zero carbon by 2038. The project has been chosen as a pilot for the new Carbon Toolkit that is being developed. The scheme (as a whole of 928 homes) provides a carbon reduction of 22% against Building Regulation Part L baseline compared to standard build. The development of the phase 1 design results in the scheme emitting circa 100,000 kg less of carbon emissions each year.

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

5.129 The scheme outputs and benefits include:

- 1.2 Ha of brownfield land released for new housing development.
- 311 affordable new homes unlocked.
- 584 m2 of new commercial floorspace.
- 9,800 m2 of new/improved public realm.
- Up to 13 full-time equivalent (FTE) construction jobs.
- Up to 19 NVQ Level 2/3 apprenticeships
- The scheme has a benefit cost ratio (BCR) for Combined Authority funds of 5.79:1 and a total public sector investment BCR of 1.28:1.
- Leeds City Council have advised that they estimate £674,129.82 as an additional benefit to the City of this development under the New Homes Bonus (NHB) scheme. The NHB scheme is under review by the government and it is likely to be replaced with a new system next financial year. Therefore, this figure is given as an estimated comparison until the new arrangements are announced.
- The scheme will unlock 2.64 hectare brownfield land in Leeds city centre, accelerating 617 homes over 5 years.

### **Risks**

5.130 The scheme risks include:

- Risk of increased costs within the supply chain - mitigated by appropriate contingencies in the cost plan and a commitment by the scheme promoter to fund any cost overruns through the delivery phase.
- Risk of delays to the programme – mitigated by early contractor mobilisation being undertaken at risk by the scheme promoter.
- Risk of low demand for new homes – mitigated by the option to vary the proportion of social rented and shared ownership homes, which has been agreed between scheme promoter and Leeds Council.

### Costs

5.131 The scheme costs are:

- The scheme has a total forecast cost of £75.011 million. The scheme will be funded by £56.634 million from The Guinness Partnership, £15.622 million from Homes England and £2.755 million from the Brownfield Housing Fund. All match funding for the scheme has been secured.

### 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	04/03/2021
<b>Brownfield Housing Programme</b>		
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

5.132 The scheme is effectively 'shovel-ready'. United Living have been appointed as the main contractor and their final tender for the works was approved by the Board of The Guinness Partnership in December 2021. This tender price is fixed until 22nd March 2021.

Remediation start on site - March 2021.

Construction of 178 homes start - Block B – April 2021

Construction of 133 homes start - Block A - May 2021

Practical completion - March 2023

### Assurance Tolerances

Assurance tolerances
Scheme costs remain within +10% of the total scheme cost in this report
That the project delivery timescale remains within three months of the timescales identified within this report.
That the number of homes constructed remains within 10% of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Angela Garrard, The Guinness Partnership (TGP)
Project Manager	Nigel Graham, TGP
Combined Authority case officer	Ian McNichol

### Appraisal Summary

- 5.133 There is a significant under supply of affordable housing across Leeds and a need for more social rented and shared ownership housing in the City Centre. This reflects both a growing disparity in the housing market between income and rental and purchase prices, and projected population growth - with additional demand for affordable homes, particularly in the 15-25 yr. old and 65+ demographic.
- 5.134 The scheme will support regeneration in the Hunslet Riverside ward, one of the most deprived communities in Leeds, bringing investment in high quality, affordable, accessible and environmentally sustainable new homes onto a vacant brownfield site in the heart of the Leeds South Bank area. There are a significant number of people on waiting lists for social rented homes in this area and Leeds City Council will have tenant nomination rights for all the new social rented housing delivered by this scheme.
- 5.135 The Guinness Partnership have committed to delivering a range of socio-economic and environmental benefits through this scheme, supporting new jobs and apprenticeships in the local area and utilising renewable energy and other sustainable features in the design of the scheme.
- 5.136 The scheme is effectively 'shovel-ready' with a main contractor appointed and an agreed tender price. Robust governance and project management systems are in place and a detailed programme has been established. Key risks are understood with appropriate mitigating measures set out.



## **Recommendations**

5.137 The Investment Committee approves that:

- (i) The Points Cross Phase 1 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery)
- (ii) Approval to £2.755 million is given from the Brownfield Housing Fund.
- (iii) That the Combined Authority enters into a funding agreement with Guinness Developments Ltd which is part of the Guinness Partnership for the Points Cross scheme for expenditure up to £2.755 million from the Brownfield Housing 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>Temple Green Park and Ride Extension</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

- 5.138 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.
- 5.139 Temple Green Park & Ride is an existing bus-based Park & Ride site, opened in June 2017, with a capacity of 1000 spaces. It is located approximately 7km to the east of Leeds City Centre, in the Aire Valley, adjacent to the A63 Pontefract Lane, catering for journeys from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.
- 5.140 The proposed Temple Green Park & Ride (P&R) Extension scheme includes the implementation of upgrades to the existing Temple Green P&R site through the addition of up to 391 additional car parking spaces. Alongside the increase in capacity, an additional bus service will operate in the peak periods to accommodate the induced demand following the site's expansion. This will increase the bus frequency from the current 10 minutes to 8.5 minutes during peak periods.
- 5.141 The project was previously part of the LPTIP and the development up to OBC was carried out under this fund. The scheme was put on hold at OBC due to affordability issues in the LPTIP. The project was identified as a scheme that was shovel ready and was therefore proposed and accepted into the GBF, with the GBF to fund all development costs to date and future delivery costs.
- 5.142 The observed high levels of pre-pandemic usage and the projections on future demand growth, as part of the COVID-19 recovery plan, mean that the

extension of the P&R site is deemed necessary to meet future demand given the facility operated very close to its capacity prior to the pandemic.

- 5.143 The aim of the scheme is to provide enhanced, sustainable “last mile” transport for all groups travelling from/ to Leeds City Centre offering an attractive, reliable, and environmentally friendly bus option. The scheme will encourage journeys from car to bus primarily for trips between the city centre and the east of Leeds. It is also expected to contribute to improving travel times for all road users, alleviating congestion on key transport links (along the A63 and the A61) and reducing demand for parking in Leeds city centre.
- 5.144 The scheme primarily supports the delivery of Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP) by creating additional capacity to enable development. It also contributes to the delivery of SEP Priority Area 3 (Clean Energy & Environmental Resilience) by improving air quality and reducing harmful emissions. As the scheme is expected to provide time savings to businesses and enhanced access to jobs, including the creation of 24 additional construction jobs, it supports SEP Priority Area 1 (Growing Businesses) and Area 2 (Skilled People, Better Jobs).
- 5.145 A summary of the scheme’s business case and location map is included in **Appendix 7**.

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

- 5.146 One of the aims of the scheme is to improve air quality and reduce the levels of carbon emissions on routes linking the east of Leeds with Leeds City Centre. This would be as a result of fewer daily car trips and car kms travelled on the network into and out of Leeds City Centre and promotion of bus use and reduction of car use.
- 5.147 The scheme is anticipated to deliver air quality benefits equal to £54,335 (monetised equivalent) and reduce carbon emissions by 3,308 tonnes over a 60 year-period by taking over 650,000 car kms off the Leeds road network every year.
- 5.148 The scheme is anticipated to contribute to improved air quality and reduced carbon emissions promoting clean growth in its area of impact.
- 5.149 Leeds City Council, as the scheme promoter, has also expressed their aspiration to future proof the Park & Ride site’s car park by installing reserved bays for electric vehicles, allowing for forty additional passive spaces as well as four additional electric vehicles’ charging points.

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

- 5.150 The scheme outputs and benefits include:
- To increase the number of Park & Ride car parking spaces by 391 and additional users in Leeds by more than 500 users a day by providing

enhanced, sustainable last-mile transport for journeys in and out of Leeds city centre.

- To alleviate congestion and improve journey times by reducing overall car demand on routes between Leeds City Centre and the east of the city (along the A63 and A61 corridors) by up to 391 vehicles on average per day.
- To enhance safety, improve air quality and reduce carbon emissions by taking 653,370 vehicle-kms off the network on the route between Temple Green Park & Ride and the city centre each year, once the site reaches its full capacity by 2026.
- To enhance the bus passenger experience by maintaining and further improving the current (very) high levels of user satisfaction with the existing Park & Ride service on opening, and ongoing over the longer-term period with 96% of users being willing to recommend the service to a friend.
- To create 24 new construction jobs during its construction period extending up to December 2021.
- To promote inclusive growth by offering increased accessibility to jobs, training and services via public transport for all social groups. Located at the eastern end of the Aire Valley Enterprise Zone, the Temple Green P&R bus service links Leeds city centre with current and emerging employment opportunities within the valley and between the city centre and the P&R site. Hence, the expansion of the site and the increased frequency of its bus services will improve access to jobs and training opportunities via public transport for all social groups supporting social inclusion.

## **Risks**

5.151 The scheme risks include:

- Risk that adverse weather conditions will cause delays in construction activities and reduce productivity. Mitigated by building time risk allowance into programme for weather impacts.
- Risk that changes in law and government guidance due to the COVID-19 pandemic could result in programme delays with subsequent financial cost increases and a temporary closure of the Park & Ride site. Mitigated by accounting for COVID-19 related costs.
- Risk that poor ground conditions will necessitate additional ground works resulting in programme delays and cost increases. Mitigation plans involve undertaking grouting and geogrid works to enable detailed analysis of the soil composition.
- Risk that additional carriageway surfacing works may be required at Bellwood Roundabout resulting in cost increases. Mitigation actions involve minimising changes to road markings.

## Costs

5.152 The scheme costs are:

- The scheme's target cost at full business case with finalised costs is £7.830 million.
- The Combined Authority's contribution sought from the Getting Building Fund (GBF) amounts to £7.400 million. This funding is timebound to be spent by the 31st of March 2022. Leeds City Council will contribute the remaining £0.430 million, which is secured from S106 contributions and will cover all scheme costs from April 2022 onwards.
- At decision point 3 (outline business case), the scheme secured approval of £2.261 million from LPTIP funds (£1.420 million for land acquisition and £0.841 million for development costs) which are part of the overall £7.400 million ask for Combined Authority's funds.
- Subject to approval of the full business case with finalised costs, the existing funding agreement with Leeds City Council (based on LPTIP funds) will be voided and a new funding agreement will be issued for £7.400 million to be funded from the Getting Building Fund (GBF), including the development costs of £2.261 million previously approved through LPTIP.
- Given that the GBF grant is timebound to be spent by 31 March 2022, it has been stated that all scheme costs incurred from April 2022 onwards, including monitoring and evaluation costs, will be entirely met by Leeds City Council's contributions. This is reflected in the scheme's funding profile. Therefore, the scheme is considered affordable within the Getting Building Fund (GBF) Programme.

## 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	04/03/2021
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	21/01/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	20/01/2023

## Other Key Timescales

5.153 The key timescales are:

- Construction activities commencement: March 2021
- Planned completion: January 2022

### Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of the costs in this report. That delivery timeframes remain within 3 months of those outlined in this report. That the outputs remain within 20% of those outlined in this report.

### Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Paul Hamer, Leeds City Council
Combined Authority case officer	Marina Triampela

### Appraisal Summary

- 5.154 The scheme has a strong strategic case with its objectives being fully aligned with the SEP and GBF priorities as well as the overarching LPTIP strategy and aspirations to provide a “ring” of bus and rail Park & Ride sites around the city to promote more sustainable travel choices to/ from Leeds city centre.
- 5.155 At full business case with finalised costs, data evidence is provided regarding the impact of COVID-19 on traffic flows along the A63 corridor, emphasising the need for the scheme’s implementation to provide an attractive public transport choice that will counter a future potential increase in car traffic should that occur as a result of the pandemic. The new Stourton Park & Ride site located to the M621 Junction 7 roundabout, a corridor parallel to the A63, has been accounted for and modelled as part of this scheme’s business case.
- 5.156 The value for money assessment reflects a benefit cost ratio of 4.08:1, judged as Very High Value for Money. The sensitivity tests’ results indicate that, even when accounting for future uncertainties including lower forecast demand growth, the scheme is expected to still represent good value for money.
- 5.157 All contractual and management arrangements are in place. Planning permission for the site’s expansion has been granted subject to conditions that have to be satisfied either prior to the commencement of construction activities or prior to the opening of the site’s extension. Pre-commencement conditions related to detailed drainage and geotechnical design have been submitted to the Planning Department and are awaiting discharge. Any associated risks and impacts on scheme costs and programme, should delays on the approval of the planning conditions occur, have been quantified and accounted for.

5.158 It should be noted that the site is temporarily closed as it is currently operating as a COVID-19 test centre. It has been confirmed by the scheme promoter that the site's expansion can be delivered alongside the operation of the testing centre and that, moving towards the start of construction activities, the testing centre is expected to reduce in scale. Should the existing Temple Green Park & Ride facility reopen, the planned construction activities related to its expansion can be undertaken in parallel to the site's normal operation without causing disruption. Mitigation plans are also in place to minimise any adverse noise impacts should that occur during construction.

### **Recommendations**

5.159 The Investment Committee approves that:

- (i) The Temple Green Park & Ride Extension 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 £7.400 million is given from the Getting Building Fund (GBF). The total scheme cost is £7.83 million.
- (iii) The existing LPTIP funding agreement for the Temple Green Park & Ride Extension scheme to be voided and the Combined Authority enters into a funding agreement with Leeds City Council for expenditure up to £7.400 million from the Getting Building Fund (GBF), including development costs of £2.261 million previously approved from LPTIP funds.
- (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>Digital Skills Programme - Adult Digital and Technical Skills project</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

- 5.160 The Combined Authority is bidding, through a competitive tendering process, for up to £9 million from the fund the Department for Education (DfE) has made available, to deliver adult digital and / or technical skills bootcamps in England between April 2021 and April 2022. DfE is expected to award funding in April 2021, with delivery starting by June 2021.
- 5.161 This national roll-out is an exciting opportunity for the Combined Authority to build on the success of the smaller-scale, three-month pilot it has been delivering since January 2021, which is upskilling and retraining 600 people, so they can consider careers in the digital sector.
- 5.162 The programme will support the economic recovery of businesses and individuals across the region by developing and delivering employer-led training initiatives and innovative and responsive courses, that link directly to local digital skills needs. The programme will upskill and retrain adults looking to progress in their current role or enter digital or technical careers and will consist of interventions lasting 8 to 16 weeks, which can be accredited, employer endorsed or a mixture of both and will be delivered either face-to-face, virtual or a mix of both.
- 5.163 Individuals will gain specific technical skills relating to key sectors through activities including study leading to qualifications, peer mentoring, confidence building and sector focused information. Each learner's journey will be unique and developed based on their individual needs and ambitions. Individuals will also gain employability skills, including CV development, interview experience, life skills, problem solving and confidence building, in response to employers' feedback that many applicants lack basic employability skills and have low confidence.



- 5.164 The Combined Authority agreed to lead a joint Yorkshire and Humber funding bid of up to £9 million, after being approached by York and North Yorkshire, Sheffield City Region and Humber Local Enterprise Partnerships because of its success in securing £1.3 million from DfE for the pilot currently in delivery. DfE is encouraging partnership working and has indicated it will support joint bids covering multiple areas.
- 5.165 The Combined Authority's Employment and Skills team will manage delivery of the programme and identify a range of partners to deliver the learning elements of the programme across Yorkshire and Humber.
- 5.166 Any additional funding secured will build on the current pilot model being delivered, enhancing what is on offer and extending it by one year. Three full-time fixed term posts will also be fully funded until July 2022.
- 5.167 A digital marketing campaign will be delivered across Yorkshire and Humber to recruit a diverse cohort of learners that reflects and represents the local and regional population. The Combined Authority will also work closely with delivery partners including the National Careers Service and employment hubs to engage individuals from a range of backgrounds.
- 5.168 On 4 February 2021, the Combined Authority delegated to the Investment Committee, the retrospective approval to accept and spend £1.3 million for the pilot and approval to accept and spend up to an additional £9 million, subject to the successful outcome of the DfE funding bid, bringing the total programme costs to £10.3 million. This is to allow preparations, including further programme development, recruitment and procurement to be completed by June 2021 in line with DfE's delivery timeframe.
- 5.169 The programme will complement the Combined Authority's existing [re] boot programme, which is being extended to support people who are recently unemployed or at risk of redundancy or on furlough, as part of the West Yorkshire Economic Recovery Plan in response to COVID-19. The [re] boot programme gained approval for an additional £6.5 million for the extension from the Single Investment Fund (SIF) gainshare on 3 February 2021.
- 5.170 A summary of the scheme's business case is included in **Appendix 8**.

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

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

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

- 5.172 The programme outputs and benefits include:
- re-training for adults who are unemployed, under-employed, at risk of redundancy or in a sector undergoing structural change and career changers, so they are able to progress in their current role or enter careers in the digital / technical sectors.

- training designed and developed with employers, so individuals gain the skills that local employers need.
- supporting businesses by upskilling and retraining individuals in the digital /technical skills needed by businesses with growth opportunities, recruitment challenges, recovery challenges and vacancies identified as part of the annual labour market analysis.
- all learners provided with an interview as part of their learning / career progression, with a target that 75% of learners will secure improved employment within six months of completing their learning.
- promoting careers campaigns that are locally relevant and inspiring to encourage “behaviour change” in learners about career prospects.
- complementing the Combined Authority’s current and future adult training offer and will support individuals from disadvantaged or marginalised groups such as BAME, women, under employed graduates and those unemployed due to COVID-19.

## **Risks**

5.173 The scheme risks include:

- A breakdown in the provider supply chain mitigated by robust contract management to identify risks early and using a framework of suppliers, so that should any element of the supply chain be deemed to be at risk, there will be no gaps in or impact on the programme provision on offer.
- The current volatility within the economic landscape due to the recovery from the COVID-19 pandemic mitigated by the Combined Authority’s proposed supplier and delivery models.

## **Costs**

5.174 The scheme costs are:

- Total scheme costs are up to £10.3 million. This comprises of £1.3 million pilot funding, previously secured from DfE and up to £9 million of additional DfE funding currently being bid for. If the bid is successful, the amount of funding awarded will be confirmed when the programme returns to the Combined Authority’s Programme Appraisal Team for approval to proceed to Delivery.
- There was insufficient time to progress the £1.3 million pilot funding through the Combined Authority’s assurance process at the time, due to the funding being secured and the pilot starting within a very short timeframe and retrospective approval for the £1.3 million in addition to any new additional funding is now being sought.

## **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	04/03/2021

### Other Key Timescales

5.175 DfE funding award expected April 2021.

5.176 Programme start date June 2021.

5.177 Programme end date July 2022.

### 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

Senior Responsible Officer	Catherine Lunn, Combined Authority
Project Manager	Michelle Hunter, Combined Authority
Combined Authority case officer	Helen Feltrup

### Appraisal Summary

5.178 The funding bid business case clearly sets out the strategic case for investment. The additional funding will allow more individuals to gain the skills that are in demand by local employers and training will be designed and developed with employers to ensure individuals gain the skills that local employers need.

5.179 The Combined Authority's experience of delivering the digital skills pilot, has supported the development of the business case, with lessons learned being used to enhance the new programme.

5.180 The business case clearly explains how the Combined Authority, as lead partner, will manage the programme, the procurement and work in partnership with Local Enterprise Partnerships. It also sets out how the programme will respond to localised needs of employers and individuals across the wider Yorkshire and Humber area.

5.181 The programme will be promoted through a marketing campaign, which will build on the campaign used for the pilot and will target learners including those in underrepresented groups.

#### Conditions

5.182 DfE expect to award funding in April 2021. In advance of this, a series of activities need to happen, including recruitment and procurement so the programme can start delivery in June 2021 in line with DfE's delivery timeframe. The following condition has therefore been set by the Combined Authority's Programme Appraisal Team (PAT) to gain approval to proceed to Delivery:

- Confirmation that DfE funding has been secured and the amount awarded.

#### **Recommendations**

5.183 The Investment Committee approve that, subject to the conditions set by PAT:

- (i) The Digital Skills Programme proceeds through decision point 4 (Full business case) and work commences on activity 5 (delivery).
- (ii) Retrospective approval is given to accept and spend the funding for the £1.3 million Digital Skills pilot.
- (iii) Approval is given to accept and spend the additional funding of up to £9 million, from the DfE bid; subject to the successful outcome of the funding bid, bringing the total project costs to £10.3 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>UTMC Element C</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	Change request (activity 5)

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

5.184 The West Yorkshire UTMC programme aims to create a single West Yorkshire Urban Traffic Management Control system covering all 1,600 signals, VMS, On-street CCTV, Fault and Air Quality monitoring. The programme consists of 3 sub-projects – the currently endorsed specification is set out below:

- Element A: On-street junction upgrades and improvements across the Key Route Network
- Element B1: Integration of the Urban Traffic Control systems across the 5 districts in to one cloud based system
- Element B2: Integration of the wider UTMC systems across the 5 districts in to one cloud based system (control of VMS, Air Quality management and on-street CCTV with links to the UTC system)
- Element C: Integration of the 4 existing UTC teams to one team based at a single centre (hosted by Leeds City Council) and TUPE transfer of all staff to the host authority. The combined service was subject to each of the Districts supporting and signing up to a Partnership Agreement.

5.185 This Change Request relates directly to the specification of Element C.

5.186 Progress to date (across the project sub-projects)

- Element A: Whilst some works have been delayed due to COVID-19, reasonable progress is being made on delivery of on-street improvements. 48% completion anticipated in 2020/21.
- Element B1: The contract is in place and progressing well. All Districts signal assets should be transferred to the cloud-based system by end of March 2021.

- Element B2: full business case with finalised costs submission approved to proceed through Decision Point 5 with contract award to facilitate activity 6 (delivery). Completion due by September 2021.
- Element C: Development of the project has continued post the July 2020 FBC+ (Decision Point 5) submission. Element C has been beneficial in developing a draft Partnership Agreement and several standard documents (including operational, service, legal and financial obligations); however, given the current pandemic and the need for the service to operate largely remotely, partners have reconsidered the approach for Element C. A virtual West Yorkshire service with Central Hub is now proposed (subject of this change request) – the revised proposal (led by Leeds City Council) no longer delivers a combined joint service (in functional terms) but looks to retain some of the benefits that would be delivered under the original Element C specification. It also includes provision to deliver a combined service at a later date, subject to funding arrangements being agreed between partner Councils.

5.187 The UTMC project includes five headline objectives, supported by a series of more specific sub-objectives:

- To facilitate economic growth and employment within West Yorkshire by improving management of the KRN.
- To better manage highways congestion on the West Yorkshire KRN, particularly along the identified routes for junction improvements
- To implement more effective management of the KRN within West Yorkshire, irrespective of boundaries and agencies
- To deliver a more reliable highway network along selected KRN routes and support road users in West Yorkshire with greater information provision to inform travel choices.
- To reduce the adverse impacts of transport on local air quality in West Yorkshire, particularly along the defined routes for junction improvements.

5.188 This Change Request presents a revised proposal for Element C. The revised scope will continue to support the aspirations of Objective 3 (including long term aspirations for a combined service) through the realignment of the UTMC operational working protocols and procedures of the existing four UTC teams (to be confirmed through development of a Memorandum of Understanding), to provide improved day-to-day management and coordination across the network, through a virtual team / platform, with a Central Hub.

Element C revised scope definition: Virtual service with Central Hub

5.189 The revised scope allows all staff to work in a virtual environment (making use of new technologies delivered through Element B) rather than delivery of a combined service with all Districts located at a central location.

- 5.190 This means the UTC teams will continue to operate at a District level from a functional perspective; rather than transferring to Leeds City Council (LCC) as the host of the combined service. LCC will continue to provide Calderdale's UTC service (as per current arrangements).
- 5.191 The draft Partnership Agreement is to be replaced with a Memorandum of Understanding which will seek to cover working protocols for the virtual service (without committing to the combined service) with a view to providing support for integration of systems and procedures, ensuring day-to-day coordination of the KRN and cross-boundary issues are seamless and effective (as far as reasonable possible within proposed arrangement).
- 5.192 The option would retain the delivery of a control centre. The control centre will act as a Central Hub for the virtual service. Network coverage from the Central Hub (control centre) would initially be limited to Leeds and Calderdale. It is proposed that sufficient space would be provided at the Central Hub, including all system architecture required, to accommodate a potential expansion to more local authorities' in the future, subject to local governance and funding agreements. The location of the control centre will now be at the Civic Centre in Leeds City Centre, rather than at the West Yorkshire Joint Services building in Morley. This follows a review of future office space requirement following the COVID-19 pandemic.
- 5.193 The extent of works required to deliver the new control centre is reduced compared to the original specification for Element C, associated with reduced upfront head count. For instance, reduced hardware and furniture requirements; as well as using a space that has recently undergone refurbishment and has many of the facilities required. Whilst the proposed location is now within existing LCC office space, there is still a requirement to take account for air handling and a small amount of work re-partitioning etc.
- 5.194 The proposed scope also retains elements of the original specification (i.e. CCTV visualisation wall etc.).
- 5.195 The development of a training space is also retained based on the control centre / Central Hub in Leeds. The training room will be available to attract new staff and provide training to younger Engineering Apprentices as part of their training and development. Furthermore, it will be linked to the new UTC and UTMC services being delivered through Element B; ensuring there is a space for forward training requirements across Districts (as required).
- 5.196 It has been clear throughout the development of Element C that the delivery of a combined service would be financially challenging and the original December 2018 base budget was heavily reliant on capital recharges due to the limited revenue contributions from all partners.
- 5.197 Partners have explored and developed a proposal for an alternative virtual combined service with Central Hub, which looks to retain some of the benefits of the original proposal without delivering a combined service (from a functional perspective)

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

- 5.198 The UTMC programme aims to improve air quality by improving key junctions along the Key Route Network.

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

- 5.199 West Yorkshire Integration and Consistency: Whilst there is not an intention to enter a Partnership Agreement at this time, the Districts remain committed to further developing principles for collaborative working across West Yorkshire including through the development of a Memorandum of Understanding as part of Element C. This seeks to deliver benefits associated with realignment of the UTMC operational working protocols and procedures of the existing four UTC teams, to provide improved day-to-day management and coordination across the network, including across West Yorkshire boundaries.
- 5.200 CCTV Integration and Devolution alignment: Maintains delivery of relevant capital costs to deliver the system architecture requirements that will allow for the future integration of live CCTV from each local authority to the Central Hub.
- 5.201 West Yorkshire's developing 'Devolution' agenda benefits: Provision of a key asset that could be flexed to support the Mayor (i.e. regional CCTV coverage as an asset (enabling architecture and set up) able to be leveraged / enhanced to support Mayor taking on future potential responsibilities associated with Police and Crime Commissioner).
- 5.202 Bus Operational Management benefits and alignment to West Yorkshire Bus Strategy: The revised option seeks to retain the benefits associated with bus operators being provided the opportunity and flexibility to sit in a control and incident room (as required), strengthening integration / collaboration opportunities with UTC staff; as well enabling increased access for bus operators to technology platforms to support improved operational / incident management decision making. This aligns with the West Yorkshire Bus Strategy which includes a commitment to improve integrated communications that keep passengers informed, especially when things go wrong.
- 5.203 Training: The revised option retains aspirations previously identified to enhance training and knowledge sharing opportunities. This remains core to the scope; however, further work is required between the local authorities to define the principles for how this could be achieved and the specific funding requirements. Notwithstanding this further work, it is considered critical that there is a Central Hub with sufficient facilities to deliver against this benefit.

## **Risks**

- 5.204 Key risks associated with the combined service and Partnership are mitigated. Whilst further work is to be progressed on the Memorandum of Understanding, progress can be made of the Central Hub (control). This option does not



preclude future opportunities to deliver the combined service, and the approach would seek to ease such works as part of future initiatives.

## Costs

- 5.205 The total scheme costs have reduced from £1.203 million to £0.555 million as a result of this Change Request.
- 5.206 When the full business case with finalised costs for Element C was approved a condition of the funding was that the Partnership Agreement be in place. The total funding approved was as follows: £1.203 million for Element C.
- 5.207 The proposed change of scope will not include the finalisation of the Partnership Agreement, presenting a constraint on development funding release. While the Partnership Agreement is not to be progressed, Leeds City Council (LCC) has continued with the project development at risk, noting the continued aspiration to deliver against the objectives set for the project. Much of the work will still be valid towards the virtual working arrangement and Central Hub control room as proposed through this Change Request
- 5.208 Given the change in direction and in lieu of the Partnership Agreement, it is noted the proposed way forward is to develop a Memorandum of Understanding which will draw on some of the Partnership Agreement work. Timescales for the ongoing work to develop the Memorandum of Understanding are yet to be finalised. In view of the above, Investment Committee approval is sought to remove the condition regarding the release of funding associated with work completed to date.

## 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	04/03/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	04/03/2022

## Assurance Tolerances

Assurance tolerances
That the costs remain within those detailed in this report. That deliver timeframes remain within 3 months of those detailed in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Steven Lee, Calderdale Council
<b>Programme Manager</b>	Claire Hyde/Joel Dodsworth
<b>Combined Authority appraisal</b>	Emily Williams

### **Appraisal Summary**

5.209 Whilst the scale of the Strategic and Economic impacts on the business are reduced, this is reflected with a reduced investment ask and reduced level of risk for the project.

5.210 The overall impact of the proposed change is considered to be positive, ensuring a deliverable project specification, which protects the retained future aspirations for a combined service, subject to governance and local decision making. Furthermore, the Memorandum of Understanding (identified to replace the Partnership Agreement) will seek to advance aspirations around joint working through the virtual service, ensuring the project delivers against the core objectives.

### **Recommendations**

5.211 The Investment Committee approves:

- (i) The change request for the UTMC project (Element C) to alter the scope to deliver a virtual service with a Central Hub, reduce the funding approval from £1.203 million to £0.555 million (from the West Yorkshire pls Transport Fund) and omit the condition previously set (that the arrangements and Partnership Agreement, as detailed in the business case, are required to be finalised before approval of the FBC+) is approved.
- (ii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report

### **Projects in Stage 3: Delivery & Evaluation**

<b>Project Title</b>	<b>CityConnect - Phase 1 and 2</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	Change request (activity 6)

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**

- 5.212 The CityConnect Programme has, since 2013/14, been the Combined Authority's primary delivery programme promoting cycling and walking. The CityConnect Programme is split into three delivery phases that are nominally split by funding stream and delivery timescales. This Change Request relates to Phases 1 and 2. Phase 1 spanned financial years 2013/14 – 2015/16; Phase 2 spanned financial years 2015/16 – 2018/19.
- 5.213 The CityConnect Programme is the Combined Authority's primary delivery programme promoting and delivering a high quality, strategic, cycle and walking network to encourage more people to cycle and walk, and make cycling the natural choice, especially for short journeys.
- 5.214 The CityConnect programme was developed in response to the strong desire for greater participation in cycling across the region.
- **Phase 1 (Complete):** Leeds Bradford Cycle Superhighway.
  - **Phase 2 (Complete):** Introduction of on-highway segregated cycle routes in Leeds City Centre; Canal Road corridor in Bradford along with improvements to stretches of four canal towpaths: Airedale (Leeds Liverpool); Calder Hebble; Huddersfield Narrow Canal; Rochdale Canal Phases 1 and 2; and delivery of stretches of the Castleford to Wakefield greenway: Methley Bridge to Fairies Hill Lock; installation of a new bridge over the Hallam railway line west of Castleford; significant surface upgrades to Castleford to Wakefield Greenway Phases 2 and 3; installation of a replacement shared-use bridge over the River Ouse at Scarborough Bridge, York.

- 5.215 CityConnect Phase 1 and parts of Phase 2 pre-date the current Assurance Framework and when the CityConnect Programme was developed in 2013 it was a first of a kind programme and developed on information and assumptions at that time, especially with regards to the on-going requirements for monitoring and evaluation.
- 5.216 The programme committed to a schedule of Monitoring and Evaluation activity including periodic user surveys and 5 and 7 year post-completion surveys to demonstrate benefits realisation. Approval of this change request will allow these activities to take place between 2021/22 – 2026/27 now the requirements and scope have been able to be defined post completion.
- 5.217 The new programme team have undertaken a review of the programme and has concluded that there is a funding gap of £346,127 in relation to on-going Monitoring and Evaluation requirements and internal Combined Authority costs for Phases 1 and 2 between 2021/22 – 2026/27. The CCAG funding element has been fully committed and spent on Phases 1&2.
- 5.218 The LTP Integrated Transport Block (LTP ITB) 2019 – 2022 programme, approved by the Combined Authority in 2019 and which aims to deliver smaller scale improvements to transport networks and facilities, currently is under spent and therefore has capacity to provide the gap funding as outlined in this Change Request.

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

- 5.219 The CityConnect programme as a whole encourages walking and cycling and in the process encourages a reduction in vehicle traffic on the roads, leading to decrease in carbon emissions and improved air quality.

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

- 5.220 The CityConnect programme as a whole also supports the delivery of social and health benefits, providing an alternative way to travel to school, work and other day to day journeys to the car and will support the green recovery post COVID-19.
- 5.221 This change request will enable full Monitoring and Evaluation to take place which will mean the full benefits of the programme will be learned and shared to feed into future similar investment schemes to support their effective delivery.

### **Risks**

- 5.222 The key risk to the programme is that if the change request is not approved then there will be no programme and monitoring and evaluation support available for future years in order to evaluate the full benefits of the programme as required by the commitments to the Department for Transport.
- 5.223 At present, some post scheme survey work is suspended due to COVID-19 restrictions and will be undertaken once conditions allow.

## Costs

- 5.224 £346,127 for Monitoring and Evaluation and internal Combined Authority costs has been identified for CityConnect Phases 1 and 2 and is requested to be covered by the LTP Integrated Transport Block (LTP ITB) 2019 – 2022 (Monitoring and Evaluation).

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	04/03/2022

## Other Key Timescales

- 5.225 The Combined Authority's Research and Intelligence team will monitor benefits up to 2027.

## Assurance Tolerances

Assurance tolerances
The CityConnect programme costs remain within 10% of those outlined in this report.

## Project Responsibilities

Senior Responsible Officer	Caroline Farnham Crossland, Combined Authority
Programme Manager	Robert Griffiths, Combined Authority
Combined Authority appraisal	Mary Innes

## Appraisal Summary

- 5.226 The Change Request is a low value amount to enable, now requirements have been able to be fully defined, phases 1 and 2 of CityConnect to be closed and effective Monitoring and Evaluation to take place in the longer term in line with commitments to the Department for Transport.

## **Recommendations**

5.227 The Investment Committee approves that:

- (i) The change request to the CityConnect Phase 1 and 2 programme to fund £346,127 Monitoring and Evaluation and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022 fund is approved.
- (ii) 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>Business Growth 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

- 5.228 The Combined Authority's Business Growth Programme (BGP) launched in February 2013 with funding awarded through the Regional Growth Fund, which ran from February 2013 to March 2015. The scheme continued via The Local Growth Fund, with a fund of £18 million from 1 April 2015 - 31 March 2018. A further £9 million was awarded through the Local Growth Fund to extend the Programme to 31 March 2021 and £10 million in Local Growth Fund overprogramming was approved by the Combined Authority (£37 million in total).
- 5.229 From 1 April 2021 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 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.
- 5.230 This scheme supports business recovery and resilience within Leeds City Region. This support includes recovery from the impact of COVID-19 and EU exit. Grants are awarded to support capital related investment specifically linked to job creation, recovery, growth and increase in productivity. The programme primarily supports small medium size enterprises (SME), but larger companies are considered by exception.
- 5.231 There is a significant and growing level of demand for the type of support proposed. This is driven not only by the impact of the pandemic on the economy, but also a continued growth in capital investment in the food and drink, healthcare technologies and the creative and digital sectors. Governance, programme and risk management are well established and support for businesses will be made available through existing mechanisms

designed to maximise job creation and other benefits and overall value for money for public sector investment.

The additional £7 million from the 'Getting Building Fund' will allow the programme to continue until 31 March 2022 and to create a Flexible Capital Fund to ensure continuity and meet changing demand until 31 March 2022. The Fund will provide grants of between £5,000 and £500,000 to both local businesses and potential inward investors operating in the Leeds City Region's key priority sectors outline above. The scheme fits with Priority 1 of the Strategic Economic Plan 'Growing Business'. The scheme is managed by the Combined Authority's Business Support Team. Leeds City Council is contracted to appraise grant applications below £50,000 to the programme until March 2021. This accounts for around 70% of total applications. A 12-month extension of this contract will be enabled.

5.232 A summary of the scheme's business case is included in **Appendix 9**.

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

5.233 The scheme supports clean growth by gaining commitment, where appropriate, from recipient businesses to carry out an energy efficiency audit to identify ways to reduce energy usage and improve collection/use of waste. Appropriate recipient businesses will also be referred to the Travel Plan Network team to look at green travel options for employees.

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

5.234 The scheme outputs and benefits include:

- Increasing the number of jobs created/safeguarded from 3,660 to 4,660 (an additional 800 new jobs created and 200 jobs safeguarded).
- Increase private sector leverage from £175 million to at least £217 million (an extra £42 million).
- Increase the number of businesses supported from 490 to at least 665 (an additional 175).
- Contribute an estimated £44 million gross value added to the City Region's economy.
- The programme supports the organisation's Inclusive Growth agenda, with recipient businesses (of grants of over £25,000 in value) committing to additional outputs. These include working with schools, working with the Travel Plan Network team to look at green travel options for employees, committing to pay staff the Real Living Wage, recruiting apprentices, providing training to low paid staff, paying all staff the Real Living Wage paying suppliers in accordance with the Prompt Payment Code and undertaking energy efficiency audits to identify ways to reduce waste.



## Risks

5.235 The key risk associated with the scheme is:

- Grants awarded/committed to businesses are not taken up, leading to underspend. To mitigate against this, commitments will be tracked on a monthly basis and remedial action taken, if necessary. The programme team remain confident that while some projects have been delayed due to the pandemic, the demand is there and offers converted to funding being paid to businesses will remain sufficient to ensure spend.

## Costs

5.236 The scheme costs are:

- Local Growth Fund total programme costs: £37 million
- Combined Authority funding from the Getting Building Fund to extend the programme: £7 million
- The scheme is anticipated to achieve match funding contribution of £42 million from recipient businesses for the works and initiatives being grant aided.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	04/03/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022

## Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remain within +10% of those identified in this report. The timescales remain within 2 months of those identified in this report. That the number of jobs or safeguarded jobs and support to companies do not go below 10% of the numbers identified in this report.

## Project Responsibilities

Senior Responsible Officer	Henry Rigg, Combined Authority
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<b>Project Manager</b>	Neill Fishman, Combined Authority
<b>Combined Authority case officer</b>	Neil Johnson

### **Appraisal Summary**

- 5.237 Based on the expansion of an existing successful programme, this proposal is closely aligned to the priorities of the SEP and Combined Authority's COVID-19 recovery plan.
- 5.238 There is a significant and growing level of demand for the type of support proposed. This is driven not only by the impact of the pandemic on the economy, but also a continued growth in capital investment in the food and drink, healthcare technologies and the creative and digital sectors. Governance, programme and risk management are well established and support for businesses will be made available through existing mechanisms designed to maximise job creation and other benefits and overall value for money for public sector investment.

### **Recommendations**

- 5.239 The Investment Committee approves that:
- (i) The change request to the Business Growth Programme to allocate £7 million of the Getting Building Fund as match funding for the Business Growth Programme and extend the delivery timescales to March 2022 is approved.
  - (ii) The Service Level Agreement for the Business Growth Programme between Leeds City Council and the Combined Authority is updated to reflect the new funding and extended delivery timescales. The Council undertakes grant appraisal and monitoring work for smaller grants of under £50,000 (this accounts for circa 70% of all applications).
  - (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>LPTIP Door to Door Digital</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	5 (full business case with finalised costs)

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

## Background

- 5.240 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.
- 5.241 The Leeds Age Friendly action plan priorities were developed following engagement with older people in Leeds and includes transport as a strategic priority in delivering this ambition. In 2017, a partnership between the Centre for Ageing Better, Leeds City Council (LCC) and Leeds Older People's Forum, in conjunction with the Combined Authority commissioned a project to explore innovative approaches to delivering community transport.
- 5.242 Research at the time showed that there was demand from older people and people living with disabilities in finding out about and getting to health and wellbeing destinations that was not being met, and that community transport provision in the city had spare capacity.
- 5.243 Therefore, the aim of the project is to develop a solution that could utilise that spare capacity through collaboration and a brokerage style matching tool, to carry out these journeys and meet that demand.
- 5.244 Based on user research a detailed *Business Plan* has been produced. This scheme is to test out the service model that has been designed with a larger scale pilot, to test out the key assumptions of the service, such as demand projections, affordability of price point, payment options, collaborative working between providers and the brokerage technology solution. This will provide evidence to support an informed decision as to whether the service can be scaled up and be sustainable.

5.245 A summary of the scheme's business case and location map is included in **Appendix 10**.

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

5.246 By matching existing spare vehicle/seat capacity from the various community transport providers, this will ensure a more efficient use of transport and therefore potentially reduce private vehicle usage. The service is designed to raise awareness of and signpost people to existing community transport provision, only utilising additional vehicles on the road where existing provision cannot be used. Where an individual's assistance needs can be met via matching them with a travel companion, the service will connect the person to a local volunteer organisation. This may be sufficient to enable the individual to use public transport or even to walk to their destination, encouraging greener travel.

5.247 In addition, the service is designed so that if people are able to share their journey with others, they can reduce the cost of their journey, thereby incentivising people to shared travel where appropriate.

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

5.248 The scheme outputs include:

- Delivery of a live pilot on a larger scale to test out all of the above (including all activities associated with this).
- Evidence to make an informed decision as to whether the service can be scaled up and be sustainable.

5.249 The scheme benefits include:

- Age-friendly Leeds - making Leeds the best city to grow old in.
- Inclusive Growth (supporting growth and investment helping everyone benefit from the economy to their full potential).
- Improving transport connections, safety, reliability and affordability; Improving air quality, reducing pollution and noise)
- Health and wellbeing; Ageing well; reducing health inequalities and supporting active lifestyles.

5.250 The scheme also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, the emerging Combined Authority Transport Strategy and Strategic Economic Plan, Leeds City Council's Adults & Health Better Lives Strategy, '100% Digital Leeds's aims and the Department for Transport (DfT) aims for integrated transport services.

5.251 The scheme will support and encourage people back into their local communities when safe to do so and also provides potential positive impacts to the wider community. This will include more people able to access and use

community facilities & services, and more volunteering opportunities / jobs created (for call handling and managing the operations, additional shifts for drivers).

## Risks

5.252 The scheme risks include:

- **Risk** – Technical – the system cannot meet the functionality required – **Mitigation** - Work closely with system contractor to review system requirements
- **Risk** - Service Users - As this is a paid for (subsidised) service some service users may feel this is unfair given that if they could access public transport their journey would be free (e.g. if they have a concessionary pass). This may put them off using the service – **Mitigation** - The existing position is more costly than the proposed model. Potential for full subsidy for certain user groups / destinations.
- **Risk** - COVID-19 - Uptake of the service will be low, which will indicate that the service is not successful. The situation when the trial is due to take place (current expectation is May 2021) is unknown, making it a challenge to predict levels of uptake. **Mitigation** - Ensure service users are aware of the service through marketing, and ensure the service is marketed as 'COVID-19 safe' to encourage uptake and drive demand. Delay launch of trial till deemed a suitable time in line with national COVID-19 guidelines

## Costs

5.253 The total scheme cost is £789,044. £339,000 has already been approved at outline business case (decision point 3). A further £450,044 from LPTIP is being sought.

5.254 The £450,044 being sought from LPTIP will cover marketing, communications and engagement; technical system development, project resources and external specialist support for user research, performance tracking and evaluation.

5.255 The funding will be for the trial only and will not fund the scale up to delivery. A funding strategy is being developed to fund the project beyond the trial should scale up be progressed.

## 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	09/03/2021

6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	22/11/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/03/2022

### Other Key Timescales

5.256 The milestones set out below are subject to the management of the risks and dependencies for the project, the approach to procurement, securing of funding, approval timelines, and any national requirements relating to COVID-19.

- Pilot Preparation - Dec 2020 – Apr 2021
- Pilot - May – Aug 2021
- Evaluation and Decision whether to progress to scaled up delivery - Sept – Nov 2021
- Scaled Up Delivery Preparation (subject to secured funding and above decision to proceed) - Nov 2021 – Mar 2022
- Further scale up delivery (incremental to Citywide / Business as Usual - From March 2022 – onwards

### Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those identified in this report. Timescales remain within 12 months of those outlined in this report (due to the COVID-19 pandemic)

### Project Responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Sarah Buncall, Leeds City Council
Combined Authority case officer	Paul Coy

### Appraisal Summary

5.257 The strategic case has no change in terms of the business case, if anything, there is more of an impact given the issue of COVID-19 and the support which

will be required in terms of supporting vulnerable people, to encourage people to come out safely from the pandemic.

- 5.258 The business case has been refined since the outline business case submission with a commercial model produced. Although, demand in terms of services will need to be assessed once the Alpha (trial) phase has been completed.
- 5.259 The LPTIP funding will cover the pilot scheme of which this will need to be completed and lessons learnt before a business case can be submitted for the second phase funding which is yet to be identified.
- 5.260 The lead operator for the project is Leeds City Council Passenger Transport as per the outline business case. The Alpha pilot stage can be completed with regards to spend on LPTIP and this can be done within the agreed timeframe for this spend. However, in order to deliver the Beta element this will require further funding which will be identified on the submission of a separate full business case, in due course.

### **Recommendations**

5.261 The Investment Committee approves:

- (i) The LPTIP Door to Door Digital scheme proceeds through decision point 5 (full business case finalised costs) and work commences on activity 6 delivery.
- (ii) Approval to the Combined Authority's contribution of £0.450 million is given from the Leeds Public Transport Investment Programme, taking the total approval to £0.789 million.
- (iii) The Combined Authority makes an addendum to the existing LPTIP funding agreement with Leeds City Council for up to £0.789 million from the Leeds Public Transport Investment Programme.
- (iv) 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.

## **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**

### **Dewsbury Arcade**

- 10.1 The Investment Committee approves that:
- (i) The Dewsbury Arcade scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs)
  - (ii) Approval to the Combined Authority's contribution of £0.6 million is given from the Getting Building Fund (GBF). The total scheme cost is £3.24 million
  - (iii) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure up to £0.6 million from the Getting Building 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.

### **GBF: Brighouse A6025 Reconstruction**

- 10.2 The Investment Committee approves that:
- (i) The Getting Building Funding (GBF); Brighouse A6025 Reconstruction scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).



- (ii) Indicative approval to the Combined Authority's contribution of £1.8 million is given from the Getting Building Fund (GBF) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **George Hotel, Huddersfield**

10.3 The Investment Committee approves that:

- (i) The George Hotel scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).
- (ii) Approval to the Combined Authority's contribution of £1.365 million is given from the Getting Building Fund (GBF). The total scheme cost is £9.270 million
- (iii) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure up to £1.365 million from the Getting Building 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.

### **Fink Hill, Leeds**

10.4 The Investment Committee approves that:

- (i) The CIP Fink Hill Leeds scheme proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £5.428 million is given from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (Full business case with finalised costs).
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **York Central Access**

10.5 The Investment Committee approves that:

- (i) The conditions on the York Central Access & York Station Frontage full business case approval of 13 March 2019 are discharged.

- (ii) Further development costs of £2.252 million are approved (to be funded from the West Yorkshire plus Transport Fund) taking the total development costs approved to £5.532 million
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional development costs of £2.252 million (to be funded from the West Yorkshire plus Transport Fund)
- (iv) The Combined Authority's West Yorkshire plus Transport Fund and Transforming Cities Fund allocations will be rationalised into three separate projects, York Central, York Station Gateway and Askham Bar Park & Ride Improvements.
- (v) Future approvals are made in accordance with the assurance pathway and approval routes outlined in this report. This will be subject to the projects remaining within the tolerances outlined in this report.

10.6 That the following is noted: -

- (i) The York Central project will come forward at decision point 5 (Full business case plus finalised costs) in two phases seeking approval for up to £24.447 million funding from the West Yorkshire plus Transport Fund.
- (ii) The York Central project is proposed to be delivered by Homes England. The Combined Authority may enter into a funding agreement directly with Homes England or via City of York Council under the terms of the existing Partnership Agreement with the Combined Authority.
- (iii) The York Station Gateway project will come forward at decision point 5 (full business case plus finalised costs) seeking approval for £12.873 million from the West Yorkshire plus Transport Fund and £13.117 million from the Transforming Cities Fund
- (iv) The Askham Bar Park & Ride Improvement project will come forward at decision point 4 (full business case) seeking indicative approval of £1.43 million from the Transforming Cities Fund

#### **Points Cross, Hunslet Road**

10.7 The Investment Committee approves that:

- (i) The Points Cross Phase 1 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery)
- (ii) Approval to £2.755 million is given from the Brownfield Housing Fund.
- (iii) The Combined Authority enters into a funding agreement with Guinness Developments Ltd which is part of the Guinness Partnership for the

Points Cross scheme for expenditure up to £2.755 million from the Brownfield Housing 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.

### **Temple Green Park & Ride Extension**

10.8 The Investment Committee approves that:

- (i) The Temple Green Park & Ride Extension 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 £7.400 million is given from the Getting Building Fund (GBF). The total scheme cost is £7.83 million.
- (iii) The existing LPTIP funding agreement for the Temple Green Park & Ride Extension scheme to be voided and the Combined Authority enters into a funding agreement with Leeds City Council for expenditure up to £7.400 million from the Getting Building Fund (GBF), including development costs of £2.261 million previously approved from LPTIP funds.
- (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.

### **Digital Skills Programme**

10.9 The Investment Committee approve that, subject to the conditions set by PAT:

- (i) The Digital Skills Programme proceeds through decision point 4 (Full business case) and work commences on activity 5 (delivery).
- (ii) Retrospective approval is given to accept and spend the funding for the £1.3 million Digital Skills pilot.
- (iii) Approval is given to accept and spend the additional funding of up to £9 million, from the DfE bid; subject to the successful outcome of the funding bid, bringing the total project costs to £10.3 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.

### **UTMC Element C**

10.10 The Investment Committee approves:

- (i) The change request for the UTMC project (Element C) to alter the scope to deliver a virtual service with a Central Hub, reduce the funding approval from £1.203 million to £0.555 million (from the West Yorkshire plus Transport Fund) and omit the condition previously set (that the arrangements and Partnership Agreement, as detailed in the business case, are required to be finalised before approval of the FBC+) is approved.
- (ii) 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

### **CityConnect - Phase 1 and 2**

10.11 The Investment Committee approves that:

- (i) The change request to the CityConnect Phase 1 and 2 programme to fund £346,127 Monitoring and Evaluation and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022 fund is approved.
- (ii) 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.

### **Business Growth Programme**

10.12 The Investment Committee approves that:

- (i) The change request to the Business Growth Programme to allocate £7 million of the Getting Building Fund as match funding for the Business Growth Programme and extend the delivery timescales to March 2022 is approved.
- (ii) The Service Level Agreement for the Business Growth Programme between Leeds City Council and the Combined Authority is updated to reflect the new funding and extended delivery timescales. The Council undertakes grant appraisal and monitoring work for smaller grants of under £50,000 (this accounts for circa 70% of all applications).
- (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.

### **Door to Door Digital**

10.13 The Investment Committee approves:

- (i) The LPTIP Door to Door Digital scheme proceeds through decision point 5 (full business case finalised costs) and work commences on activity 6 delivery.

- (ii) Approval to the Combined Authority's contribution of £0.450 million is given from the Leeds Public Transport Investment Programme, taking the total approval to £0.789 million.
- (iii) The Combined Authority makes an addendum to the existing LPTIP funding agreement with Leeds City Council for up to £0.789 million from the Leeds Public Transport Investment Programme.
- (iv) 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.

## **11 Background documents**

11.1 None as part of this report.

## **12 Appendices**

**Appendix 1** – Background to the new Assurance Framework

**Appendix 2** – Dewsbury Arcade – Business Case Summary

**Appendix 3** – Brighouse A6025 reconstruction – Business Case Summary

**Appendix 4** – George Hotel, Huddersfield – Business Case Summary

**Appendix 5** – Fink Hill, Leeds – Business Case Summary

**Appendix 6** – Points Cross, Hunslet Road – Business Case Summary

**Appendix 7** – Temple Green Park & Ride Extension – Business Case Summary

**Appendix 8** - Digital Skills Programme – Business Case Summary

**Appendix 9** – Business Growth Programme – Business Case Summary

**Appendix 10** – Door to Door Digital – Business Case Summary

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## Capital Spend and Project Approvals

### Appendix 1 - Assurance Framework Review 2021 and Background to the Report

#### 1 Assurance Framework Review 2021

- 1.1 The Assurance Framework was developed in 2015 as part of the Growth Deal with Government. Its purpose is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of the Strategic Economic Framework (SEF) ambitions. Its focus is to ensure that necessary practices and standards are implemented to provide the Government, Combined Authority, the LEP and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money. It covers all projects and programmes funded from Government or local sources that flow through the LEP and Combined Authority.
- 1.2 The Assurance Framework must be reviewed annually as stipulated by Government, however, due to the West Yorkshire Devolution Deal, the Assurance Framework has been subject to an extensive in-year review for the Mayoral arrangements to be adopted.
- 1.3 This review has now taken place with positive feedback from Government. The updated Assurance Framework was approved by the Combined Authority on 04 December 2020 and sent to Government on 05 December 2020. Approval by Government was given on 02 February 2021 and was implemented on 03 February 2021.
- 1.4 In general the updates made are:
  - Re-structuring to make it easier to read / flow better and removal of duplicated information.
  - Removal of the Executive Summary.
  - Addition of the Mayoral Combined Authority's role and remit including the Mayor's role in Decision-Making.
  - Addition of a statement that complies with the National Local Growth Assurance Framework, which states, "that Local Assurance Frameworks should set out the means by which elected Mayors will be involved in funding allocation and decision-making" and "that no spending commitments beyond the initial five-year allocation should be made until elected Mayors are in place and have agreed to the investment strategy." This is to ensure consistency with the ambition and agreement to hold a

single democratically elected figurehead accountable, and for their democratically invested power to influence the allocation of funding.

- References to the Strategic Economic Plan (SEP) have been replaced with references to the Strategic Economic Framework (SEF) and Local Industrial Strategy (LIS).
- Incorporation of the Adult Education Budget governance arrangements.
- An update of the assurance process (Section 7) in response to feedback received from the consultation on the Assurance Framework, which took place between 3 July 2020 and 15 July 2020. Please see below for further detail.
- Updated wording to reflect updated working practices around project and programme appraisal.

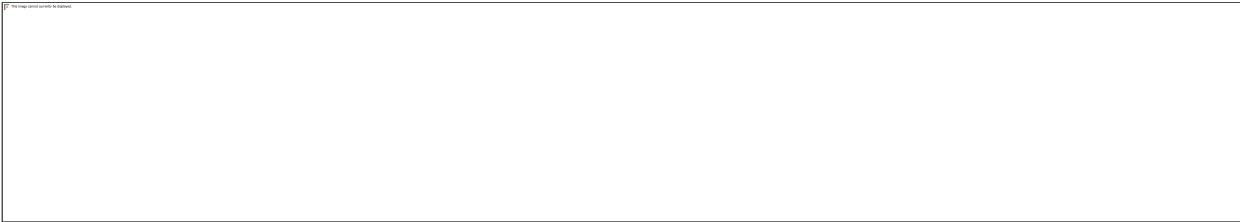
- 1.5 Decision making will remain the same as existing, i.e., approval is required at Combined Authority (CA) for all programmes and projects at least once in their lifetime and this is usually at decision point 2 (Strategic Outline Case). The Assurance Pathway and Approval Route is also set at this point.

### **Assurance Process**

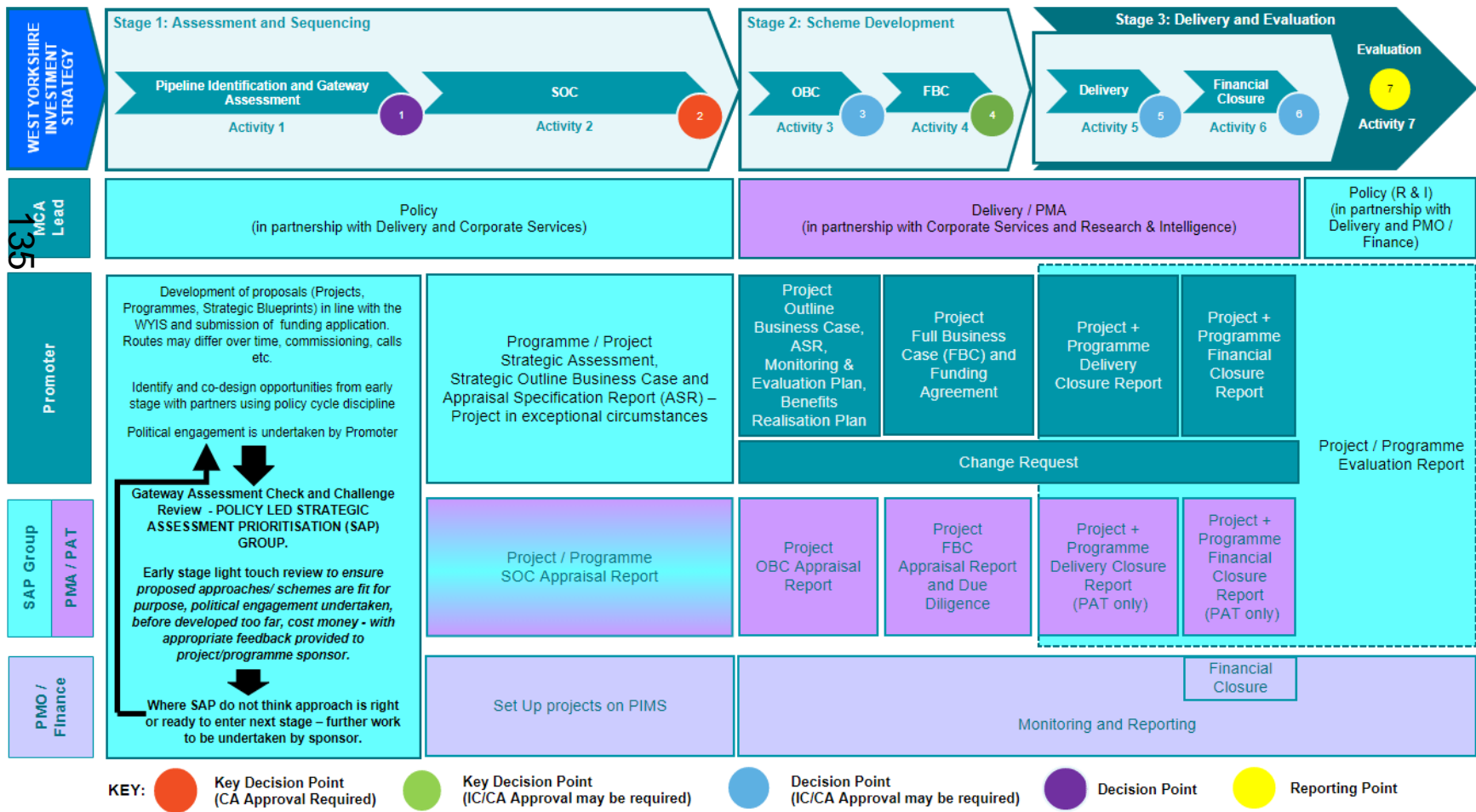
- 1.6 The biggest change is to the assurance process changes are shown below:



Previously



New



- 1.7 There are no significant changes apart from the addition of the West Yorkshire Investment Strategy (WYIS) and the omission of the Full Business Case with finalised costs (FBC+). There will be little effect on the Combined Authority's existing funding programmes and projects.
- 1.8 The same flexibility will remain as existing, in that each project or programme will be set a bespoke approval pathway and approval route to be followed. This may be to delegate decisions to IC, MD etc. or it may be that certain decision point approvals are not required, or that bid documents to other government departments can be utilised. Furthermore, development costs can be funded at decision point 1 and beyond.
- 1.9 Activity 3 (OBC) and Activity 4 (FBC) remain as existing. However, the FBC+ is not now required. However, at FBC (Decision Point 4), PAT will set conditions that must be met before full approval of funding is given and the project can progress to Delivery (Activity 5).
- 1.10 In line with the recently revised Green Book, 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 the project. This might for example include, but not limited to, 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 and / or supporting / accelerating housing development. The specific approach will be determined on a programme by programme basis as funding and investment streams come forward.
- 1.11 At Decision Point 5 (previously DP6) a project closure report will still be required but will be renamed Delivery Closure Report and will be substantially the same as the previous draft project closure report.
- 1.12 Activity 6 (previously activity 7) has been renamed Financial Closure, but is the same, i.e., the period when defects are made good and final accounts are agreed. So, at DP6 (previously DP7) a Financial Closure Report will be required (substantially the same as the previous final project closure report).
- 1.13 Activity 7 Evaluation replaces the previous "Benefits Realisation" to reflect the recent Evaluation Strategy that has been agreed and published. Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the Programme (or project in some circumstances), is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall programme objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future programmes and schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

## **2 Future assurance and approval route**

- 2.1 The tables for each scheme in the main report outline 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.

## **3 Tolerances**

- 3.1 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.

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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Dewsbury Arcade</b>
<b>PMO scheme code:</b>	GBF-WYCA-010
<b>Lead organisation:</b>	Kirklees Council
<b>Senior responsible officer:</b>	Peter Thompson, Kirklees Council
<b>Lead promoter contact:</b>	Chris Hill, Kirklees Council
<b>Case officer:</b>	Heather Briggs

<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>	Programme Strategic Outline Case (decision point 2), September 2020 Combined Authority
<b>Forecasted full approval date (decision point 5):</b>	30 <sup>th</sup> September, 2021
<b>Forecasted completion date (decision point 6):</b>	31 <sup>st</sup> May 2023

<b>Total scheme cost (£):</b>	£3,245,000
<b>Combined Authority funding (£):</b>	£600,000
<b>Total other public sector investment (£):</b>	£2,645,000
<b>Total other private sector investment (£):</b>	n/a

<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

**Is this project part of an agreed programme?**

Yes - Getting Building Fund

### Current Assurance Process Activity:



### Scheme Description:

The project involves reopening the vacant Grade 2 listed Victorian Arcade in the heart of Dewsbury, for small, local, independent businesses. The focus will be on letting to businesses in the creative / retail sector.

The Arcade is in poor condition having been vacant for four years and having little or no maintenance over the last decade. The overall project will involve the repair, refurbishment and reconfiguration of the building, all to high heritage standard, allowing re-occupation and greater flexibility in the use of spaces.

The project will deliver 21 refurbished ground floor business units suitable for a variety of uses within retail and leisure. They will be generally small, of varying sizes (15 - 30 sq m) with a total floor space of approximately 455 sq m (4,897 sq ft). The upper floors also offer opportunities for further business space and the use and configuration of this space will be explored as part of the design process resulting in a total of 997m<sup>2</sup> being refurbished and brought back into use. The proposal to reopen the Arcade has widespread support from Dewsbury residents.

The 'Getting Building' funding sought in this application is towards design fees, stabilisation, strip out and repair works.

### Business Case Summary:

#### Strategic Case

The full business case highlights that Dewsbury town centre has experienced a significant decline in pedestrian footfall. The number of Saturday visitors has dropped by more than half over the past 20 years and in 2019, 30% of town centre properties were vacant. The Council is committed to arresting and reversing this decline and delivering a vibrant town centre that serves the needs of residents.

The Council has developed the Dewsbury Blueprint, a 10 year plan that "seeks to honour the heritage of this beautiful town and build on recent investments." The Blueprint's vision includes developing "a town centre that is fully utilised through increased housing and leisure provision, with a consolidated retail and commercial core."

	<p>The refurbishment and re-opening of the Arcade is one of the major projects highlighted in the Blueprint – <i>“we will reconnect the retail areas by reopening The Arcade between Market Place and Corporation Street. By seeking greater control of this beautiful space, we will be able to attract and retain an eclectic mix of retail, leisure and community facilities.”</i></p> <p>The re-development of the Arcade also reflects the ambition articulated in the Dewsbury Strategic Development Framework to focus retail on a small number of streets, including the Arcade. The Framework highlights that the consolidated retail offer <i>“would need to change if it is to remain vibrant and sustainable in the future.”</i></p> <p>The project contributes to the achievement of the Leeds City Region’s Strategic Economic Plan (SEP). Specifically, the re-development and re-opening of the Arcade will contribute to three of the four SEP Priorities: Priority 1, Growing Businesses; Priority 2, Skilled People, Better Jobs – and Priority 4, Infrastructure for Growth.</p>
<b>Commercial Case</b>	<p>The proposition is that the uniquely small size of the units compared to the rest of the property offer in Dewsbury combined with affordable rents and no rates, will allow a new generation of internet-savvy entrepreneurs to test their ideas at no great financial risk.</p> <p>Both the property report done by Aspinall Verdi and the research undertaken into Victorian arcades in other parts of Britain showed the background problems and potential for the arcade. In relation to <b>retail</b> the report highlights the national trend that was evident before the Covid-19 pandemic of falling footfall on high streets and rising online purchases. In 2000 online retailing accounted for less than 1% of total retail sales but this grew to almost 20% by 2018. Dewsbury has seen falling footfall and the report highlights that <i>“high streets with a wide choice of retail services alongside well-designed and planned residential and office space are more resilient to these changes.”</i></p> <p>In relation to <b>office space</b> the report highlights that at national level prior to the pandemic <i>“demand was being driven by flexible workspace providers who increased their take up by 25% in 2018; a similar rate to the preceding year.”</i> Property consultants JLL expect that four factors will shape demand for office space in the future:</p> <ul style="list-style-type: none"> <li>▪ Remote working – lifestyle flexibility versus appropriateness of working environment at home.</li> <li>▪ Office design – suitable occupational densities and safe workspaces.</li> <li>▪ Technology – smart office buildings which support companies’ social and wellness initiatives.</li> <li>▪ Commuting patterns – current concerns with public transport are preventing office re-entry for many.</li> </ul> <p>AspinallVerdi find that Dewsbury has <i>“a typical sub-regional office market which is centred towards small local businesses and the quality of accommodation is relatively poor.”</i> Furthermore, <i>“rental values being</i></p>

	<p><i>achieved are relatively low around £5.00-£9.00 per square foot and are indicative of a weak market.”</i></p> <p>The Property Market Report does conclude that there is demand for the arcade development and recommends a focus on small independents in the creative sector.</p> <p><i>Procurement</i></p> <p>The in-house team began Combined Authority funded works on strip out and making safe in Jan '21. The design team has been tendered and contractor appointed. Survey and design work started in Jan '21. The main contract works will be tendered in Aug '21 with a view to starting work at the start of '22</p>
<b>Economic Case</b>	<p>The three short list options for the scope of work are as follows:</p> <ul style="list-style-type: none"> <li>▪ Do nothing – the arcade would remain in Council ownership following its purchase in May 2020, but no work would be undertaken and the building would continue to decline.</li> <li>▪ Do something (less ambitious) – in this option the Council completes essential repairs and completes the refurbishment of just the 21 ground floor units excluding all units on the other three floors.</li> <li>▪ Do something (preferred option) – in this option the Council complete a full programme of repairs and refurbishment at the total forecast cost of £3.245 million.</li> </ul> <p>The third option presents the highest benefits. Only refurbishing the ground floor (though in fact having to repair the entire building structure), was likely to save 20% on the building contract, but leave over 50% of the space unusable.</p>
<b>Financial Case</b>	<p>Total scheme costs: £3.245 million  Combined Authority Getting Building Fund amount sought: £600,000  Other public sector investment: £2.645 million</p> <p>Kirklees Council will contribute £1.771 million to the overall cost, which consists of a further £826,000 on top of the cost of purchasing the Arcade of £945,000. The Council will meet any overruns.</p> <p>£874,000 of match-funding is from the Town Fund and included in the project plan submitted to government. This represents 27% of the total project cost.</p> <p>Management options are to be finalised. Whoever takes the long lease (private, community business or the Council itself), will control rents and maintenance.</p>
<b>Management Case</b>	<p>Project Management Team and supervisory management systems are in place.</p> <p>A full Works Project Programme has been produced and will be updated by the design team on a monthly basis.</p> <p>Few alterations to listed elements of the building are envisaged, so planning approval should be achievable. Work has begun on obtaining Party Wall Agreements with 21 neighbouring properties.</p>



Risk of insufficient budget is mitigated by having the Town Fund and Heritage Lottery funding as anticipated contributions. Risk of low demand for units is mitigated by having a business development officer in post and the community engagement programme underway.

## Location Map

The following map shows the location of the Dewsbury Arcade scheme:



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

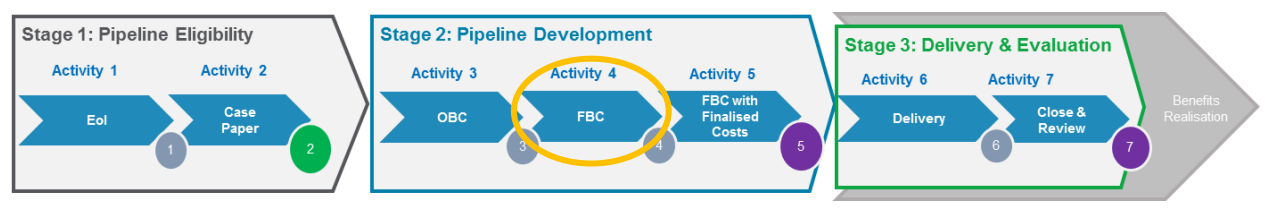
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>A6025 Brighthouse reconstruction</b>
<b>PMO scheme code:</b>	WYTF-PA4-011
<b>Lead organisation:</b>	Calderdale Council
<b>Senior responsible officer:</b>	Steven Lee, Calderdale Council
<b>Lead promoter contact:</b>	James Driver, Calderdale Council
<b>Case officer:</b>	Marina Triampela
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant - Getting Building Fund
<b>Growth Fund Priority Area (if applicable):</b>	n/a
<b>Approvals to date:</b>	Programme Strategic Outline Case, Combined Authority, September 2020
<b>Forecasted full approval date (decision point 5):</b>	30 <sup>th</sup> of April 2021
<b>Forecasted completion date (decision point 6):</b>	2 <sup>nd</sup> August 2021
<b>Total scheme cost (£):</b>	£2.516 million
<b>Combined Authority funding (GBF) (£):</b>	£1.800 million
<b>Total other public sector investment (CMBC) (£):</b>	£0.716 million
<b>Total other private sector investment (£):</b>	£0
<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:

This scheme is to repair the existing A6025 Park Road following a landslip which has closed the road to all traffic.

Before the collapse, Park Road provided an important connection between Brighouse and Elland and, in turn, access to the A629 at the western end and the A644 in Brighouse at the eastern end. The A629 itself provides access to the M62 and Halifax.

The road when open would normally provide access to a range of public services, homes, businesses, and recreational activities including a crematorium, nature reserve and paths through woodland immediately next to the critically damaged highway.

Figure 1 shows the scheme location plan, indicating the location in relation to Elland and Brighouse with the red area illustrating the approximate extent of the landslip.



## Business Case Summary:

### Strategic Case

The repair of the A6025 relates to many of the national regional and local policies in that it will contribute to reduced congestion, reduced greenhouse gas emissions and social equality by allowing the re-introduction of a public transport route connecting Halifax, Elland and Brighouse.

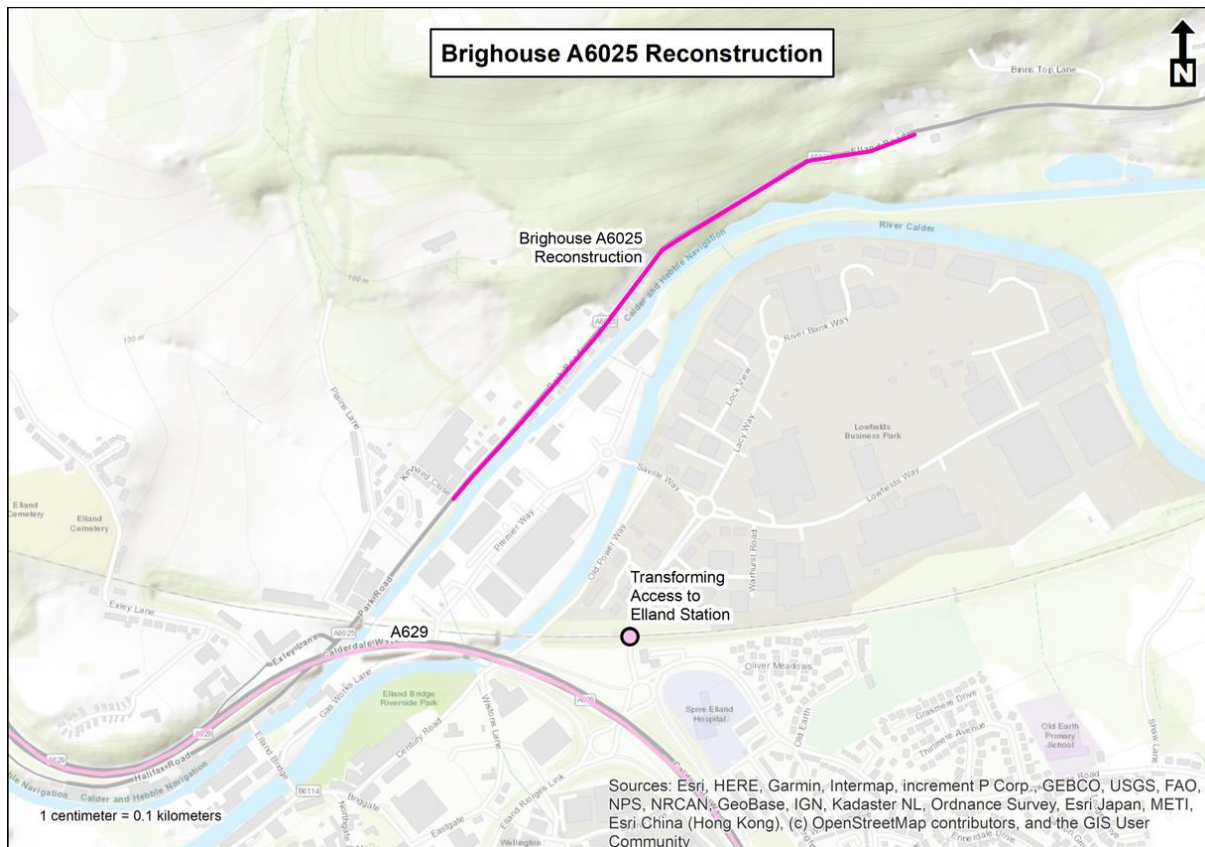
<b>Commercial Case</b>	<p>Demand for the scheme is clear as it will return a key link between Halifax Elland and Brighouse with approximately 11,000 vehicles per day using it.</p> <p>The design and build procurement process is the best way to provide value for money, which is appropriate for this standard engineering process and will take best advantage of the fact that design and construction risk is transferred to the contractor.</p> <p>The client will secure an agreed construction cost and completion date. It also provides the best use of resources available to the contractors.</p>
<b>Economic Case</b>	<p>The scheme results in a significant reduction in carbon dioxide emissions (55,788 tonnes over the 60-year assessment period) by providing significant improvement in journey times by reducing journey lengths, which removes 13 million car kms from the roads.</p> <p>The scheme provides significant Transport Economy Efficiency Benefits of £179.6 million.</p> <p>The scheme demonstrates Very High Value for Money (VFM), as per the Department for Transport's guidance on Value for Money Categorisation, with a Benefit Cost Ratio (BCR) of 85:1.</p>
<b>Financial Case</b>	<p>The estimated total project outturn capital cost is £2.516 million. This cost estimate represents a robust cost estimate, as it based upon the most onerous design option.</p> <p>Combined Authority funding of a maximum of £1.8 million is sought from the Getting Building Fund (GBF) with the remainder being provided by Calderdale Council.</p>
<b>Management Case</b>	<p>Calderdale Council has the project management systems, skills and track record to be able to deliver this project successfully, alongside robust procurement and financial monitoring systems.</p> <p>The project delivery team operates within the Council's very robust rules and procedures. This ensures that the Highways Department team maintains compliance with current UK and EU legislation and stays in line with the wider Council's priority outcomes; growth, ambition, resilience, sustainability, efficiency and fairness. In addition, a specialist technical support will be commissioned to construct the scheme. A traditional Civil Engineering Consultancy professional service provider will be responsible for site supervision whilst approvals will also be procured through their heavily experienced team. This approach has been adopted and proven successful for the construction of millions of pounds worth of schemes over the past 6 years.</p> <p>The governance structure for the Park Rd has been designed to be flexible, able to respond to change and developments within the project and wider regeneration within the district. In general terms, the management of the project is split up into three tiers consisting of; the Internal Client team (as directed by the West Yorkshire-plus Transport Fund Programme Manager) with the Senior Responsive Officer being the Director of Regeneration and Strategy, a member of the West Yorkshire-plus Transport Fund Programme Board and the CMBC Cabinet.</p> <p>Risks have and will be managed proactively at both a programme and project level throughout the development and delivery stages of the project</p>



and remaining risks will be proactively monitored and managed throughout the delivery of the project using the working risk register. The risk register will continue to be developed and updated as the project progresses.

## Location Map

The following map shows the location of the A6025 Brighouse Reconstruction scheme:



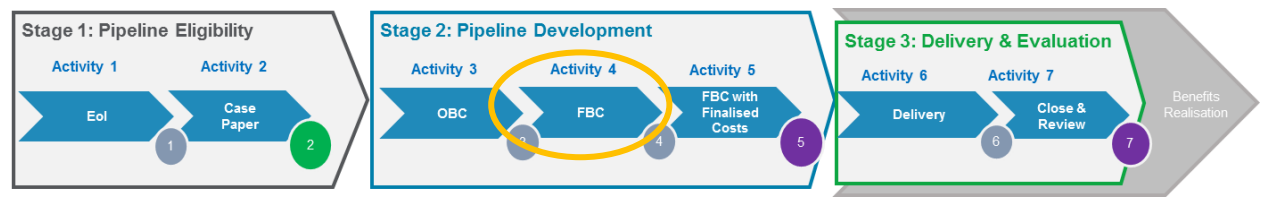
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

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

## Section A: Scheme summary

<b>Name of scheme:</b>	<b>George Hotel (Huddersfield)</b>
<b>PMO scheme code:</b>	GBF-WYCA-002
<b>Lead organisation:</b>	Kirklees Council
<b>Senior responsible officer:</b>	Rob Tranmer, Combined Authority
<b>Lead promoter contact:</b>	Rob Shipway, Kirklees Council
<b>Case officer:</b>	Heather Briggs
<b>Applicable funding stream(s) – Grant or Loan:</b>	Getting Building Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4- Infrastructure for Growth
<b>Approvals to date:</b>	Activity 2 – Programme Strategic Outline Case, September 2020
<b>Forecasted full approval date (decision point 5):</b>	31 <sup>st</sup> December 2021
<b>Forecasted completion date (decision point 6):</b>	31 <sup>st</sup> March 2024
<b>Total scheme cost (£):</b>	£3.260 million
<b>Combined Authority funding (£):</b>	£1.365 million
<b>Total other public sector investment (£):</b>	£1.895 million
<b>Total other private sector investment (£):</b>	n/a
<b>Is this a standalone project?</b>	This is phase one of a longer term development of the George Hotel. Funding for phase two will commence April 2022.
<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:

This Grade 2 listed building has been closed since 2013. The Hotel plays a prominent role in the delivery of the Huddersfield Blueprint, a 10 year masterplan to modernise Huddersfield town centre.

The George Hotel occupies a strategic location next to the railway station. It is a gateway to Huddersfield and will provide a welcome to the town. The Transpennine Upgrade places Huddersfield at the heart of train line improvements between Manchester and Leeds. The George Hotel's location and heritage offer an opportunity to redevelop the Hotel as a mixed-use facility including for offices and leisure.

Kirklees has secured a new National Museum for Rugby League to be located at the George Hotel, subject to redevelopment. The award recognises the role the George Hotel played in the creation of the sport as well as the Rugby Football League's enthusiasm for playing a role in the wider regeneration of the town. The project will support acquisition of the George Hotel and provide critical funding for essential remedial works internally and externally to ensure the building is safe and watertight, as well as preventing further costly damage to the fabric of the building. Funding is in place for the full redevelopment of the George Hotel through the Council's Capital programme and the Heritage Action Zone, with work commencing in Spring 2022 following completion of the Getting Building Fund project. It is expected that the works will be completed in Spring 2024 with the opening of the new National Rugby League Museum, bar and restaurants, and managed flexible workspace targeting digital, media and sports.

## Business Case Summary:

### Strategic Case

The George Hotel is an integral part of the Station Gateway Opportunity Area, one of six identified in the Huddersfield Blueprint 10 year masterplan for the redevelopment of Huddersfield Town Centre.

The Station Gateway comprises the Railway Station and surrounding St. George's Square, home to the George Hotel and an impressive array of other Grade 2 and Grade 2\* listed buildings.

Renovation of the George Hotel will create a more positive perception of the town and create incentive to invest in the town centre and will be redeveloped as a mixed use facility. Kirklees Council has secured the new National Rugby League Museum to be located on the lower floors of the hotel, highlighting a key moment in its long and illustrious history when it became the birthplace of Rugby League.

The project promotes a visitor economy, attracted to new leisure and tourism opportunities including a national sport museum. The growth of the digital media economy in Huddersfield will be promoted, with interactive curatorial collections attracting visitors and small / micro business to a new

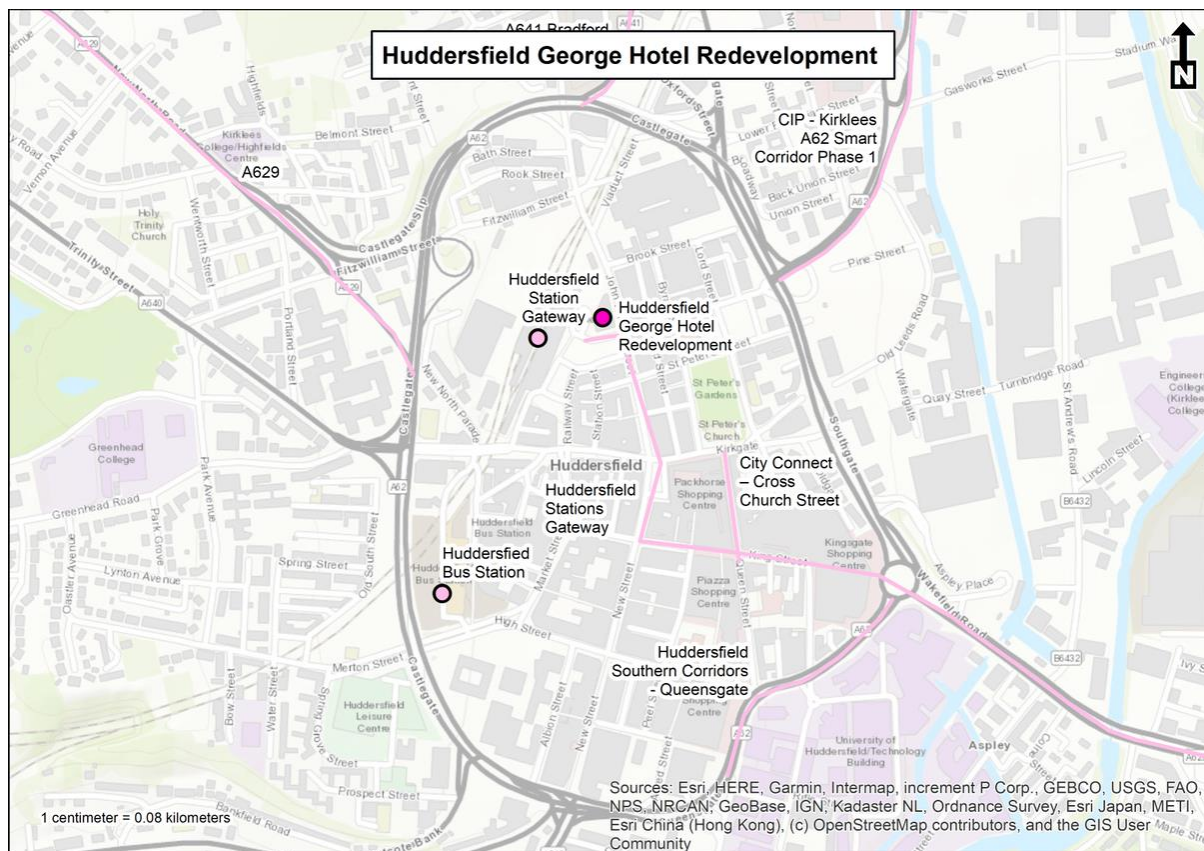


	hub at the heart of the town and at the midpoint of the Transpennine upgrade.
<b>Commercial Case</b>	<p>The new National Rugby League Museum provides the George with a key anchor tenant at the ground and basement floors of the building along with some ancillary food and beverage space. This will add significantly to the cultural offer of the town and Yorkshire, bringing significant economic benefits in itself in addition to securing a new national museum within the region.</p> <p>Assessments of demand for the upper floors of the building have focused on the town's shortage of Grade A office space, and overnight accommodation in the town centre, particularly of four star + quality. The property market evidence indicates that the revenue per available room (RevPAR for overnight accommodation) and rental value per square metre / foot is too low to incentivise private sector investment in this area. The Council therefore has an opportunity to intervene and fund either a form of overnight accommodation or flexible workspace to set a precedent that may encourage future private sector investment in Huddersfield where the market is unable to do so.</p>
<b>Economic Case</b>	<p>The Strategic Economic Plan (SEP) provides an economic framework for growth. The scheme would make a real contribution to the SEP's priorities especially:</p> <ul style="list-style-type: none"> <li>• Priority 1, Growing Businesses; Priority 2, Skilled People and Better Jobs; Priority 3, Clean Energy and Environmental Resilience – the project involves restoring and bringing back into use a Grade II listed building; Priority 4: Infrastructure for Growth – the project will maximise Gross Value Added (GVA) benefits from redundant and vacant property in an urban location.</li> </ul> <p>The scheme will contribute to the wider 'Good Growth' objectives of higher productivity and output, quality places, environmental connections and income. This includes:</p> <ul style="list-style-type: none"> <li>• Business created / assisted.</li> <li>• Commercial floorspace.</li> <li>• Learning floorspace</li> <li>• New tourist visits and spend</li> </ul>
<b>Financial Case</b>	<p>Outline project costs for the George phase one are £3.260 million for the acquisition (now completed) and essential remedial works of the building. The Getting Building Fund project will focus on this stage with a total contribution of £1.365 million. Costs for remedial works are based on a Building Conditions Survey conducted by external consultants in May 2020. Funding for the acquisition of the building came from the Council's Capital Programme for Huddersfield Town Centre.</p> <p>Phase two will be funded by Kirklees Council's Capital Programme and from Kirklees' Heritage Action Zone. Both have been approved.</p>

<b>Management Case</b>	<p>The management and delivery of the project conforms with the Local Authority's approach to effective programme management. The project will work with the Council's Conservation team and Capital Delivery team in addition to other relevant council functions.</p> <p>The project reports to the Huddersfield Blueprint Board providing a coordinated management of all projects in George Square. Appropriate governance and risk structures and management tools are in place.</p>
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## Location Map

The following map shows the location of the George Hotel scheme:



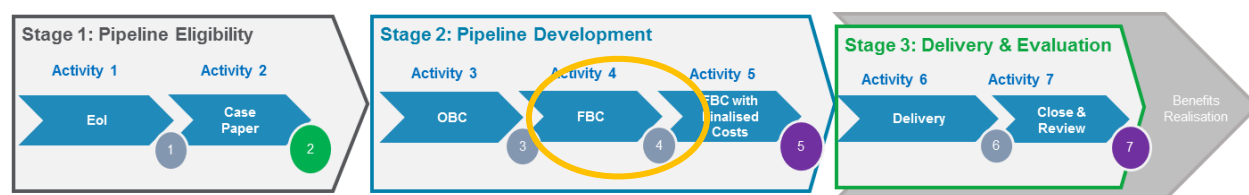
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

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

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Corridor Improvement Programme: Fink Hill, Leeds</b>
<b>PMO scheme code:</b>	WYTF-PA4-038a-1
<b>Lead organisation:</b>	Leeds Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds Council
<b>Lead promoter contact:</b>	Mohammed Mahmood, Leeds Council
<b>Case officer:</b>	Asif Abed
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant: West Yorkshire + Transport Fund (WY+TF)
<b>Growth Fund Priority Area (if applicable):</b>	Priority Area 4 Infrastructure for Growth
<b>Approvals to date:</b>	Decision Point 3 (outline business case): Combined Authority, 13 December 2018
<b>Forecasted full approval date (decision point 5):</b>	June 2021
<b>Forecasted completion date (decision point 6):</b>	June 2022
<b>Total scheme cost (£):</b>	£5.428 million
<b>Combined Authority funding (£):</b>	£5.428 million
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0
<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 – WY+TF Corridor Improvement Programme Phase 1

### Current Assurance Process Activity:



### Scheme Description:

The Fink Hill scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout. The scheme will widen the north side of the Ring Road between the roundabout and Fink Hill junction, widen the verge on the north and south side between Fink Hill and Charles Street, and revise vehicle turning movements, to enable two lane traffic in each direction.

Widening of the south verge will also support the creation of a bus lay-by west of Featherbank Lane, supporting bus services operating along the corridor as well as addressing the issue of buses blocking general traffic.

The scheme will also deliver walking and cycling enhancements by improving the pedestrian and cycle infrastructure along the corridor, delivering a segregated cycleway on the north and south side (including a section through Horsforth Hall Park), dedicated walking space, and introduce pedestrian crossings on all arms of the Fink Hill junction and controlled pedestrian crossing east of Featherbank Lane, notably to benefit school pupils.

### Business Case Summary:

<b>Strategic Case</b>	<p>Scheme delivery will support all road users, including bus services, by creating a more reliable, better connected transport network, supporting a reduction in congestion levels, and improving journey times and journey reliability along the corridor. The scheme will also improve the highway network's resilience, better able to accommodate future traffic growth and support ambitions of economic growth by facilitating new housing and employment developments, supporting objectives of the Corridor Improvement Programme and Priority Area 4 'Infrastructure for Growth' of the Strategic Economic Plan (SEP).</p> <p>The scheme will also improve pedestrian and cycling safety through delivering segregated provision; and address the poor walking and cycling accessibility between residential, employment, recreational and shopping sites in the area and encouraging walking and cycling.</p>
<b>Commercial Case</b>	The scheme intends to procure delivery of the construction works through the YorCivils2 Framework, with tender award anticipated for May 2021.
<b>Economic Case</b>	The value for money assessment reflects a benefit cost ratio (BCR) of 2.85:1 which assessed against the Department for Transport's value for money criteria judges the scheme as High Value for Money.



<b>Financial Case</b>	<p>The total scheme cost estimate at full business case (activity 4) is £5.428 million, to be wholly funded through the Combined Authority's WY+TF.</p> <p>The scheme cost has considered allowance for risk, contingency, and inflation.</p>
<b>Management Case</b>	<p>Contractor tender award is expected in May 2021, with works due to start in June 2021, and practical completion forecast for June 2022.</p>

## Location Map

The following map shows the location of the Fink Hill 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>	Points Cross, Hunslet Road
<b>PMO scheme code:</b>	BHF-WYCA-001
<b>Lead organisation:</b>	The Guinness Partnership Limited
<b>Senior responsible officer:</b>	Nigel Graham, The Guinness Partnership Limited
<b>Lead promoter contact:</b>	Clare Wiggins, Leeds Council
<b>Case officer:</b>	Patricia Davey / Ian McNichol

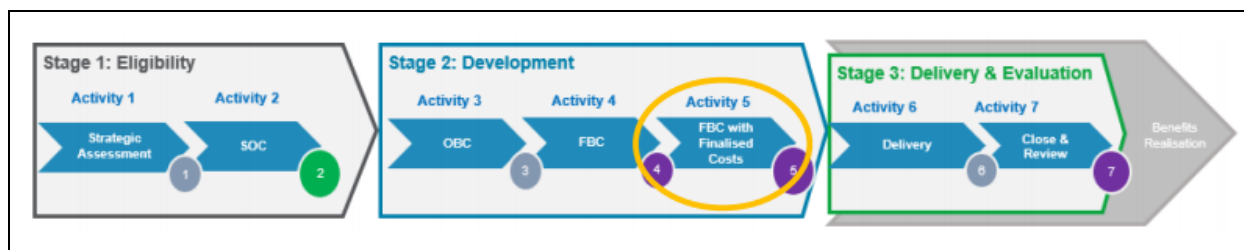
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund (Grant application)
<b>Growth Fund Priority Area (if applicable):</b>	N/A

<b>Approvals to date:</b>	Brownfield Housing Fund Programme Strategic Outline Case (decision point 2), September 2020
<b>Forecasted full approval date (decision point 5):</b>	Investment Committee – 04/03/2021
<b>Forecasted completion date (decision point 6):</b>	March 2023

<b>Total scheme cost (£):</b>	£75.011 million
<b>Combined Authority (LPTIP) funding (£):</b>	£2.755 million
<b>Total other public sector (LCC) investment (£):</b>	£15.622 million
<b>Total other private sector investment (£):</b>	£56.634 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>	No

**Current Assurance Process Activity:**



### Scheme Description:

Brownfield Housing Fund (BHF) support is sought to address a viability gap in the delivery of the Points Cross scheme. This high profile development in the heart of South Bank in Leeds City Centre will deliver a mixed tenure residential scheme of 928 homes on a genuinely brownfield site. Specifically this business case demonstrates the need for financial support to unlock phase 1, constituting 311 affordable homes in blocks A and B, while accelerating the remainder of the site, blocks C, D and E consisting of 617 homes.

The scheme will also deliver underground car-parking, associated high quality landscaping, new public walking and cycle routes and commercial space at ground floor level in accordance with good place-making principles and planning requirements.

With detailed planning and Guinness Partnership site ownership in place, subject to funding, this project can start on site in March 2021 and provide a very strong signal of spend, delivery and capability for the Brownfield Housing Fund.

The scheme, located in the South Bank Regeneration Area, is trail blazing in the approach to delivering mixed communities within the city centre, with an exciting new delivery model that brings together a Strategic Partnership with Homes England, commercial development finance, collaboration with Leeds City Council and the first Brownfield Housing Fund application to the Combined Authority.

The 2.4ha site is currently vacant brownfield land, a former car sales and repair garage, mostly demolished and cleared through pre-development enabling works to the project. There is improving but still fragile viability and investor confidence in the city centre housing market. Although rental demand continues to increase and over the last two years a number of city centre schemes have started on site, those further out of the centre are still of marginal viability due to the significant on site costs associated with brownfield land, high quality public realm requirements, and costs of construction rising.

Whilst Points Cross offers an exciting and significant opportunity, as part of the comprehensive and ambitious redevelopment of South Bank, the challenges of delivering a policy compliant, high quality scheme on this critical brownfield site are clear.

Costs associated with developing this site have been high from the outset in order to satisfy planning policy requirements and the aspirations set out in the South Bank Development Framework.

Since the Guinness Partnership's freehold purchase of the site however, redevelopment costs have increased significantly, due to emerging policy requirements following the Grenfell disaster and more recently Covid-19 and Brexit uncertainty impacting on supply chains resulting in a clear viability gap.

### Business Case Summary:

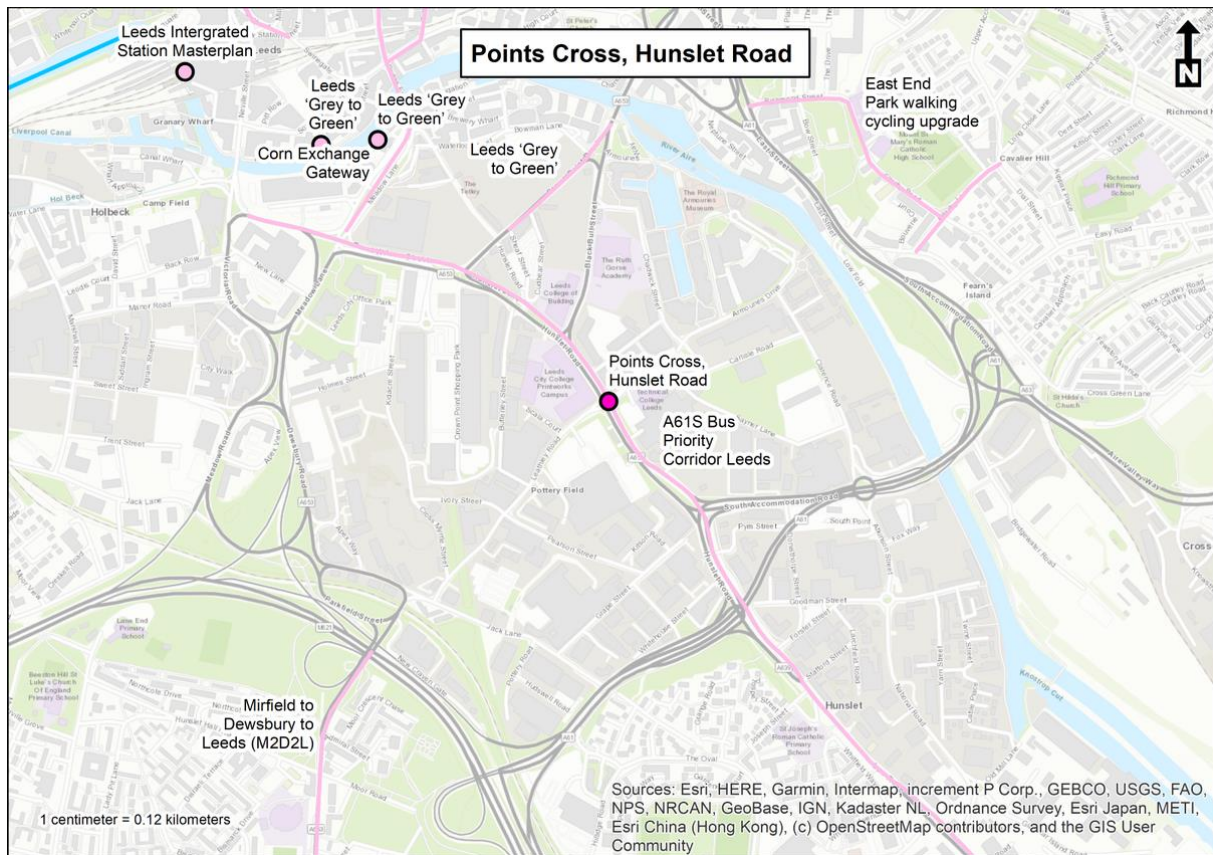
<b>Strategic Case</b>	The Points Cross scheme supports national, regional and local policy, focusing on 'brownfield first' and sustainable growth principles and need to deliver mixed tenure affordable housing set out in Leeds Core
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	<p>Strategy. The scheme seeks to meet ambitious people-focused design principles established in the South Bank Redevelopment Framework with a focus on high quality place-making. Points Cross clearly delivers against the Leeds City Region Strategic Economic Plan priorities – delivering high quality green infrastructure (P3) and building homes and creating jobs and apprenticeships (P4) – supporting good growth.</p>
<b>Commercial Case</b>	<p>Scheme delivery satisfies housing demand and needs data, with 100% of Phase 1 homes affordable. There is projected growth in demand for one and two bedroom homes in the city centre; under-supply of such properties. A genuinely ‘shovel-ready’ scheme, the proposal is based on live market prices and robust substantially advanced procurement. Guinness is the fifth largest Housing Association in England. The partnership has delivered 2,796 new homes over the past five years and has a programme to deliver 5,500 up to 2024 (including Points Cross), maximising its Corporate Social Responsibility construction and training outputs.</p>
<b>Economic Case</b>	<p>Following an options appraisal, a full economic appraisal has been undertaken in accordance with Government Appraisal Guide 2016 and HM Treasury Green Book. The scheme delivers an adjusted benefit cost ratio (BCR) of 5.79 on a Brownfield Housing Fund only basis, representing high value for money (VFM), and a benefit cost ratio (BCR) of 1.28 on a total public sector cost basis, representing acceptable VFM, exceeding the BHF BCR hurdle rate of 1. This is based on phase 1 direct Land Value Uplift (LVU) benefits only and does not account for any LVU that this phase 1 scheme could indirectly deliver across wider phases/adjacent sites which would increase the BCR.</p>
<b>Financial Case</b>	<p>The scheme evidences a solid financial case with full cost details (from live tenders), based on drawing down BHF funding against clear project milestones and a clear plan for additional funding from Homes England. ‘Development allowance’ or project staffing revenue costs are clearly accounted for within the financial breakdown. Through Guinness’s Strategic Partnership with Homes England, grant funding will deliver the affordable tenures proposed across Phase 1 of the scheme. An open book approach will be employed in ongoing monitoring if the business case is successful.</p>
<b>Management Case</b>	<p>The Guinness Partnership is the fifth largest housing association in England. They are well-resourced and experienced in managing large scale residential development projects. The Project Delivery Manager supported by a robust business structure will ensure timely scheme delivery. United Living as main contractor has been selected based on their management experience and expertise through Homes England’s Delivery Partner Panel framework. Detailed project mobilisation programme and master programme have been provided as part of the full business case along with a full risk register. Full communications plans and appropriate stakeholder management has been evidenced within the full business case.</p>

## Location Map

The following map shows the location of the Points Cross, Hunslet Road scheme:



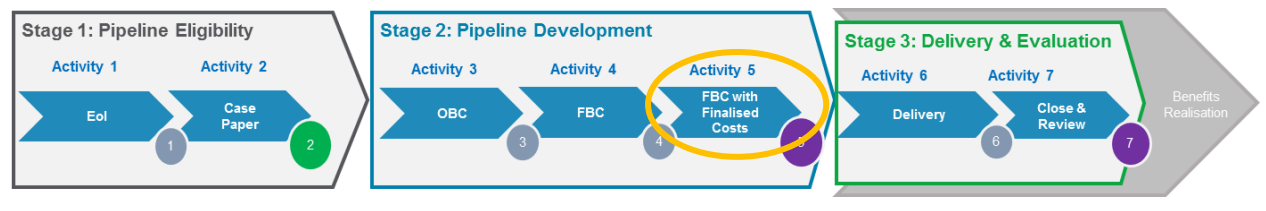
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Temple Green Park and Ride Extension</b>
<b>PMO scheme code:</b>	GBF – Temple Green P&R Extension – DFT-WYCA-013
<b>Lead organisation:</b>	Leeds Council
<b>Senior responsible officer:</b>	Gary Bartlett, Leeds Council
<b>Lead promoter contact:</b>	Elizabeth Walker/ Paul Hamer, Leeds Council
<b>Case officer:</b>	Marina Triampela
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant - Getting Building Fund (GBF)
<b>Approvals to date:</b>	Outline business case (decision point 3 – 10 <sup>th</sup> October 2019)
<b>Forecasted full approval date (decision point 5):</b>	31 <sup>st</sup> March 2021
<b>Forecasted completion date (decision point 6):</b>	21 <sup>st</sup> January 2022
<b>Total scheme cost (£):</b>	£7.830 million
<b>Combined Authority (GBF) funding (£):</b>	£7.400 million
<b>Total other public sector (LCC) investment (£):</b>	£0.430 million (s106 Contributions)
<b>Total other private sector investment (£):</b>	n/a
<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 - GBF

## Current Assurance Process Activity:



## Scheme Description:

The proposed scheme is located approximately 7km to the east of Leeds City Centre, in the Aire Valley adjacent to the A63 Pontefract Lane, catering for trips from the areas to the northeast, east, southeast and southwest of the city, with access via Junction 45 of the M1 motorway.

The site for the proposed scheme is bounded to the north by the Bell Wood Roundabout and the A63 Pontefract Ln, to west by the Aire Valley Road and to the south by the existing Temple Green P&R site. The site for the extension is not allocated for employment use and is currently designated for P&R use. No environmental constraints have been identified.

The scheme comprises the implementation of upgrades to the existing bus-based Temple Green P&R site through the addition of up to 391 additional car parking spaces. An additional bus service is proposed as part of the scheme to accommodate the induced demand anticipated following the existing site's extension. This would increase the bus frequency from 10-minutes to 8.5 minutes during peak periods.

## Business Case Summary:

### Strategic Case

Leeds city centre, served by the Temple Green Park & Ride scheme, plays a key economic and strategic role at the heart of the Leeds district and Leeds City Region, accounting for 27% of all jobs in Leeds. This concentration of economic activity within the city centre has resulted in Leeds being the second most attractive core city for inward investment, with the fastest rate of private sector job growth and largest wage increases of any city in the region. Hence, there is a clear need for sustainable access to Leeds city centre to support growth, enhance connectivity and social inclusion for all groups across the city, and improve air quality.

Temple Green Park & Ride site sits at the eastern end of the Aire Valley Enterprise Zone and as such, the P&R bus service links the city centre (and onward connections across the City Region) with current and emerging employment opportunities within the valley between the city centre and the P&R site. The improved connectivity for bus users and decongestion outcomes delivered by Temple Green P&R, especially in terms of significantly enhanced "last-mile" connectivity, actively and deliberately supports the objectives and vision of the Northern Transport Strategy, with residents of Leeds benefitting both economically and environmentally from enhanced and more sustainable "last-mile"

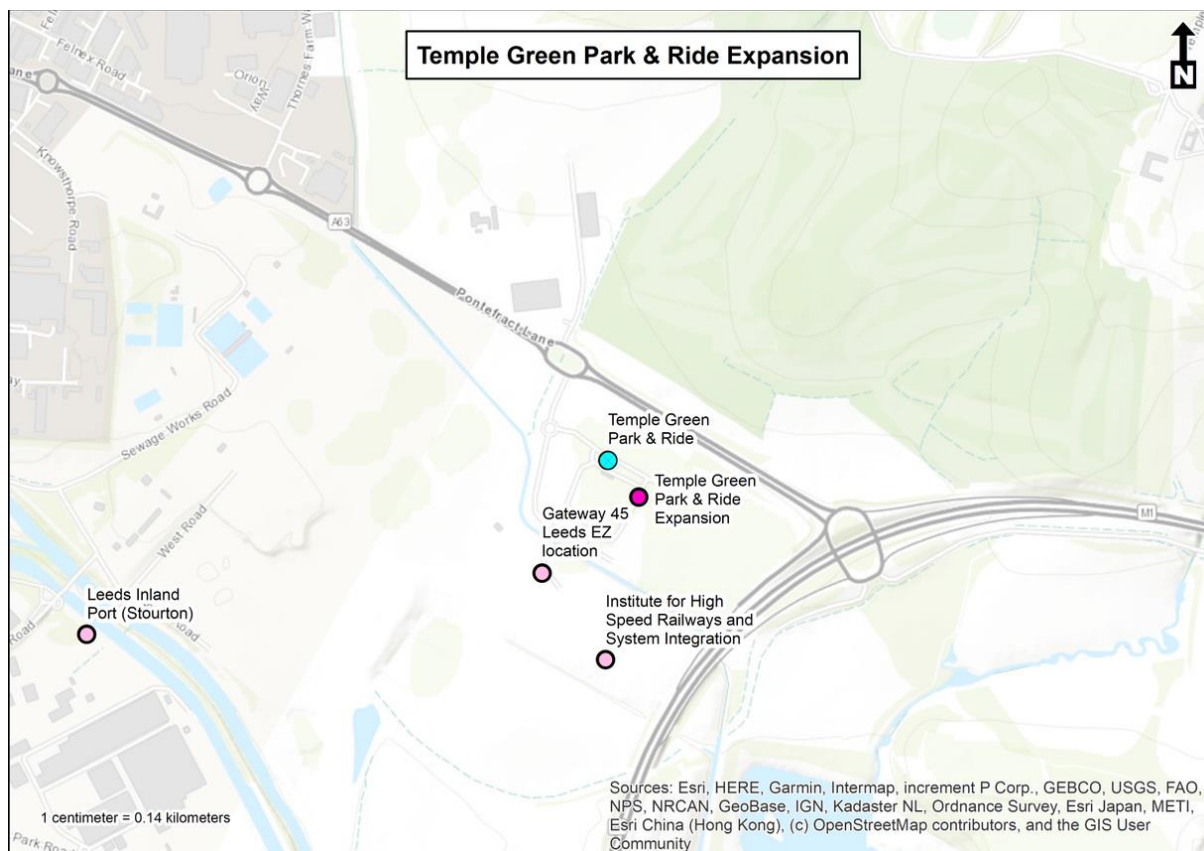
	<p>connectivity for those travelling locally to and from Leeds, as well as those from further afield.</p> <p>Park and Ride is an important element of the emerging Leeds Transport Strategy in terms of improving accessibility, alleviating congestion, reduce transport emissions and demand for city centre parking. It further supports the city's ambition to double bus patronage over the next 10 years and builds on the success of the current park and ride sites across the city. Another strategic key driver is the change in parking policy in Leeds city centre towards reducing the number of car parking spaces to further encourage modal shift towards sustainable modes and to promote regeneration and development of previously 'cleared' parking sites. Furthermore, the scheme will provide an attractive, car competitive public transport choice that will deter a potential future increase in car traffic brought on by the impacts of the Covid-19 pandemic.</p> <p>The scheme is progressing through Getting Building Fund (GBF) with investment targeted towards delivering jobs, skills and infrastructure across the country.</p>
<b>Commercial Case</b>	<p>The current usage and demand levels and particularly the rapid growth in demand observed at both the Elland Road and Temple Green Park &amp; Ride sites demonstrate clear market demand for the scheme.</p> <p>Planning permission has been granted in July 2020 and the land required for the site's extension has been acquired by Leeds Council and is allocated for P&amp;R use. The scheme, although funded by the Getting Building Fund (GBF) programme, will be delivered using the Leeds Public Transport Investment Programme (LPTIP) procurement strategy to accelerate delivery.</p>
<b>Economic Case</b>	<p>The preferred option includes 391 additional car parking spaces and the provision of an additional bus service to increase bus service frequency from 10 minutes currently to 8.5 minutes during peak periods benefiting both existing and new P&amp;R users. The preferred option represents Very High Value for Money with a benefit cost ration (BCR) of 4.08:1. Monetised transport scheme benefits amount to £9.3 million. Various sensitivity tests have been undertaken demonstrating good Value for Money, even accounting for future uncertainties.</p> <p>Alongside the pure transport economic benefits, significant environmental benefits are also forecast. The scheme will reduce cars travelling out of/into Leeds City centre each year once the site reaches full parking capacity (in 2026), with consequential beneficial impacts on carbon emissions, air quality and overall safety.</p>
<b>Financial Case</b>	<p>The total project outturn costs for the preferred option have been built up from the base scheme cost using a bill of quantities and a quantified risk assessment. The total cost for the car park extension amounts to £7.830 million, including £1.42 million for land acquisition costs. In addition to construction activities, contingencies, risk allowance, other additional costs such as CCTV, design work and construction supervision have also been</p>



	<p>accounted for. The target cost estimate is considered robust as has been informed by the costs of the Elland Road Park &amp; Ride extension, whereas an independent cost estimate was undertaken by the Delivery Partner to allow for comparison of costs and key assumptions.</p> <p>Out of the total scheme costs of £7.830 million, £7.400 million will be funded by the Combined Authority's Getting Building Fund (GBF) with Leeds City Council to further contribute £0.430 million secured from S106 funds.</p> <p>Future operational costs have been derived on a per space basis for current maintenance, cleaning, heating, and services rates based on current spend at the existing site. Operational and maintenance costs are not included in the financial cost estimate, as they will be entirely covered by Leeds City Council. Operational service costs will be met by the P&amp;R revenue with any revenue above them being allocated split between the private sector (at 33%) and the public sector (at 67%).</p>
<b>Management Case</b>	<p>Leeds Council in partnership with the Combined Authority have a successful track record of delivering and operating major transport schemes across the city region. The most relevant project examples include the delivery of the existing Elland Road and Temple Green Park and Ride sites, both of which have proven to be extremely successful. The Temple Green Park and Ride scheme, constructed in June 2017, is a good example of a high-quality park and ride facility delivered by Leeds Council. The delivery and ongoing contracting agreements with the existing service provider have been successful. The scheme is well used and operates efficiently catering for trips between Leeds city centre and the east of the city.</p> <p>The project will be managed in-house by experienced Leeds Council staff and a well-established governance structure, which has been successfully applied to deliver other transport improvement schemes. The scheme will follow the LPTIP governance processes.</p>

## Location Map

The following map shows the location of the Temple Green Park & Ride Extension 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/>

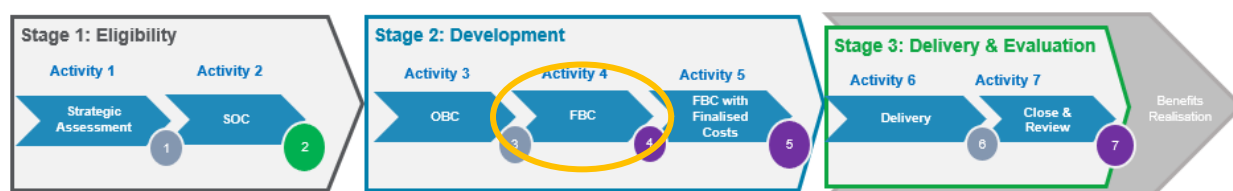
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Digital Skills Programme - Adult Digital and Technical Skills project</b>
<b>PMA scheme code:</b>	WYCA-E&S-005
<b>Lead organisation:</b>	West Yorkshire Combined Authority
<b>Senior responsible officer:</b>	Catherine Lunn, West Yorkshire Combined Authority
<b>Lead promoter contact:</b>	Michelle Hunter, West Yorkshire Combined Authority
<b>Case officer:</b>	Helen Feltrup, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Department for Education – Grant
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable
<b>Approvals to date:</b>	No previous approvals
<b>Forecasted full approval date (decision point 5):</b>	4 March 2021
<b>Forecasted completion date (decision point 6):</b>	31 July 2022.
<b>Total scheme cost (£):</b>	£10.3 million
<b>Combined Authority funding (£):</b>	Department for Education
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	£0
<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

## Current Assurance Process Activity:



## Scheme Description:

The programme will support the economic recovery of businesses and individuals across Yorkshire and Humber by developing and delivering employer-led training initiatives and courses. The programme will link directly to local digital skills needs and builds on a £1.3 million Department for Education (DfE) funded pilot which the Combined Authority is currently delivering.

The programme will upskill and retrain adults looking to progress in their current role or enter digital or technical careers and will consist of interventions lasting eight to 16 weeks. Individuals will gain specific technical and employability skills through activities including studying, peer mentoring, confidence building and problem solving.

The Combined Authority is leading a joint Yorkshire and Humber bid for up to £9 million of additional funding from DfE, bringing the total programme costs to £10.3 million.

## Business Case Summary:

<b>Strategic Case</b>	<p>The programme will be delivered using funding DfE has made available, for the delivery of adult digital and / or technical skills “bootcamps” in England.</p> <p>The programme supports the Strategic Economic Framework priorities of boosting productivity and enabling inclusive growth and will complement the Combined Authority’s existing [re] boot programme. [re] boot is being extended to support people who are recently unemployed or at risk of redundancy or on furlough, as part of the West Yorkshire Economic Recovery Plan in response to COVID-19.</p> <p>The programme will also support individuals from disadvantaged or marginalised groups such as BAME, women, under employed graduates and those unemployed due to COVID-19.</p>
<b>Commercial Case</b>	<p>The Combined Authority is proposing to create a procurement framework which will include lead suppliers working as a consortium or in partnership to deliver flexible and responsive adult skills training. Lead Suppliers will be expected to subcontract work to named partners that would offer a range of specialisms linked to the digital and technical sectors.</p> <p>Sub-contractors will be expected to have robust localised knowledge, established partnerships with employers and an understanding of how to engage with and attract people from their Local Enterprise Partnership (LEP) area.</p> <p>Suppliers will include a mix of further education colleges, independent and specialist training providers plus partners offering supporting Careers Information, Advice and Guidance (CIAG) services.</p>
<b>Economic Case</b>	<p>The Local Enterprise Partnerships hold current and accurate labour market information (LMI) that informs spending priorities around business</p>

	<p>growth and support and training needs. The training will be designed to respond to local need based upon current LMI, skills need analysis and sub-regional recovery plans post COVID-19.</p> <p>This approach means the programme will support the region's economic recovery, by increasing digital skills in the local population. Training will be designed and developed with employers so individuals who are unemployed, under-employed, at risk of redundancy or in a sector undergoing structural change and career changers, gain the skills they need to progress in their current role or enter careers in the digital / technical sectors. Businesses will also be supported as more individuals with the right skills to help businesses grow, fill vacancies and solve economic recovery challenges, will be available.</p>
<b>Financial Case</b>	<p>The Combined Authority is leading a joint Yorkshire and Humber bid for up to £9 million, from the Department for Education. This will build on a £1.3 million DfE funded pilot which the Combined Authority is currently delivering.</p> <p>On 4 February 2021, the Combined Authority delegated to the Investment Committee, the retrospective approval to accept and spend £1.3 million for the pilot and approval to accept and spend up to an additional £9 million, subject to the successful outcome of the DfE funding bid, bringing the total programme costs to £10.3 million.</p> <p>If the bid is successful, the specific amount of funding awarded will be confirmed when the programme returns to the Combined Authority's Programme Appraisal Team for approval to proceed.</p>
<b>Management Case</b>	<p>The Combined Authority agreed to lead a joint Yorkshire and Humber funding bid to DfE, after being approached by York and North Yorkshire, Sheffield City Region and Humber Local Enterprise Partnerships because of its success in securing £1.3 million from DfE for the pilot currently in delivery.</p> <p>The Combined Authority's Employment and Skills team will manage the procurement and a dedicated team will be recruited to manage the day-to-day operation and management of the programme.</p> <p>DfE is expected to award funding in April 2021, programme delivery will start in June 2021 and run for one year.</p> <p>A digital marketing campaign will be delivered across Yorkshire and Humber to recruit a diverse cohort of learners that reflects and represents the local and regional population.</p> <p>The Combined Authority will also work closely with delivery partners including the National Careers Service and employment hubs to engage individuals from a range of backgrounds.</p> <p>The DfE funding bid outlines the monitoring and evaluation plan, which will be developed further, subject to funding being secured.</p>

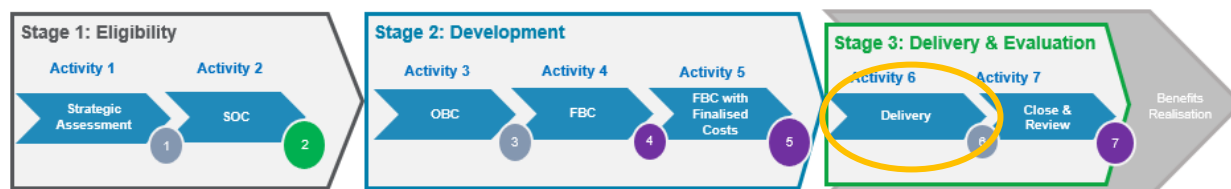
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Business Growth Programme</b>
<b>PMA scheme code:</b>	GD-PA1-001
<b>Lead organisation:</b>	West Yorkshire Combined Authority
<b>Senior responsible officer:</b>	Henry Rigg, Combined Authority
<b>Lead promoter contact:</b>	Neill Fishman, Combined Authority
<b>Case officer:</b>	Neil Johnson
<b>Applicable funding stream(s) – Grant or Loan:</b>	Getting Building Fund
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable
<b>Approvals to date:</b>	<p>£37 million (£18 million through Growth Deal One, £9 million through Growth Deal 3 and £10 million in over-programming from the Growth Deal) broken down as follows:</p> <p>12/03/15 (CA) - £8,000,000</p> <p>28/07/16 (CA) - £6,000,000</p> <p>14/08/17 (MD – DP5) - £9,000,000</p> <p>11/10/18 (CA) - £4,000,000</p> <p>13/12/18 (CA) - £7,000,000</p> <p>05/03/20 (IC) - £3,000,000</p> <p>04/09/20 (CA) £7,000,000 (GBF)</p>
<b>Forecasted full approval date (decision point 5):</b>	March 2021
<b>Forecasted completion date (decision point 6):</b>	31 March 2022
<b>Total scheme cost (£):</b>	£37 million
<b>Combined Authority funding (£):</b>	£7 million
<b>Total other public sector investment (£):</b>	£0
<b>Total other private sector investment (£):</b>	Additional private sector leverage of £42 million to be generated from grant payments made.

Is this a standalone project?	Yes
Is this a programme?	Yes
Is this project part of an agreed programme?	No

#### Current Assurance Process Activity:



#### Scheme Description:

This is a programme to support business recovery (including from the impact of COVID-19), business resilience and growth, job creation and increased productivity in Leeds City Region (Bradford, Calderdale, Kirklees Leeds and Wakefield). The programme was originally outlined in the Leeds City Region submission to Growth Deal 1 and £18 million of funding was allocated. A further £9 million of funding was allocated through Growth Deal 3. Owing to demand, this was subsequently supplemented with further funding of £10 million of over-programming from the Growth Deal.

The Business Growth Programme (BGP) launched in February 2013 with funding previously awarded through the Regional Growth Fund (for the original programme which ran from February 2013 to March 2015), and continues until 31 March 2021, funded through the Local Growth Fund.

The Government's Getting Building Fund (GBF) 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.

The programme supports businesses operating within the LEP's priority sectors (advanced manufacturing, food and drink, low carbon and environmental, financial and business services, digital and creative, and healthcare and life sciences). Potential applicants are required to provide a business case and demonstrate the added value grant support will bring to a project in line with the Government's Treasury 'Green Book'.

The programme primarily supports small medium enterprises (SME), though large companies are considered by exception and in line with State Aid rules.

Funding supports the expansion, modernisation and diversification of economic activities. Only capital related investment is eligible for the programme, which includes the purchase of plant, machinery and equipment, fit out of new premises and alterations and extensions to existing premises.

Investments must be specifically linked to job creation (including apprenticeships), or, be able to clearly demonstrate the investment is linked to growth (e.g. in the supply chain), an increase in productivity or skills development (leading to a recognised qualification). Overall, the

programme will lead to productivity improvements and a net increase in the number of employees in recipient-businesses within the city region. All new jobs supported will be maintained for at least three years in SMEs and at least five years in large businesses. All applicants will be expected to provide match funding of between 50% and 90% of project costs. The programme aims to provide an average funding ratio of at least 1:4 (public to private).

The Local Growth funded scheme will run until March 2021 and will support the creation of at least 3,660 net new jobs to the city region, support 490 businesses in the city region's priority sectors and leverage £175 million of private sector investment. The GBF-funded scheme will run until March 2022 and support a minimum of 175 business, create 800 new jobs, safeguard a further 200 and generate private sector leverage of £42 million.

## Business Case Summary:

<b>Strategic Case</b>	<p><i>Local Growth Fund</i></p> <p>The purpose of the BGP is to incentivise and support businesses to grow. This contributes to priority 1 of the SEP aiming to drive productivity, growth and employment. The programme is part of the LEP's support for business managed through the Business Growth Service, which aims to provide businesses with comprehensive support by summarising all possible support options available through the public and private sector.</p> <p><i>Getting Building Fund</i></p> <p>Funding will continue to be invested in accordance with the programme's existing approval i.e. supporting the growth of businesses in the city region, increasing levels of employment and productivity.</p> <p>The programme supports the organisation's inclusive growth agenda, with recipient businesses (of grants of more than £25,000 in value) committing to additional outputs, such as working with schools, undertaking an energy audit to reduce energy consumption, working with the Travel Plan Network team to look at green travel options for employees and committing to pay staff the Real Living Wage (currently £9.50/hour).</p> <p>Additionally, the programme contributes to productivity improvements in the city region, supporting businesses investing in new and innovative ways of working and more advanced technology.</p>
<b>Commercial Case</b>	<p><i>Local Growth Fund</i></p> <p>The business case provides an assessment of current available research supporting the ongoing need to assist growing businesses with access to finance. An important element of the programme is that grants provided do not offer the full amount of funding needed to implement a business project. Instead, they provide assistance to businesses to leverage other funding and de-risk project financing.</p> <p><i>Getting Building Fund</i></p> <p>This is a well-established programme, with robust and proven delivery processes and routes to market. The number of businesses supported to date, jobs created, and private sector investment leveraged is clear evidence of that. No additional costs regarding delivery infrastructure will need to be covered as the existing delivery mechanisms will be able to handle the scheme in full.</p>
<b>Economic Case</b>	<p><i>Local Growth Fund</i></p>



	<p>Consideration has not been given to the scaling of the programme, which is entirely reasonable as the BGP is ongoing and can absorb further funding, so scaling is not an issue at this stage. The options that have been considered in relation to tightening or relaxing the programme do not have to be brought in at this stage but may be considered further if there is an appetite to either slow down or speed up rates of spending and achievement of job-related outputs. The programme has a benchmark (and target) cost per job of a maximum of £12,500, this is the level on which all projects are judged and takes into consideration that in order to create higher salaried jobs lower numbers are produced. This is offset by the need for inclusive growth and the creation of lower salaried jobs and apprenticeships.</p> <p><i>Getting Building Fund</i></p> <p>The economic case will not be significantly impacted by the change but will continue to provide good value for money. The cost per job on the programme is currently £7,266 (mix of new and safeguarded) which is significantly lower than the national average on similar programmes (which is circa £30,000).</p> <p>In terms of the delivery costs, the change will offer significant value for money as the additional outputs will be delivered without incurring any additional delivery costs, as the programme will be delivered by the existing project team within the CA. To deliver the additional outputs, the cost of administering each grant will be circa £2,850.</p>
<b>Financial Case</b>	<p><i>Local Growth Fund</i></p> <p>The £9 million available for the programme has been broken down as grants £8.08 million and operational costs of £0.9 million with £0.02 million for evaluation of the scheme. The main financial risk of the programme based on the current profile of commitment and expenditure is that it will be fully committed at some point during 2018/19. Whilst this will help to ensure full expenditure by the end of 2020/21, a decision on whether the programme should be over-committed will need to be taken within the next year.</p> <p><i>Getting Building Fund</i></p> <p>The financial case remains strong as this presents an effective and good value means of investing Getting Building Fund monies into eligible businesses in direct alignment with the programme's original approvals. The cost per job created for the £7 million also represents good value for money at £8,750 per new job, dropping to £7,000 per job if safeguarded ones are included. The average on schemes of this nature has been circa £30,000 per new job.</p> <p>Furthermore, the overall delivery cost for the programme represents 7.1% of the total allocation, and it is generally recognised that anything below 10% represents good value for money on job creation schemes of this nature.</p>
<b>Management Case</b>	<p><i>Local Growth Fund</i></p> <p>The delivery arrangements for the programme are already in place as this is an ongoing scheme which is managed within the CA's wider Business Support team where it is part of the strategic offer for businesses. Part of the BGP is delivered through Leeds City Council which appraise and monitor applications of between £10,000 and £50,000. Risk has been assessed and is managed through the Business Support Team and the</p>



	<p>Investment Panel. Risks can be escalated internally to the Growth Deal Management Group and referred onwards as needed.</p> <p><i>Getting Building Fund</i></p> <p>This is a well-established programme with a track record of successfully delivery for several years. Control over the delivery of the programme has increased since April 2018, with the Combined Authority now making decisions on all grant applications and also issuing funding agreements and payments to businesses (prior to 2018/19 this work was undertaken by Leeds City Council).</p> <p>The Combined Authority has a formal contract in place with Leeds City Council to undertake grant appraisal and monitoring work for smaller grants of under £50,000 (this accounts for circa 70% of all applications). This expires at the end of 2020/21 and a 12-month extension will be put in place to support delivery of this additional funding.</p>
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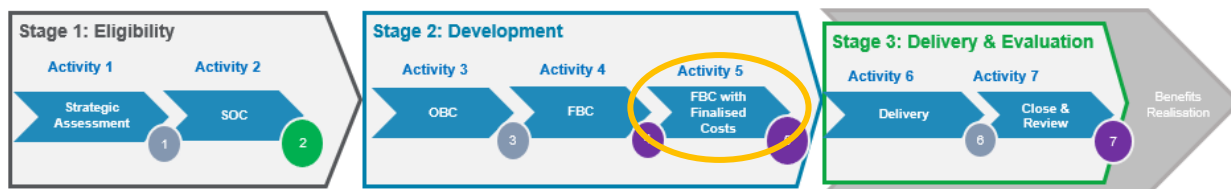
## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Door to Door Community Transport Service (Digital Hub)</b>
<b>PMA scheme code:</b>	DFT-LPTIP-006f
<b>Lead organisation:</b>	Leeds City Council
<b>Senior responsible officer:</b>	Dave Pearson, Combined Authority
<b>Lead promoter contact:</b>	Helen Ellerton (Combined Authority) / Sarah Buncall (Leeds City Council)
<b>Case officer:</b>	Paul Coy
<b>Applicable funding stream(s) – Grant or Loan:</b>	Grant
<b>Growth Fund Priority Area (if applicable):</b>	Leeds Public Transport Investment Programme (LPTIP)
<b>Approvals to date:</b>	Decision Point 3 - Indicative approval to total scheme costs of £1.478m to be funded through the LPTIP, with approval to development costs of £0.339m.
<b>Forecasted full approval date (decision point 5):</b>	March 2021
<b>Forecasted completion date (decision point 6):</b>	November 2021
<b>Total scheme cost (£):</b>	£789,044
<b>Combined Authority funding (£):</b>	£789,044 LPTIP
<b>Total other public sector investment (£):</b>	None.
<b>Total other private sector investment (£):</b>	None.
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

**Is this project part of an agreed programme?**

Yes – LPTIP

### Current Assurance Process Activity:



### Scheme Description:

The Door-to-Door Community Transport Service will be a free to register (i.e. no membership fee) not-for-profit service that matches people to suitable, safe, and affordable transport. This will be achieved by either, signposting people to existing providers that can meet their needs, such as the Access Bus; by connecting them with a volunteer travel companion, or by enabling them to book a journey with a participating community transport provider.

Following on from the research and business plan development phase, the scheme will set up and operate a live pilot on a larger scale to test out the service model that has been designed, with ongoing user research and evaluation of the pilot to provide evidence enabling an informed decision as to whether the service can be scaled up and be sustainable.

### Business Case Summary:

#### Strategic Case

The scheme is to be delivered through the LPTIP.

The service has been designed to address the challenges faced by older people and people living with disabilities travelling, meeting demand that is not being met. It will utilise spare capacity within the community transport system to achieve this, making effective use of resources.

The benefits include;

- Supporting older people and people living with disabilities to travel. Potential positive impacts include; increased independence, increased wellbeing, reduced social isolation and loneliness, increased access to essential services including to GP and hospital appointments, improved physical health, reduced anxiety, increased access to education, training and/or employment, increased time saving, improved digital skills, improved access to respite care, less hospital or A&E visits, and delayed need for day care or residential care.
- Supporting and encouraging people back into their local communities when safe to do so, also provides potential positive impacts to the wider community including; more people able to access and use community facilities & services, and more volunteering opportunities / jobs created (for call handling and managing the operations, additional shifts for drivers).

	<p>The scheme supports the objectives of;</p> <ul style="list-style-type: none"> <li>• LCC Best Council Plan priorities as follows: <ul style="list-style-type: none"> <li>- Age-friendly Leeds - making Leeds the best city to grow old in</li> <li>- Inclusive growth (supporting growth and investment helping everyone benefit from the economy to their full potential)</li> <li>- Sustainable infrastructure (improving transport connections, safety, reliability and affordability; improving air quality, reducing pollution and noise)</li> <li>- Health and wellbeing; ageing well; reducing health inequalities and supporting active lifestyles.</li> </ul> </li> <li>• In addition the project also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, emerging Combined Authority Transport Strategy and Strategic Economic Plan and to the Council's 100% Digital Leeds aims.</li> <li>• This project also supports the Department for Transport (DfT) aims for integration of transport services. The Total Transport pilot review highlights the ambitions and challenges in attempting to allocate and co-ordinate transport resource more efficiently, to result in services to passengers that are more effective at meeting their needs.</li> </ul>
<b>Commercial Case</b>	<p>As described above, the service has been designed to address the challenges faced by older people and people living with disabilities when needing to travel. It will use spare capacity within the community transport system to achieve this, making effective use of resources.</p> <p>This will be achieved by either, signposting people to existing providers that can meet their needs, such as the Access Bus; by connecting them with a volunteer travel companion, or by enabling them to book a journey with a participating community transport provider.</p> <p>Those accessing the service are identified as unable to use existing public transport to get to their destination. This could be for a variety of reasons, as an example, it may be that they need additional support to get from their front door into the vehicle and into the destination at the end of their journey, or it could be that while short journeys on public transport are manageable, longer journeys with multiple vehicle changes are not.</p> <p>Leeds City Council Passenger Transport is identified as the lead operator of the proposed service; taking responsibility for the day to day service delivery, managing phone and online registrations and bookings, and working with the participating community transport providers to allocate journey requests. For the pilot, any community transport provider who meets the terms of the service can register and participate. This will be managed through a non-competitive procurement.</p> <p>In the longer term, the service may also be expanded to support participation by private hire and volunteer drivers.</p>
<b>Economic Case</b>	<p>As highlighted above, there is significant value in supporting older people and people with disabilities to travel, in particular relating to quality of life factors such as independence, wellbeing, social isolation and access, and also the value of time saving and respite for family/carers. A social value cost to benefit ratio can be determined by estimating the wider system savings generated compared to</p>

	each £1 spent on delivering the service. The scheme offers high value for money.
<b>Financial Case</b>	<p>The total scheme cost estimate is £789,044.</p> <p>The scheme is to be funded through LPTIP.</p> <p>The scheme cost includes allowance for risk and contingency at 10% of the total scheme cost.</p>
<b>Management Case</b>	<p>The scheme is to be delivered by Leeds City Council, with Leeds City Council Passenger Transport acting as lead provider, in collaboration with participating community transport providers which demonstrate they meet the terms of service.</p> <p>Scheme risks will be managed through a costed risk register and change management process.</p> <p>The pilot of the service is due to run from the end of May for 12 weeks, subject to Covid national guidelines.</p> <p>A monitoring and evaluation plan has been drafted to monitor and record scheme benefits and outcomes over the course of the pilot. The evaluation report will evidence whether the pilot can be scaled up and be sustainable.</p>



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

**Date:** 4 March 2021

**Subject:** Carbon Impact Assessment

**Director:** Alan Reiss, Director Policy, Strategy and Communications

**Author:** Matthew Page, Modelling Analyst

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

## 1. Purpose of this report

- 1.1 This paper provides an update on the work commissioned by the Combined Authority to develop a carbon impact assessment tool and incorporate this into the Assurance Framework. This work will ensure that the impact of proposals on the Climate Emergency are more explicitly taken account in decision making.

## 2. Information

### Background

- 2.1 Given the scientific consensus that human influence is overwhelmingly responsible for changes in the global climate, addressing the climate emergency is a key priority for the Combined Authority and the West Yorkshire councils.
- 2.2 The Combined Authority declared a climate emergency and strengthened the City Region's carbon emission reduction target in July 2019. The strengthened target commits the region to achieve net-zero carbon by 2038, with significant

progress by 2030. The task is challenging and will require significant and swift action to decarbonise all sectors.

- 2.3 A paper to the West Yorkshire and York Investment Committee (1 September 2020) outlined the proposals for strengthening decision making to reflect the Climate Emergency. A previous paper to the West Yorkshire Combined Authority (10 December 2020) outlined the recent progress on the carbon impact assessment project, which came out of the need to ensure that clean growth and climate change impacts are considered for all schemes progressing through the Assurance Framework.

#### The carbon impact assessment project

- 2.4 A methodology and supporting toolkit for assessing carbon emissions and clean growth impacts of new schemes is being developed, and the Combined Authority has appointed Mott Macdonald to carry out this work. A technical steering group, including officers from all West Yorkshire councils and York, has been established to develop the work and oversee the commission.

- 2.5 The work is underway and has five phases:

- Phase 1 Review of national and local examples of best practice in carbon assessment (September and October 2020)
- Phase 2 Development of the carbon impact assessment toolkit (October 2020 to March 2021 with initial proposals available in December 2020)
- Phase 3 Applying the toolkit to existing capital schemes currently going through the Assurance Framework (February to April 2021)
- Phase 4 Carry out an in-depth assessment and recommend carbon mitigation measures for a shortlist of schemes in development (March to May 2021)
- Phase 5 Carry out carbon literacy training to embed the toolkit in the Assurance Framework (February to August 2021)

- 2.6 This paper outlines recent progress on the project. Phase 1 has now been completed and the results were reported to the Combined Authority in December 2020.

- 2.7 The Consultants have now developed more detailed proposals for the methodology that should be used at each stage of the assurance process (Phase 2). These include technical notes and firm guidance on:

- Strategic Assessment (Activity 1) - a check on the alignment of the proposal with Carbon Emission Reduction Pathways
- The development of the Strategic Outline Business Case (Activity 2) - a qualitative screening process which assesses the wider sustainability/environmental impacts.



- Additions to the Outline Business Case (Activity 3) and Full Business Case (Activity 4) - a quantitative assessment of the carbon impact of proposals, this includes:
  - The carbon included in the construction of any infrastructure (embodied carbon)
  - The impact of the normal operation of the proposal (without any behavioural response to the intervention)
  - The impact of any behavioural response to the intervention

2.8 The methodology will be refined as it is used to assess the existing projects in the assurance process (in Phase 3). Particular challenges include:

- How to present the carbon impact assessment so that it is prominent within the business case and that it includes as much context as possible to assist decision makers. The carbon impact assessment methodology will not be able to suggest definitively whether a scheme should proceed or not but it will provide an important piece of evidence (the carbon impact) which can be taken into account by decision makers.
- Careful consideration of the counterfactual (what would have happened without the intervention). This is important to ensure that the intervention is assessed compared to a realistic assessment of what would have happened in the absence of the CA investment.
- Robust methodologies for assessing the behavioural response to interventions so that this important source of carbon impact can be properly assessed.
- The background assumptions to be used in the assessment of carbon impact, for instance traffic and fleet composition forecasts. For the assessments of existing projects these will have to match those made in the existing economic assessments. For future assessments, the consultants have recommended the use of assumptions which are consistent with the Carbon Emissions Reduction Pathways work and this will require an extra sensitivity test to be carried out in the economic assessment.

2.9 At the same time as the methodology was being developed, CA officers have been briefing officers in partner councils about the proposals, as well as presenting to meetings of the Directors of Development and Chief Highway Officers. Some briefings of elected members have also been held.

2.10 An important aspect of the project is making sure carbon impact assessment is incorporated into the assurance process so that it is considered in future decision making. Liaison is taking place between the consultants developing the methodology, the CA team overseeing the commission and the officers taking forward the revisions to guidance and templates through which the assurance process is implemented. The timescale for including carbon impact assessment in the assurance process will be determined by when the

guidelines and templates which include carbon impact assessment are completed and adopted.

### Next Steps

- 2.11 Work on Phase 3 of the project (the assessments of existing schemes) is now underway. A list of projects which are in scope for assessment has been supplied to the consultants. These include all the transport schemes progressing through the assurance process (and not already into delivery) as well as a selection of non-transport schemes. As mentioned above, the methodology used is likely to develop as it is used to assess these existing schemes. The selection of non-transport schemes was therefore made so as to include as wide a selection of different types of scheme as possible.
- 2.12 Phase 4 (in depth assessment and recommendation of carbon mitigation measures) will provide scheme promoters with information about the carbon impacts and inform next steps. The outcomes of the assessments of existing schemes, including potential mitigation for shortlisted schemes, will be discussed with partners to consider recommendations to be reported to the Combined Authority in June 2021.

## **3. Clean Growth Implications**

- 3.1 The proposed carbon impact assessment tool will assist decision makers in taking the carbon impact of proposals into account and is considered an important tool in understanding how our investment can support the ambition to becoming a net zero carbon economy by 2038.

## **4. Inclusive Growth Implications**

- 4.1 Although the carbon emissions impact of investment is a key focus for the methodology under development through this work, the proposed toolkit includes a qualitative screening process at Strategic Outline Case (Activity 2) which supports the assessment of schemes' contribution to wider environmental, sustainability and social impacts.

## **5. Financial Implications**

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

## **6. Legal Implications**

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

## **7. Staffing Implications**

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

## **8. External Consultees**

- 8.1 A steering group, including officers from all West Yorkshire councils and York has been established to develop this work and oversee the commission. A representative from the LEP's Green Economy Panel also sits on the steering group, acting as a "critical friend".

## **9. Recommendations**

- 9.1 That the Investment Committee notes the contents of this report.

## **10. Background Documents**

- 10.1 None

## **11. Appendices**

- 11.1 None

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