

## WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

MEETING TO BE HELD AT 11.00 AM ON TUESDAY, 8 JUNE 2021  
IN CITY EXCHANGE, 11 ALBION ST, LEEDS LS1 5ES

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### A G E N D A

This meeting will be held at City Exchange, 11 Albion St, Leeds LS1 5ES. In line with the Government's social distancing restrictions, there will be very limited capacity for observers of the meeting. If you would like to attend to observe the meeting in person, please email: [governanceservices@westyorks-ca.gov.uk](mailto:governanceservices@westyorks-ca.gov.uk) to request a place, clearly stating the name, date and start time of the committee and include your full name and contact details, no later than 24 hours before the meeting begins. Please note that the pre-booked places will be allocated on a 'first come, first served' basis and once pre-booked capacity has been reached there will be no further public admittance to the meeting. On receipt of your request, colleagues will provide a response to you.

**Please Note:** Whilst the rates of infection have come down, Coronavirus is still circulating. Therefore, even if you have had the vaccine, if you have Coronavirus symptoms: a high temperature; a new, continuous cough; or a loss or change to your sense of smell or taste, you should NOT attend the meeting and stay at home and get a PCR test. For those who are attending the meeting, please bring a face covering, unless you are exempt.

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 5 MAY**  
(Pages 1 - 4)
5. **CAPITAL PROGRAMME UPDATE**  
(Pages 5 - 20)

**6. TRANSFORMING CITIES FUND PROGRAMME REVIEW**

(Pages 21 - 36)

**7. CAPITAL SPENDING AND PROJECT APPROVALS**

(Pages 37 - 148)

**Signed:**

A handwritten signature in black ink, consisting of the letters 'BSM' in a stylized, cursive font, with a horizontal line underneath.

**Managing Director  
West Yorkshire Combined Authority**



## MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON WEDNESDAY, 5 MAY 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 Helen Hayden	Leeds City Council

### In attendance:

Melanie Corcoran	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
James Bennett	West Yorkshire Combined Authority
Andrew Bradley	West Yorkshire Combined Authority
Rob Tranmer	West Yorkshire Combined Authority
Caroline Farnham-Crossland	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

### 68. Apologies for Absence

Apologies for absence had been received from Councillor Jeffery and Cllr Groves.

### 69. Declarations of Disclosable Pecuniary Interests

There were no declarations of pecuniary interests.

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

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

### 71. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 7 April

**Resolved:** That the minutes of the meeting of the Investment Committee held on 7 April be approved.

## 72. 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:

- Wakefield City Centre Phase 2: Ings Road
- Real-Time Information System
- Beech Hill Phase 2
- A61 North Scott Road

### **Resolved:**

- (i) In respect of Wakefield City Centre Phase 2: Ings Road the Investment Committee approved that:
  - (a) The Wakefield City Centre Phase 2; Ings Road scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (b) An indicative approval to the Combined Authority's contribution of £4.530 million (which will be funded from the West Yorkshire-plus Transport Fund) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case 4). The total scheme value is £4.530 million.
  - (c) Additional development costs of £0.610 million are approved to progress the scheme up to decision point 4 (full business case), taking the total scheme approval from the West Yorkshire-plus Transport Fund to £0.880 million.
  - (d) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield City Council for expenditure of up to £0.880 million from the West Yorkshire-plus Transport Fund.
  - (e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (ii) In respect of the Real-Time Information System the Investment Committee recommended to the Combined Authority that, subject to the conditions set by PAT that:
  - (a) The Real Time information System scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).

- (b) Approval to the Combined Authority's contribution of £1.404 million (which will be funded from the Local Transport Plan (Integrated Transport Block) is given. The total scheme value is £2.376 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.
  - (d) The following conditions have been set by PAT to gain Approval to Proceed to Delivery:
    - The total scheme cost is within those set out in the FBC approval.
    - Confirmation that Local Transport Plan (LTP) is available.
    - Confirmation of match funding from South Yorkshire Passenger Transport Executive (SYPTTE).
    - Confirmation that a project board has been set up and met and that a Project Manager has been appointed.
    - Confirmation of maintenance / revenue costs and how these will be funded.
- (iii) In respect of the Beech Hill Phase 2 the Investment Committee approved that:
- (a) The GBF Beech Hill Phase 2 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 £1.200 million is given from the Getting Building Fund.
  - (c) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £1.200 million from the Getting Building 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.
- (iv) In respect of the A61 North Scott Road the Investment Committee approved that:
- (a) The change request for the inclusion of A61 North Scott Hall Road into the Corridor Improvement Programme Phase 2 (CIP2), to revise the programme dates as outlined in this report and £0.849 million development costs from the West Yorkshire plus

Investment Fund of which £0.458 million to reimburse the LPTIP programme and £0.391 million to progress the scheme to full business case (activity 4) is approved.

- (b) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £0.849 million from the West Yorkshire-plus Transport Fund.
- (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.



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

**Date:** 8 June 2021

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

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

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

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 To update the Committee on progress made on the implementation of the Combined Authority’s capital programme. The report provides an update on the spend and performance of the programme for 2020/21. Including further details the performance of the Growth Deal (including the annual performance review), Leeds Public Transport Investment Fund, Getting Building Fund, Broadband, Active Travel, an update of activity on the Brownfield Housing Fund and summary of the Investment Committee Workshop held on 23 March 2021.

## 2 Information

### Capital Programme 2020/21

- 2.1 Table 1 below summarises total expenditure on the Combined Authority’s capital programme in 2020/21 against the revised outturn forecast included in the budget reported to the Combined Authority at its meeting on 4 February 2021.

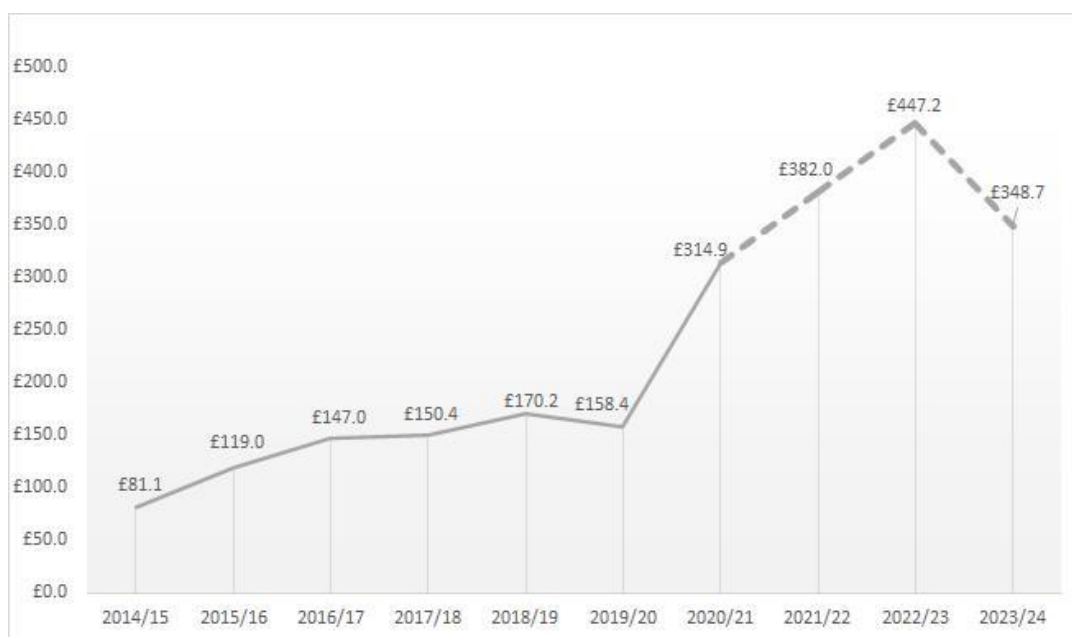
**Table 1**

Capital Programme Expenditure	Combined Authority Budget Forecast February 2021	Year End Expenditure 2020/21	%
Growth Deal - Economic Development	£47,439,952	£49,943,636	105.3%
West Yorkshire plus Transport Fund	£80,273,172	£87,943,917	109.6%
Leeds Public Transport Investment Programme	£68,492,090	£80,401,706	117.4%
Transforming Cities Fund (inc. Tranche 1)	£12,325,731	£11,828,410	96.0%
Integrated Transport Block / Highways Maintenance / Challenge Fund*	£66,223,502	£50,155,277	75.7%
Corporate Projects*	£5,690,578	£0	0.0%
Broadband	£2,274,633	£755,035	33.2%
Land Release Fund & One Public Estate	£1,070,522	£151,529	14.2%
Low Emission Vehicles	£1,058,434	£1,058,434	100.0%
Getting Building Fund	£26,300,000	£26,300,000	100.0%
Brownfield Housing Fund	£600,000	£644,448	107.4%
Active Travel Fund	£2,513,000	£2,221,521	88.4%
Other (Clean Bus, ULEB and CCAG)	£3,934,447	£3,453,560	87.8%
<b>Total Capital Spend</b>	<b>£318,196,060</b>	<b>£314,857,473</b>	<b>99.0%</b>

Capital expenditure is subject to verification through external audit of the annual accounts

\*Note: Expenditure of £18.26m offset from Corporate Projects and Highways Maintenance to support full spend on the Getting Building Fund

2.2 The Combined Authority has achieved capital expenditure of over £314 million (subject to audit) developing and delivering its projects in 2020/21. This is the highest level of expenditure achieved by the Combined Authority to date by almost double any previous year (as shown in the graph below). The graph also details forecast spend over the next three years.



2.3 This helps to demonstrate that the Combined Authority's and its partner councils development activities and implementation of resources are maturing into the delivery of planned programmes and projects. A total of 331 capital projects are currently live with 129 in development, 109 in delivery or about to commence, with 69 closed or going through closure and 10 of which are paused following initial development.



2.4 A number of funding programmes have now completed/are nearing completion including:

- Growth Deal**  
 Overall spend on the Growth Deal is as follows:

**Table 2**

	<b>Growth Deal Funding Allocation</b>	<b>Total Spend to end Q4 2020/21</b>
	<b>£m</b>	<b>£m</b>
Transport Fund	280.90	257.71
Growth Deal Economic Development	235.45	244.59
<b>Total Programme Allocation</b>	<b>516.35</b>	<b>502.30</b>

Overspend against the Economic Development projects has offset a predicted underspend against the Transport Fund and the programme has achieved spend of £502 million against the forecast £516 million. All underspend will be carried forward to fund contractually committed schemes in the Transport Fund. The attached appendices 1 and 2 detail the Growth Deal and Transport Fund expenditure.

Expenditure of circa £500,000 has been incurred post March 2021. Under the freedoms and flexibilities agreed verbally, this will be charged to the programme in the final financial return. A review of the organisation’s overhead charge will be undertaken to consider, in particular, the allocation of costs to the Transport Fund and the Economic Development element of the programme which may result in an element of balancing up between the two. It will also consider the ongoing costs of closing each project and of future monitoring and evaluation of the Growth Deal and how this is accounted for and funded.

- Leeds Public Transport Investment Programme**  
 Whilst this programme was due to end on 31 March 2021 spend on approved and contractually committed projects will now be ongoing into 2021/22. A total of £128.80 million against the Department for Transport allocation of £173.50 million has been spent with £44.70 million carried forward to spend in 2021/22 on contractually committed schemes. The majority of projects are currently on site and will complete in 2021/22, a couple of projects will continue on site into 2022/23 using match funding.
- Getting Building Fund**  
 The Getting Building Fund (GBF) programme was awarded to the Combined Authority in August 2020 to support ‘shovel ready’ schemes. Nine of the 15 projects have now been mobilised and have commenced delivery. All projects are on track to spend in line with the end of the programme on 31 March 2022. The Combined Authority has used its freedoms and flexibilities to offset spend on other programmes to achieve the full £26.30 million spend on the programme in 2020/21, this will be returned to be spent on the remaining GBF projects in 2021/22.

- **Broadband**

Expenditure on the Broadband programme mainly relates to the completion of Contract 2 which is being delivered through Openreach, and is due to end June 2021. All Building Digital UK (BDUK) and European Regional Development Fund (ERDF) money had been spent by end 2019/20, however, a final claim from Openreach is awaited, which will be utilising the £2.55 million underspend (with accrued interest) from Contract 1.

The underspend against forecast relates to the delayed start to Contract 3. Commencement by the new contractor Quickline could not progress until its cross-border policy was agreed by BDUK. The project has now commenced.

- **Active Travel**

The Emergency Active Travel Funding (Tranche 1) has been fully spent and a final declaration provided to DfT at the end of March. This programme saw the delivery of multiple active travel schemes to help districts respond to the ongoing pandemic and provide more space for easier and safer cycling and walking. This included the delivery of West Yorkshire's first Active travel Neighbourhoods, multiple school streets and segregated cycleways alongside an associated behaviour change package.

Active Travel Fund Tranche 2 is progressing well, with consultation due to start on the majority of schemes in the next month and delivery plans in place, with all schemes to be delivered by March 2022. There is an ambitious programme of works planned which includes up to 6 Active Travel Neighbourhoods, 10 segregated cycleways, multiple other improvements and a comprehensive behaviour change package all aimed at increasing active modes in the long term in line with governments Gear Change vision.

It was originally the expectation that only Tranche 1 grant would be spent in 2020/21 but activity and spend has also occurred on Tranche 2.

## **Annual Performance Review**

- 2.5 Confirmation was received on 7 May 2021 that the Combined Authority met all requirements against each of the three themes of the Annual Performance Review of the Growth Deal and Getting Building Fund which took place in January 2021. The Government has moved away from grading the programme performance (eg good, excellent) to either 'met requirements' or 'did not meet requirements'. Confirmation was received against all categories as follows:

**Governance:** Met requirements

**Strategic Impact:** Met requirements

**Delivery:** Met requirements

## **Growth Deal Performance**

2.6 The Growth Deal has four headline outputs and performance against these outputs as at the financial closure is as follows:

**Table 3**

Output	Target (includes Growth Deals 1, 2 and 3)	Achieved to date as at Quarter 4 2020/21	Forecast 2021-25	Total
New jobs	19,595	10,345	4,424	14,769
Jobs safeguarded (flood resilience programme)	11,100	24,583	1,816	26,399
Houses	2,300	1,316	2,091	3,407
Public / private investment (match funding)	£1,031,000,000	£767,823,915	£516,931,760	£1,284,755,675

2.7 In the six years of the programme over 10,000 new jobs have been created through the business grant support programmes and implementation of capital infrastructure. It is expected that the full target will be achieved. Changes have recently been made to the Portfolio Management Information System (PIMS) to make it easier for project managers to report target (as per full business case), forecast (as target figures may change through the lifetime of a project) and actual outputs. Once this information is recorded the forecast figures will increase in line with the Growth Deal targets. An update on this will be provided with quarter 1 reporting.

2.8 The following additional outputs have also been achieved through the programme:

- 83200 m<sup>2</sup> of new or improved floorspace for skills training
- 2156 new learners
- £3.22 million spend on specialist equipment for training and skills development
- 60.52 hectares of land remediated for housing
- 12,953 m<sup>2</sup> of new commercial floorspace
- 16,805,500 m<sup>2</sup> of land with reduced likelihood of flood risk
- 665 business and 528 homes with reduced flood risk
- 3535 businesses receiving grant support
- 1356 businesses receiving financial support other than grants
- 298 business receiving not financial support
- 42043 tonnes CO<sub>2</sub> reduction potential
- 2379 fuel poor homes receiving energy efficiency measures
- 20.65 km of new cycle ways
- 8 junctions improved, 3 new junctions created

2.9 Monitoring of the Growth Deal outputs will be ongoing to March 2025. An independent review of the impact of the Growth Deal is currently being finalised.

## **Brownfield Housing Fund**

- 2.10 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 £66.7 million of capital funding from the Brownfield Housing Fund (BHF) to support the development of 4500-6000 new homes on brownfield sites in the region to start on site by March 2025. The Combined Authority was allocated this fund, without the need to bid, due to the organisation becoming a Mayoral Combined Authority in 2021. A programme level strategic outline case was presented to Investment Committee in September 2020 without a project shortlist identified, as it was recognised that further time was required to identify suitable projects.
- 2.11 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 to meet the challenging targets set by MHCLG. In addition, work commenced on a wider call for projects, utilising existing networks and housing partnerships in the partner councils and the Combined Authority to identify further projects which could help accelerate the delivery of homes in the region, with the emphasis on encouraging projects which also meet the Strategic Economic Framework (SEF) priorities, particularly inclusive growth and clean growth agendas. All projects have been evaluated at a high level against pre-agreed criteria with partner councils to ensure that they meet the core MHCLG Fund requirements and demonstrate how they may contribute to the wider SEF priorities.
- 2.12 This has produced a longlist of potential projects with an ask of over £120 million that will be considered by the BHF Programme. Each partner council has reviewed and agreed the list to date for their area.
- 2.13 Not all projects on the longlist will be able to be taken forward into development and delivery within this specific funding programme. Following further evaluation of the longlist of potential projects, their readiness for investment and potential for deliverability, a refined list of sequenced projects, including an appropriate level of over-programming, will be reported to Combined Authority and MHCLG in June.
- 2.14 The assurance pathway and approval route for projects under the BHF Programme was agreed at the Combined Authority meeting in September 2020. The programme has been approved as part of our portfolio and each project that comes through the programme has delegation to Investment Committee and at decision point 5 through a delegation to the Combined Authority's Managing Director.
- 2.15 The total spend in 2020/21 for the BHF programme was £644,447.99 which has met the target for the year.

## **Investment Committee Workshop**

- 2.16 An Investment Committee workshop was held on 23 March 2021 to discuss the approach to future additional funding requests on Transport Fund projects and programmes. The discussion centred around how additional funding requests are considered through the Assurance Process going forward.
- 2.17 The agreement from members was that the over programming level on the Transport Fund was to remain the same and needs to be managed down over the remaining years of the fund. It was also recognised that there are exceptional circumstances where some projects may require additional funding over the agreed budget be required. Principles around how exceptional circumstances should be considered and managed were discussed. The following principles and exceptional circumstances were agreed:
- (i) A project that experiences a change in design standards or where new regulations need to be implemented, a review of scope options and value engineering needs to take place. Once all options have been explored, the project will be considered for additional funding through the Assurance Process.
  - (ii) All projects need a comprehensive QRA risk register that includes extraordinary risks. Other exceptional risks (where they are unforeseeable) will be considered for additional funding through the Assurance Process if value engineering and a scope option review has taken place.
  - (iii) All projects should continually review overall risk to project delivery. If the overall risk to delivery is very high, a review of the viability of the project needs to take place in partnership with the Combined Authority.
  - (iv) All projects must demonstrate value for money. Where costs are increasing, value engineering must be evidenced, and other sources of funding explored before further funding will be considered.
  - (v) New guidance or regulations must be included in project development at the strategic outline case and outline business case stages in the assurance process.
  - (vi) Inflation must be included in project budget costs.
  - (vii) VAT needs to be understood and factored into project costs where relevant.
- 2.18 Following the above principles and exceptions as agreed at the workshop it is recommended that the Investment Committee formally agree to:
- (i) The exceptional principles set out in paragraph 2.17.
  - (ii) All projects that are requesting additional funding will be considered on a case-by-case basis through the assurance process and reviewed against these principles.

### **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 and also that it approves:

- i) The exceptional circumstances principles relating to Transport Fund projects set out in paragraph 2.17; and that
- ii) All Transport Fund projects that are requesting additional funding will be considered on a case by case basis through the assurance process and reviewed against these exceptional principles.

### **8 Background documents**

8.1 None.

### **9 Appendices**

Appendix 1 Growth Deal Dashboard Quarter 4 2020/21

Appendix 2 Transport Fund Dashboard Quarter 4 2020/21

Appendix 3 Transforming Cities Fund Dashboard Quarter 4 2020/21

2020/21 Q4 Growth Deal Economic Development Financial Dashboard (to 31/03/2021)

Target £45,180,410 £49,943,636 Actual 2020/21

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SEP Priority	Project Name	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	RAG Rating	
Priority 0	Growth Deal Programme Delivery Costs	£0	£7,858,627	£2,500,000	£2,468,473	Green	£10,327,100
	<b>Priority 0 Total</b>	<b>£0</b>	<b>£7,858,627</b>	<b>£2,500,000</b>	<b>£2,468,473</b>		<b>£10,327,100</b>
Priority 1 - Growing Business	Access to Capital Grants Programme	£15,700,000	£12,918,579	£2,126,704	£2,409,065	Green	£15,327,644
	Business Expansion Fund	£13,450,000	£2,660,832	£3,397,861	£5,408,333	Green	£8,069,164
	Business Growth Programme	£37,000,000	£25,155,875	£5,844,125	£9,021,732	Green	£34,177,607
	Huddersfield Incubation and Innovation Programme	£2,922,000	£2,922,000	£0	£0	Green	£2,922,000
	Institute for High Speed Rail and System Integration	£9,252,000	£3,243,235	£0	£-3,243,235	Green	£0
	Leeds University Innovation Centre	£3,000,000	£3,000,000	£0	£0	Green	£3,000,000
	<b>Priority 1 - Growing Business Total</b>	<b>£81,324,000</b>	<b>£49,900,520</b>	<b>£11,368,690</b>	<b>£13,595,895</b>		<b>£63,496,415</b>
Priority 2 - Skilled People and Better Jobs	Bradford College	£250,000	£250,000	£0	£0	Green	£250,000
	Calderdale College	£4,977,000	£4,977,000	£0	£0	Green	£4,977,000
	Kirklees College - Dewsbury Learning Quarter	£11,121,218	£10,453,945	£667,273	£667,273	Green	£11,121,218
	Kirklees College - Process Manufacturing Centre	£3,100,996	£3,100,997	£0	£0	Green	£3,100,997
	Leeds City College - Printworks	£8,998,358	£8,998,358	£0	£0	Green	£8,998,358
	Leeds City College - Quarry Hill	£39,900,000	£39,900,000	£0	£0	Green	£39,900,000
	Leeds College of Building	£13,350,000	£13,350,000	£0	£0	Green	£13,350,000
	Selby College	£693,748	£693,748	£0	£0	Green	£693,748
	Shipley College - Mill	£119,000	£119,000	£0	£0	Green	£119,000
	Shipley College - Salt Building	£300,000	£300,000	£0	£0	Green	£300,000
	Wakefield College	£3,327,133	£3,327,133	£0	£0	Green	£3,327,133
<b>Priority 2 - Skilled People and Better Jobs Total</b>	<b>£86,137,453</b>	<b>£85,470,181</b>	<b>£667,273</b>	<b>£667,273</b>		<b>£86,137,454</b>	
Priority 3 - Clean Energy and Economic Resilience	Energy Accelerator	£820,000	£413,606	£406,395	£166,073	Green/Amber	£579,679
	Leeds District Heat Network	£4,000,000	£4,000,000	£0	£0	Green	£4,000,000
	Resource Efficiency Fund	£720,000	£720,000	£0	£0	Green	£720,000
	Resource Efficiency Fund 2	£616,552	£0	£616,552	£342,289	Green	£342,289
	Tackling Fuel Poverty	£5,669,840	£5,669,840	£0	£0	Green	£5,669,840
<b>Priority 3 - Clean Energy and Economic Resilience Total</b>	<b>£11,826,392</b>	<b>£10,803,446</b>	<b>£1,022,947</b>	<b>£508,362</b>		<b>£11,311,808</b>	
Priority 4a - Housing and Regeneration	Barnsley Town Centre	£1,757,000	£1,757,000	£0	£0	Green	£1,757,000
	Bradford - One City Park	£5,200,000	£400,000	£0	£0	Green	£400,000
	Bradford Heritage Buildings - Conditioning House	£1,500,000	£400,000	£1,100,000	£1,100,000	Green	£1,500,000
	Bradford Heritage Buildings - High Point	£2,900,000	£0	£0	£2,900,000	Green	£2,900,000
	Bradford Odeon	£357,500	£357,500	£0	£0	Green	£357,500
	Dewsbury Riverside	£0	£0	£885,000	£0	Green	£0
	East Leeds Housing Growth - Brownfield Sites	£1,100,000	£1,100,000	£0	£0	Green	£1,100,000
	East Leeds Housing Growth - Red Hall	£4,000,000	£4,000,000	£0	£0	Green	£4,000,000
	Halifax - Beech Hill	£2,197,000	£1,400,000	£797,000	£797,000	Green	£2,197,000
	Halifax Town Centre (Northgate House)	£3,000,000	£3,000,000	£0	£0	Green	£3,000,000
	Kirklees Housing Sites	£509,000	£509,000	£0	£0	Green	£509,000
	Leeds - Bath Road	£575,000	£575,000	£0	£0	Green	£575,000
	New Bolton Woods	£3,960,000	£3,600,000	£360,000	£0	Green	£3,600,000
	Wakefield Civic Quarter	£1,055,687	£1,055,687	£0	£0	Green	£1,055,687
	Wakefield South East Gateway - Kirkgate	£1,600,000	£0	£1,600,000	£1,600,000	Green	£1,600,000
	Wakefield South East Gateway - Rutland Mill	£4,900,000	£0	£4,900,000	£4,900,000	Green	£4,900,000
	York Central	£2,550,000	£2,550,000	£0	£0	Green	£2,550,000
	York Guildhall	£2,347,500	£2,347,500	£0	£0	Green	£2,347,500

2020/21 Q4 Growth Deal Economic Development Financial Dashboard (to 31/03/2021)

Target £45,180,410 £49,943,636 Actual 2020/21

SEP Priority	Project Name	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	RAG Rating	
	<b>Priority 4a - Housing and Regeneration Total</b>	<b>£39,508,687</b>	<b>£23,051,687</b>	<b>£9,642,000</b>	<b>£11,297,000</b>		<b>£34,348,687</b>
Priority 4c - Economic Resilience Programme	Flood Alleviation - Brighouse and Clifton	£0	£0	£1,500,000	£0	Green	£0
	Flood Alleviation - Hebden Bridge	£1,900,000	£0	£1,900,000	£1,425,000	Green	£1,425,000
	Flood Alleviation - Leeds (FAS1)	£3,786,981	£3,786,981	£0	£0	Green	£3,786,981
	Flood Alleviation - Leeds (FAS2)	£3,900,000	£3,900,000	£0	£0	Green	£3,900,000
	Flood Alleviation - Mytholmroyd	£4,500,000	£2,500,000	£0	£2,000,000	Green	£4,500,000
	Flood Alleviation - Skipton	£1,500,000	£1,500,000	£0	£0	Green	£1,500,000
	Flood Alleviation - Wyke Beck	£2,558,000	£2,557,797	£0	£0	Green	£2,557,797
	Natural Flood Management - Colne and Calder	£1,299,107	£630,838	£668,269	£665,455	Green	£1,296,292
	Natural Flood Management - Upper Aire	£388,000	£176,671	£211,329	£164,640	Green	£341,311
	<b>Priority 4c - Economic Resilience Programme Total</b>	<b>£19,832,088</b>	<b>£15,052,287</b>	<b>£4,279,598</b>	<b>£4,255,094</b>		<b>£19,307,381</b>
Priority 4d - Enterprise Zone Development	EZ - Bradford - Gain Lane	£9,877,037	£1,442,658	£8,434,342	£8,434,379	Green	£9,877,037
	EZ - Bradford - Gain Lane - Leeds Road Junction	£250,000	£0	£0	£250,000	Green	£250,000
	EZ - Bradford - Parry Lane	£1,886,000	£0	£540,000	£1,798,196	Green	£1,798,196
	EZ - Bradford - Staithegate Lane	£71,600	£71,600	£13,630	£0	Green	£71,600
	EZ - Calderdale - Clifton Business Park	£3,356,000	£328,418	£750,000	£1,513,885	Green	£1,842,303
	EZ - Leeds - Aire Valley	£0	£0	£0	£0	Green	£0
	EZ - Programme	£3,269,067	£670,786	£2,787,310	£2,182,996	Green	£2,853,781
	EZ - Wakefield - Langthwaite Business Park Extension	£1,261,330	£0	£500,000	£297,464	Green	£297,464
	EZ - Wakefield - South Kirkby Business Park	£2,674,620	£0	£2,674,620	£2,674,620	Green	£2,674,620
	<b>Priority 4d - Enterprise Zone Development Total</b>	<b>£25,901,874</b>	<b>£2,513,462</b>	<b>£15,699,902</b>	<b>£17,151,539</b>		<b>£19,665,001</b>
<b>Grand Total</b>	<b>£264,530,494</b>	<b>£194,650,211</b>	<b>£45,180,410</b>	<b>£49,943,636</b>		<b>£244,593,846</b>	
	<b>Economic Development Overprogramming</b>			<b>£3,691,458</b>	<b>£9,143,846</b>		<b>£9,143,846</b>



2020/21 Q4 Growth Deal West Yorkshire + Transport Fund Financial Dashboard (to 31/03/2021)

Target £89,649,488 £76,617,575 Actual 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	RAG Rating	
Priority 4b - West Yorkshire + Transport Fund	A6110 Leeds Outer Ring Road	£17,800,000	£3,000,000	£596,000	£205,090	£280,000	£121,933	Amber	£327,023
	A62 to Cooper Bridge Corridor Improvement Scheme	£69,270,000	£69,300,000	£965,000	£963,325	£647,305	£1,675	Amber	£965,000
	A629 (Phase 1A) - Jubilee Road to Free School Lane	£8,160,000	£8,639,999	£8,639,999	£8,639,999	£0	£0	Green/Amber	£8,639,999
	A629 (Phase 1A) - Jubilee Road to Free School Lane (Combined Authority)	£0	£0	£0	£36	£0	£0		£36
	A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	£18,900,000	£27,830,000	£11,480,000	£2,492,174	£2,869,996	£2,112,578	Green/Amber	£4,604,753
	A629 (Phase 2) - Halifax Bus Station	£0	£405,000	£405,000	£309,879	£256,531	£95,121	Green	£405,000
	A629 (Phase 2) - Halifax Town Centre	£40,930,000	£47,840,000	£5,844,000	£3,046,119	£789,271	£730,278	Amber	£3,776,397
	A629 (Phase 2) - Halifax Town Centre (Combined Authority)	£0	£0	£0	£84,970	£0	£-84,970		£0
	A629 (Phase 4) - Ainley Top	£30,000,000	£25,920,000	£7,085,000	£714,409	£580,000	£389,489	Green/Amber	£1,103,898
	A629 (Phase 5) - Ainley Top into Huddersfield	£12,087,608	£13,300,000	£4,418,295	£1,860,197	£523,800	£525,795	Amber	£2,385,992
	A641 Bradford - Huddersfield Corridor	£75,550,000	£75,540,000	£2,129,000	£642,122	£734,780	£424,997	Green	£1,067,118
	A65 - Leeds Bradford International Airport Link Road	£35,690,000	£70,000,000	£1,785,000	£1,688,983	£180,000	£96,017	Amber	£1,785,000
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	£10,250,000	£9,334,000	£9,334,000	£6,404,358	£1,374,602	£2,202,600	Green/Amber	£8,606,958
	A650 Tong Street	£7,070,000	£20,000,000	£2,715,000	£274,005	£237,010	£24,752	Green/Amber	£298,757
	A650 Tong Street (Combined Authority)	£0	£0	£0	£-89,005	£0	£0		£-89,005
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	£28,830,000	£8,640,000	£9,597,000	£8,635,208	£0	£0	Green	£8,635,208
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)	£0	£340,000	£0	£341,365	£0	£0		£341,365
	Bradford Forster Square Station Gateway	£17,030,000	£17,320,000	£3,671,314	£457,364	£303,359	£64,021	Green	£521,385
	Bradford Forster Square Station Gateway (Combined Authority)	£0	£0	£0	£27,377	£0	£-27,812		£-435
	Bradford Interchange Station Gateway (Phase 1)	£10,880,000	£5,650,000	£293,000	£261,642	£158,492	£78,715	Green	£340,357
	Bradford Interchange Station Gateway (Phase 1) (Combined Authority)	£0	£0	£0	£13,837	£0	£-61,194		£-47,357
	Bradford to Shipley Corridor	£47,900,000	£47,900,000	£3,979,000	£2,153,219	£619,781	£1,075,043	Green/Amber	£3,228,262
	Bradford to Shipley Corridor (Combined Authority)	£0	£0	£0	£0	£0	£-4,382		£-4,382
	Calder Valley Line - Elland Station	£0	£2,640,000	£700,153	£251,373	£319,000	£295,669	Green	£547,042
	Calder Valley Line - Elland Station (Combined Authority)	£0	£17,320,000	£1,434,595	£423,571	£2,238,000	£733,973	Green	£1,157,544
	Castleford Growth Corridor Scheme	£37,520,000	£7,270,000	£2,239,000	£222,314	£1,000,010	£80,668	Amber	£302,983
	Castleford Growth Corridor Scheme (Combined Authority)	£0	£0	£0	£19,421	£0	£-19,421		£0
	Castleford Station Gateway	£4,500,000	£2,836,000	£2,836,000	£780,786	£1,769,786	£1,938,724	Green	£2,719,510
	CityConnect Phase 3 Canals - HNC Phase 2	£0	£306,000	£30,000	£0	£0	£15,995	Amber/Red	£15,995
	CityConnect Phase 3 Canals - Leeds Liverpool Shipley	£0	£1,394,000	£30,000	£0	£0	£30,000	Amber/Red	£30,000
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	£0	£356,686	£356,686	£0	£0	£339,241	Green	£339,241
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4 (Combined Authority)	£0	£15,000	£15,000	£15,000	£0	£0		£15,000
	CityConnect Phase 3 Combined Authority Development	£0	£520,000	£380,000	£112,753	£0	£81,695	Amber	£194,447
	CityConnect Phase 3 Cooper Bridge	£0	£1,862,000	£350,000	£65,941	£284,059	£151,214	Amber	£217,155
	CityConnect Phase 3 Huddersfield Town Centre	£0	£1,291,000	£180,000	£141,507	£0	£400,401	Green	£541,908
	CityConnect Phase 3 Huddersfield Town Centre (Combined Authority)	£0	£0	£0	£-76,507	£0	£-285,401		£-361,908
	CityConnect Phase 3 Leeds	£0	£6,355,000	£6,355,000	£54,646	£0	£5,234,140	Green/Amber	£5,288,786
	CityConnect Phase 3 Leeds (Combined Authority)	£0	£0	£0	£0	£0	£1,620		£1,620
	CityConnect Phase 3 Leeds Development	£0	£112,970	£112,970	£0	£0	£15,419	Amber	£15,419
	CityConnect Phase 3 West Yorkshire Combined Authority	£0	£500,000	£500,000	£93,163	£20,000	£212,854	Green	£306,018
Corridor Improvement Programme - Bradford - A6177 and Cutler Heights	£0	£10,010,000	£670,000	£0	£0	£105,380	Green	£105,380	
Corridor Improvement Programme - Bradford - A6177 and Cutler Heights (Combined Authority)	£0	£0	£0	£0	£0	£-281		£-281	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	£2,500,000	£390,000	£180,000	£235,300	£0	£7,291	Green/Amber	£242,591	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	£0	£0	£0	£-121,090	£0	£55,028		£-66,062	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road	£3,150,000	£4,457,000	£949,000	£711,459	£163,492	£241,016	Green/Amber	£952,475	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road	£0	£0	£0	£-19,951	£0	£19,951		£0	
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	£8,500,000	£12,010,000	£946,670	£946,670	£234,234	£259,427	Green/Amber	£1,206,097	
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	£0	£0	£0	£2,506	£0	£-272,057		£-269,551	
Corridor Improvement Programme - Bradford - A650 Shipley Airedale - A647 Leeds Road	£10,300,000	£0	£0	£0	£0	£0	Green	£0	
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	£6,020,000	£4,980,863	£991,138	£789,956	£400,000	£120,422	Green/Amber	£910,378	
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor (Combined Authority)	£0	£0	£0	£7,227	£0	£-7,227		£0	
Corridor Improvement Programme - Calderdale - A629 North - Orange Street	£0	£6,100,000	£600,000	£0	£0	£207,207	Green	£207,207	
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	£5,090,000	£4,058,084	£839,054	£682,522	£400,000	£124,494	Green/Amber	£807,016	
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor (Combined Authority)	£0	£0	£0	£7,227	£0	£-7,227		£0	
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	£7,500,000	£7,500,000	£1,282,000	£958,425	£500,000	£323,575	Amber	£1,282,000	
Corridor Improvement Programme - Kirklees - A62 Smart Corridor (Combined Authority)	£0	£0	£0	£-103,425	£0	£103,425		£0	

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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	RAG Rating	
	Corridor Improvement Programme - Kirklees - A629 - Fenay Lane	£0	£7,500,000	£600,000	£0	£0	£58,850	Green	£58,850
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	£4,900,000	£3,970,000	£890,000	£250,000	£250,000	£275,757	Green/Amber	£525,757
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	£8,200,000	£10,420,000	£2,534,000	£533,154	£500,000	£2,000,846	Amber	£2,534,000
	Corridor Improvement Programme - Leeds - A58 Roundhay Road	£0	£9,530,000	£1,259,000	£0	£0	£324,429	Green	£324,429
	Corridor Improvement Programme - Leeds - A61N Scott Hall Road	£0	£849,000	£849,000	£0	£0	£461,394	Green	£461,394
	Corridor Improvement Programme - Leeds - A61N Scott Hall Road (Combined Authority)	£0	£0	£0	£0	£0	£461,394	Green	£461,394
	Corridor Improvement Programme - Leeds - A660 Headingley Hills	£0	£825,807	£825,807	£0	£0	£295,474	Amber	£295,474
	Corridor Improvement Programme - Leeds - A660 Headingley Hills (Combined Authority)	£0	£0	£0	£0	£0	£4,085	Green	£4,085
	Corridor Improvement Programme - Leeds - Dawsons Corner	£15,000,000	£14,480,000	£2,607,000	£863,291	£300,000	£455,969	Amber	£1,319,260
	Corridor Improvement Programme - Leeds - Dyneley Arms	£8,000,000	£1,980,000	£775,000	£445,892	£500,000	£194,933	Green/Amber	£640,825
	Corridor Improvement Programme - Leeds - Dyneley Arms (Combined Authority)	£0	£0	£0	£26,454	£0	£-26,454	Green	£0
	Corridor Improvement Programme - Leeds - Fink Hill	£950,000	£5,428,000	£919,000	£372,407	£300,003	£261,834	Green/Amber	£634,241
	Corridor Improvement Programme - Wakefield - A638 Doncaster Road	£0	£6,300,000	£560,000	£0	£0	£155,489	Green	£155,489
	Corridor Improvement Programme - Wakefield - A639 Park Road	£0	£570,000	£570,000	£0	£0	£149,426	Green	£149,426
	Corridor Improvement Programme - Wakefield - A650 Newton Bar	£4,230,000	£9,268,000	£350,165	£283,482	£2,167,610	£144,365	Green/Amber	£427,847
	Corridor Improvement Programme - Wakefield - A650 Newton Bar (Combined Authority)	£0	£0	£0	£-78,682	£0	£1,000	Green	£-77,682
	Corridor Improvement Programme - Wakefield - Owl Lane	£2,560,000	£54,062	£75,000	£54,063	£0	£0	Green	£54,063
	Corridor Improvement Programme (Phase 1)	£0	£2,976,000	£8,200	£8,200	£0	£0	Green	£8,200
	Corridor Improvement Programme (Phase 2)	£0	£650,000	£650,000	£280,564	£369,436	£284,559	Green	£565,123
	Corridor Improvement Programme (Phase 3)	£0	£5,327,000	£0	£0	£0	£0	Green	£0
	Glasshoughton Southern Link Road	£7,090,000	£5,968,000	£5,968,000	£4,327,023	£1,923,998	£834,539	Green	£5,161,562
	Glasshoughton Southern Link Road (Combined Authority)	£0	£0	£0	£972,899	£-1,255,920	£-410,539	Green	£562,361
	Halifax Station Gateway	£10,600,000	£10,600,000	£2,165,000	£1,236,894	£649,110	£334,545	Green/Amber	£1,571,439
	Halifax Station Gateway (Combined Authority)	£0	£0	£0	£1,917	£0	£-1,917	Green	£0
	Harrogate Road - New Line	£4,920,000	£7,665,000	£7,665,000	£4,695,444	£1,928,534	£2,159,303	Green	£6,854,747
	Harrogate Road - New Line (Combined Authority)	£0	£0	£0	£3,717	£0	£-3,717	Green	£0
	Huddersfield Station Gateway (Phase 1)	£0	£10,050,000	£115,000	£149,214	£248,000	£47,026	Amber	£196,240
	Huddersfield Station Gateway (Phase 1) (Combined Authority)	£0	£0	£0	£19,015	£0	£-47,026	Green	£-28,011
	Huddersfield Station Gateway (Phase 2)	£0	£0	£0	£0	£8,000	£0	Green	£0
	Leeds City Centre Network and Interchange Package	£36,500,000	£7,900,000	£5,274,000	£2,619,258	£31,900,000	£852,415	Amber	£3,471,673
	Leeds City Centre Network and Interchange Package - Armley Gyrotory	£0	£40,500,000	£3,580,000	£0	£0	£481,696	Amber	£481,696
	Leeds City Centre Network and Interchange Package - Armley Gyrotory (Combined Authority)	£0	£0	£0	£0	£0	£-1,018	Green	£-1,018
	Leeds City Centre Network and Interchange Package - Infirmary Street	£0	£8,900,000	£8,900,000	£1,680,473	£0	£6,894,118	Green	£8,574,591
	Leeds City Centre Network and Interchange Package - Infirmary Street (Combined Authority)	£0	£0	£0	£-1,680,473	£0	£1,680,473	Green	£0
	Leeds City Centre Network and Interchange Package - Meadow Lane	£0	£9,500,000	£9,500,000	£0	£0	£0	Green	£0
	Leeds City Centre Network and Interchange Package - Regent Street	£0	£12,000,000	£12,000,000	£0	£0	£12,000,000	Green	£12,000,000
	Leeds ELOR and North Leeds Outer Ring Road	£73,260,000	£90,330,000	£90,330,000	£37,492,403	£26,970,000	£30,136,378	Amber	£67,628,781
	Leeds ELOR and North Leeds Outer Ring Road (Combined Authority)	£0	£0	£0	£10,961,156	£-11,792,371	£-10,960,339	Amber/Red	£817
	Leeds Inland Port	£0	£3,170,000	£0	£0	£0	£0	Green	£0
	Leeds Station Gateway - Leeds Integrated Station Masterplan	£400,000	£400,000	£400,000	£338,692	£61,308	£21,300	Green	£359,992
	Leeds Station Gateway - New Station Street	£1,590,000	£1,591,000	£1,591,000	£1,918,685	£19,000	£-506,610	Green	£1,412,074
	M62 Junction 24A	£18,510,000	£59,846	£70,000	£52,679	£0	£0	Amber	£52,679
	Mirfield to Dewsbury to Leeds (M2D2L)	£12,510,000	£12,500,000	£1,270,000	£306,131	£1,850,001	£210,404	Amber	£516,535
	Mirfield to Dewsbury to Leeds (M2D2L) (Combined Authority)	£0	£0	£0	£9,588	£0	£-9,588	Green	£0
	Parking Extensions at Rail Stations (PEARS)	£0	£0	£138,000	£137,997	£0	£-137,997	Green	£0
	Rail Parking Package - Apperley Bridge	£1,200,000	£1,200,000	£113,100	£0	£113,100	£90,522	Amber	£90,522
	Rail Parking Package - Ben Rhydding	£2,100,537	£2,080,000	£150,000	£0	£150,000	£48,089	Amber	£48,089
	Rail Parking Package - Fitzwilliam	£700,000	£492,499	£492,499	£492,499	£0	£0	Green	£492,499
	Rail Parking Package - Garforth	£830,000	£1,129,278	£1,129,278	£977,458	£0	£0	Green/Amber	£977,458
	Rail Parking Package - Guiseley	£7,000,000	£6,970,000	£143,000	£0	£143,000	£24,361	Green	£24,361
	Rail Parking Package - Hebden Bridge	£650,000	£884,445	£884,445	£191,802	£692,643	£251,452	Amber	£443,254
	Rail Parking Package - Mirfield A	£310,000	£220,059	£220,059	£220,059	£0	£0	Green	£220,059
	Rail Parking Package - Moorthorpe	£1,100,000	£905,551	£905,551	£125,057	£653,494	£-23,920	Green/Amber	£101,137
	Rail Parking Package - Mytholmroyd	£3,640,000	£3,952,000	£3,952,000	£1,057,846	£2,370,004	£2,538,723	Green	£3,596,569
	Rail Parking Package - Normanton	£1,440,000	£2,314,000	£2,314,000	£0	£1,440,000	£0	Amber	£0
	Rail Parking Package - Outwood	£1,100,000	£2,660,000	£200,000	£117,636	£549,857	£100,969	Green/Amber	£218,605
	Rail Parking Package - Outwood (Combined Authority)	£0	£10,000	£10,000	£-41,333	£0	£31,623	Green	£-9,710
	Rail Parking Package - Shipley	£2,550,000	£2,550,000	£0	£0	£300,000	£0	Amber	£0
	Rail Parking Package - South Elmsall	£610,000	£604,604	£604,604	£604,604	£0	£0	Green	£604,604

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	Rail Parking Package - Steeton and Silsden	£2,530,000	£4,630,800	£4,630,800	£0	£0	£265,666	Green/Amber	£265,666
	Rail Parking Package (Phase 1)	£0	£2,922,563	£1,710,523	£1,310,560	£270,190	£38,210	Green	£1,348,770
	Rail Parking Package (Phase 2)	£0	£23,330,000	£2,016,000	£118,034	£177,496	£60,265	Green	£178,299
	South East Bradford Access Road	£46,310,000	£46,300,000	£1,304,000	£203,877	£136,568	£127,285	Green/Amber	£331,162
	South East Bradford Access Road (Combined Authority)	£0	£0	£0	£4,375	£0	£-4,375		£0
	Thorpe Park Station	£10,060,000	£10,050,000	£1,436,000	£286,968	£0	£224,370	Amber	£511,338
	Transformational - A6120 Leeds Northern Outer Ring Road Improvements	£0	£392,500	£392,500	£202,528	£189,972	£189,972	Green	£392,500
	Transformational - Bradford Interchange Station Gateway (Phase 2)	£0	£512,000	£512,000	£71,956	£21,136	£71,802	Green	£143,758
	Transformational - Bradford Interchange Station Gateway (Phase 2) (Combined Authority)	£0	£0	£0	£0	£0	£-428		£-428
	Transformational - Bradford Transport Model	£0	£367,000	£367,000	£0	£0	£319,107	Green	£319,107
	Transformational - Kirklees Transport Model	£167,000	£167,000	£167,000	£133,050	£33,950	£33,950	Green/Amber	£167,000
	Transformational - LCR Inclusive Growth Corridor Plans	£0	£2,430,000	£2,395,000	£1,208,291	£800,000	£658,184	Amber	£1,866,475
	Transformational - Leeds Transport Model	£0	£500,000	£500,000	£0	£0	£280,035	Amber	£280,035
	Transformational - NE Calderdale Transformational Programme Study	£0	£400,000	£400,000	£258,815	£141,185	£22,294	Amber	£281,109
	Transformational - North Kirklees Orbital Route Feasibility Study	£0	£288,000	£248,000	£202,043	£45,957	£21,799	Green/Amber	£223,842
	Transformational - North Kirklees Orbital Route Feasibility Study (Combined Authority)	£0	£0	£0	£9,588	£0	£-9,588		£0
	Transformational - Programme	£0	£2,304,500	£0	£0	£0	£0		£0
	Transformational - South Featherstone Link Road Feasibility Study	£284,000	£284,000	£284,000	£284,000	£80,941	£-87,570	Green/Amber	£196,430
	Transformational - South Featherstone Link Road Feasibility Study (Combined Authority)	£0	£0	£0	£-58,172	£0	£58,172		£0
	Transformational - West Yorkshire Mass Transit	£0	£4,600,000	£2,041,000	£1,600,000	£0	£216,857	Green	£216,857
	Transformational - York Northern Outer Ring Road Dualing Feasibility Study	£300,000	£295,000	£295,000	£295,000	£0	£0	Green	£295,000
	Transforming Cities Fund Development Funding	£0	£3,000,000	£3,000,000	£1,263,274	£0	£-1,250,006	Green/Amber	£13,267
	Wakefield City Centre Package (Phase 1) - Kirkgate	£5,400,000	£5,556,000	£5,556,000	£5,556,000	£0	£0	Green	£5,556,000
	Wakefield City Centre Package (Phase 2) - Ings Road	£3,360,000	£4,530,000	£880,000	£106,758	£603,200	£42,325	Green/Amber	£149,083
	Wakefield City Centre Package (Phase 2) - Ings Road (Combined Authority)	£0	£0	£0	£23,805	£0	£-20,862		£2,942
	Wakefield Eastern Relief Road	£29,400,000	£37,593,000	£37,593,000	£36,386,191	£11,500	£1,206,809	Green	£37,593,000
	Wakefield Eastern Relief Road (Combined Authority)	£0	£0	£0	£1,692	£0	£-1,692		£0
	West Yorkshire Integrated UTMC	£7,260,000	£450,000	£450,000	£328,240	£87,490	£77,321	Amber	£405,561
	West Yorkshire Integrated UTMC (Combined Authority)	£0	£648,000	£0	£0	£0	£0		£0
	West Yorkshire Integrated UTMC (Phase A) - Bradford	£0	£632,157	£632,157	£340,029	£292,128	£292,128	Green	£632,157
	West Yorkshire Integrated UTMC (Phase A) - Calderdale	£0	£351,424	£351,424	£0	£267,560	£0	Green/Amber	£0
	West Yorkshire Integrated UTMC (Phase A) - Kirklees	£0	£586,954	£586,954	£204,621	£382,333	£132,746	Green	£337,367
	West Yorkshire Integrated UTMC (Phase A) - Leeds	£0	£1,513,539	£1,513,539	£66,104	£1,147,430	£123,778	Green/Amber	£189,882
	West Yorkshire Integrated UTMC (Phase A) - Wakefield	£0	£759,804	£759,804	£0	£670,920	£139,446	Green	£139,446
	West Yorkshire Integrated UTMC (Phase A) - Wakefield (Combined Authority)	£0	£0	£0	£75,000	£0	£-75,000		£0
	West Yorkshire Integrated UTMC (Phase B)	£0	£1,225,000	£1,225,000	£131,000	£1,094,000	£384,849	Green/Amber	£515,849
	West Yorkshire Integrated UTMC (Phase B2)	£0	£917,000	£917,000	£0	£0	£0	Green	£0
	West Yorkshire Integrated UTMC (Phase C)	£0	£555,000	£555,000	£0	£0	£156,548	Green	£156,548
	West Yorkshire Plus Transport Fund Delivery	£0	£5,110,000	£0	£3,593,258	£0	£3,168,370	Green	£6,761,627
	York Castle Gateway	£7,200,000	£8,100,000	£355,000	£0	£0	£0	Green	£0
	York Central Access Road and Station Access Improvements	£27,000,000	£37,320,000	£5,532,000	£2,427,909	£2,000,001	£267,110	Green/Amber	£2,695,019
	York Northern Outer Ring Road	£37,600,000	£2,450,000	£2,450,000	£2,450,000	£490,000	£1,441,753	Green/Amber	£3,891,753
	York Northern Outer Ring Road - Future Phases	£0	£26,303,419	£0	£0	£500,000	£0	Green/Amber	£0
	York Northern Outer Ring Road - Phase 1 (Wetherby Road)	£0	£3,865,581	£3,865,581	£3,852,365	£13,216	£0	Green	£3,852,365
	York Northern Outer Ring Road - Phase 2 (Monks Cross)	£0	£3,585,000	£3,585,000	£142,341	£0	£0	Amber	£142,341
	York Northern Outer Ring Road - Phase 2 (Monks Cross) (Combined Authority)	£0	£0	£0	£2,257,659	£0	£0		£2,257,659
	York Northern Outer Ring Road - Phase 3	£0	£2,174,000	£0	£0	£0	£0	Green/Amber	£0
	York Northern Outer Ring Road (Combined Authority)	£0	£0	£0	£0	£0	£-1,441,753		£-1,441,753
	<b>Priority 4b - West Yorkshire + Transport Fund Total</b>	<b>£934,509,145</b>	<b>£1,117,476,995</b>	<b>£356,976,865</b>	<b>£181,091,789</b>	<b>£89,649,488</b>	<b>£76,617,575</b>		<b>£257,709,364</b>
<b>Grand Total</b>		<b>£934,509,145</b>	<b>£1,117,476,995</b>	<b>£356,976,865</b>	<b>£181,091,789</b>	<b>£89,649,488</b>	<b>£76,617,575</b>		<b>£257,709,364</b>

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Appendix 3 Transforming Cities Fund Dashboard Quarter 4 2020/21

Packages and schemes	RAG rating	Approved Indicative Baseline Budget	Full Funding Approval	£	2019/20	2020/21		2021/22		Total Actual and Projected	Beyond Mar 2023
						DfT Baseline Forecast 20/21	Total Actual 20/21	Total Forecast 2021/22	Total Forecast 2022/23	Up to Mar 2023	Forecast
					£	Agreed Sep-20	£	As per Q4 20/21 submissions	As per Q4 20/21 submissions	As per Q4 20/21 submissions	As per Q4 20/21 submissions
<b>Access to Places Programme</b>											
Bradford City Centre	Amber	30,000,000	2,152,500		928,867	123,111	2,048,080	27,828,809	30,000,000	0	
Elland Rail Station Access Package	Green/Amber	5,276,000	330,000		0	0	0	5,276,000	5,276,000	0	
Brighouse Cycling and Walking Improvements	Green/Amber	143,000	143,650		122,571	18,673	124,327	0	143,000	0	
West Halifax Improved Streets for People	Green/Amber	8,000,000	552,000		1,013,000	81,739	2,274,687	3,999,332	6,355,758	1,644,242	
North Halifax Improved Streets for People	Green/Amber	8,000,000	630,000		742,000	164,474	3,075,526	4,760,000	8,000,000	0	
Dewsbury Town Centre Walking & Cycling Improvements	Amber	8,000,000	603,452		297,145	43,603	4,711,500	3,214,897	7,970,000	30,000	
Trinity Street Bridge (formerly Huddersfield Bridge)	Green/Amber	5,500,000	296,776		215,042	72,145	218,274	5,166,581	5,457,000	43,000	
Leeds City Centre Cycle Improvements	Green/Amber	7,060,000	1,235,000		875,000	217,899	3,046,500	4,345,601	7,610,000		
Wakefield City Centre Bus, Cycle and Walking Improvements	Amber/Red	13,600,000	525,409		125,000	129,750	2,495,659	8,547,461	11,172,869	2,427,131	
Skipton Railway Station Gateway - Active Travel	Green/Amber	5,803,000	425,808		381,554	425,808	1,867,049	2,948,149	5,241,006	561,994	
Harrogate Railway Station Gateway - Active Travel	Green/Amber	7,893,000	644,533		644,533	644,533	1,230,000	6,018,467	7,893,000	0	
Selby Station Gateway	Amber	17,465,000	1,106,805		1,324,880	724,475	2,388,000	7,244,000	10,356,475	7,108,525	
<b>Access to Places Programme Total</b>		<b>116,740,000</b>	<b>8,645,933</b>	<b>0</b>	<b>6,669,592</b>	<b>2,646,210</b>	<b>23,479,601</b>	<b>79,349,296</b>	<b>105,475,108</b>	<b>11,814,892</b>	
<b>Hubs and Interchange Programme</b>											
Bradford Interchange Station Access	Amber	13,200,000	3,037,500		763,865	576,302	2,970,063	9,653,635	13,200,000	0	
Halifax Rail Station Gateway	Amber	22,500,000	3,221,000		1,985,000	975,773	1,332,858	10,880,457	13,189,088	9,310,912	
Huddersfield Rail Station Access	Amber	7,500,000	389,838		279,381	22,700	3,053,282	4,128,889	7,204,871	295,129	
Leeds Station - Sustainable Travel Gateway	Amber	31,690,000	5,094,932		5,005,388	2,511,282	2,354,846	17,273,532	22,139,660	9,550,340	
York Railway Station Gateway	Green	13,117,000	420,000		6,262,663	135,890	70,000	9,550,000	9,755,890	3,361,110	
Heckmondwike Bus Hub	Amber	4,000,000	250,078		161,395	81,965	1,674,035	2,231,000	3,987,000	13,000	
Huddersfield Bus Station	Red	4,500,000	148,943		527,249	76,393	548,678	1,583,737	2,208,808	2,291,192	
Huddersfield Bus Station	Red	4,500,000	148,943		136,251	23,688	0	0	23,688	4,476,312	
Dewsbury Bus Station	Amber/Red	8,000,000	570,826		387,924	115,334	753,322	2,812,577	3,681,233	4,318,767	
Halifax Bus Station	Green	15,400,000	1,121,000		594,000	674,874	8,339,987	6,000,000	15,014,861	385,139	
White Rose Station	Green	12,000,000			0	0	800,000	0	800,000	11,200,000	
<b>Hubs and Interchange Programme Total</b>		<b>136,407,000</b>	<b>14,403,060</b>	<b>0</b>	<b>16,103,116</b>	<b>5,194,200</b>	<b>21,897,071</b>	<b>64,113,827</b>	<b>91,205,099</b>	<b>45,201,901</b>	
<b>Multi Modal Corridors Programme</b>											
South Bradford Park & Ride and Expressway	Amber	20,000,000	1,355,500		525,865	156,357	1,677,008	18,166,635	20,000,000	0	
West Bradford-Thornton Road Cycle Route	Amber	17,500,000	1,464,500		616,865	60,330	1,234,738	16,204,932	17,500,000	0	
Dewsbury - Cleckheaton Sustainable Travel Corridor	Green/Amber	12,000,000	381,500		282,090	191,573	5,489,177	6,270,500	11,951,250	48,750	
Dewsbury - Batley - Chidswell Sustainable Travel Corridor	Green/Amber	6,000,000	178,253		329,270	87,308	3,032,901	2,857,290	5,977,500	22,500	
Tadcaster Road Corridor Improvements		1,430,000					491,409	938,591	1,430,000		
A61 Bus, Cycle and Walking Improvements	Amber/Red	11,568,000	399,360		310,000	18,882	460,161	10,746,640	11,225,683	342,317	
A61 Bus, Cycle and Walking Improvements	N/A	32,000					32,000	0	32,000		
A629 Wakefield Road Sustainable Travel Corridor	Green	6,000,000					400,000	600,000	1,000,000	5,000,000	
A64 Bus Priority	Green/Amber	7,000,000	530,400		1,200,000	223,836	601,564	6,174,600	7,000,000	0	
A64 Park & Ride	Amber	15,000,000					0	0	0	15,000,000	
A639 Bus, Cycle and Walking Improvements	Amber/Red	10,860,000	377,360		513,000	17,777	467,810	5,588,107	6,073,694	4,786,306	
A639 Bus, Cycle and Walking Improvements	N/A	40,000					40,000	0	40,000		
<b>Multi Modal Corridors Programme Total</b>		<b>107,430,000</b>	<b>4,686,873</b>	<b>0</b>	<b>3,777,090</b>	<b>828,063</b>	<b>13,854,769</b>	<b>67,547,295</b>	<b>82,230,127</b>	<b>25,199,873</b>	
Network Navigation (West Yorkshire)	Green/Amber	15,500,000	160,000		3,277,342	29,157	2,596,400	12,874,443	15,500,000	0	
Carbon Mitigation Measures		8,000,000	200,000		0	1,839	1,198,161	6,800,000	8,000,000	0	
Prog Risk/Contingency (to be allocated to project budgets)		30,800,000							0	30,800,000	
Prog Inflation (to be added to project budgets)		32,640,000							0	30,708,000	
Programme Management		7,690,000	4,930,000		1,667,006	2,059,416	2,469,837	3,113,824	7,643,078	46,922	
Benefits Realisation		1,000,000	1,000,000		0	0	0	0	0	1,000,000	
<b>TCF Tranche 2 Total</b>		<b>456,207,000</b>	<b>34,025,866</b>	<b>0</b>	<b>31,494,146</b>	<b>10,758,886</b>	<b>65,495,840</b>	<b>233,798,685</b>	<b>310,053,412</b>	<b>144,771,588</b>	
<b>Cumulative Total</b>						<b>10,758,886</b>	<b>79,052,916</b>	<b>357,877,097</b>	<b>310,053,412</b>	<b>454,825,000</b>	
<b>TCF Tranche 1</b>											
TCF Tranche 1 Scarborough Bridge		280,000		25,692	254,308	83,406	170,902		280,000	0	
TCF Tranche 1 Dewsbury - Rail Station Access		344,688			344,688	251,149	93,539		344,688	0	
TCF Tranche 1 Huddersfield - Better Connected Stations		1,550,312		231,095	1,550,312	734,968	584,249		1,353,248	0	
<b>TCF Tranche 1 Total</b>		<b>2,175,000</b>	<b>0</b>	<b>256,787</b>	<b>2,149,308</b>	<b>1,069,523</b>	<b>848,690</b>	<b>0</b>	<b>1,977,936</b>	<b>0</b>	
<b>Cumulative Total</b>					<b>2,406,095</b>	<b>1,326,310</b>	<b>2,042,377</b>		<b>2,175,000</b>		
<b>TCF Combined Total</b>		<b>458,382,000</b>	<b>34,025,866</b>	<b>256,787</b>	<b>33,643,454</b>	<b>11,828,409</b>	<b>66,344,530</b>	<b>233,798,685</b>	<b>312,031,347</b>	<b>144,771,588</b>	
<b>Cumulative Total</b>			<b>0</b>	<b>0</b>	<b>33,900,241</b>	<b>12,085,196</b>	<b>81,095,293</b>	<b>357,877,097</b>	<b>312,228,412</b>	<b>457,000,000</b>	

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

**Date:** 8 June 2021

**Subject:** **Transforming Cities Fund Programme Review**

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

**Author:** Fiona Limb, Transforming Cities Implementation Lead

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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 To provide an update on progress of delivery of the Transforming Cities Fund (TCF) Programme.
- 1.2 To define the projects within the programme and provide an overview of a high-level review of the projects within the programme including updating key financial and milestone information.
- 1.3 To recommend changes to scheme indicative funding allocations as set out in Appendix B of the report
- 1.4 To recommend approval of further release of development funding as detailed in sections 2.26 and 2.27 of the report

## 2. Information

### Overview of TCF Programme

- 2.1 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT Transforming Cities Fund to progress all schemes against its 'Low Scenario'. The original TCF bid to DfT was framed around three funding scenarios, Low, Core and High. These scenarios included a mix of schemes that were deliverable at different

scales in the three scenarios as well as some schemes that were only funded in core and high scenarios.

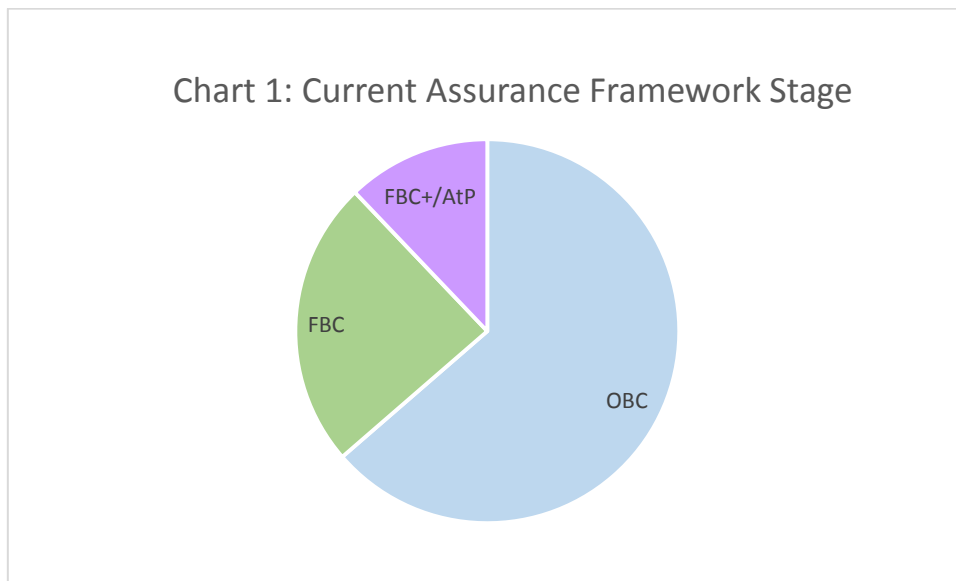
- 2.2 The Combined Authority at its meeting on 27<sup>th</sup> July 2020 approved the use of future gainshare to support delivery of the 'High Scenario' of the Transforming Cities programme at an additional cost of up to £164.5 million. Following this approval West Yorkshire scheme promoters are developing a range of options as part of scheme Business Cases to determine the best scheme, which will include options costing up to the High Scenario. A range of options will therefore be considered at the Strategic Outline Case and Outline Business Case stages and those options that demonstrate greater benefits and value for money will be recommended to move forward.
- 2.3 The Transforming Cities Fund forms part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. The TCF programme is organised into three themes:
- improving public transport and cycling corridors:
  - improving accessibility to key locations,
  - and improving transport hubs and Interchange facilities.
- 2.4 Developing a 21<sup>st</sup> Century transport system is central to the Combined Authority's vision of building a strong, successful, zero carbon economy that provides a great quality of life for everyone who lives and works in the region. The TCF Programme is central to realising this vision through providing accessible, attractive and cleaner alternatives to car journeys through delivery of transport infrastructure including new and improved bus and rail stations, cycling and walking infrastructure and new bus based Park and Ride facilities. The TCF schemes are focussed on connecting people in the communities of greatest economic need with job and training opportunities, helping to boost productivity, living standards and air quality.

### Progress to Date

- 2.5 It is over a year since the TFC Funding was announced and the programme mobilised towards delivery. In that year there has been good progress in some areas, however the ongoing Covid-19 restrictions and implications have impacted on progress overall, along with a need to undertake more detailed work around scope and deliverability of projects and delays to resourcing of schemes. The programme is now formed of 35 individual schemes that are in various stages of development, with some now in the early stages of construction.
- 2.6 Appendix A lists each of the schemes and their current progress through the Combined Authority's Assurance Framework. The current progress against stages in the Assurance Framework is summarised in Chart 1 below. In summary:



- a) Phase 1 of Leeds City Centre Cycle Connectivity is in the Delivery (early construction) Phase
- b) Halifax Bus Station, White Rose Rail Station and York Rail Station Gateway schemes are working on the final phase of their Business Case working with contractors to agree finalised costs for delivery
- c) 8 schemes are currently working on their Full Business Cases, developing detailed designs, securing any land required and completing necessary approvals such as Planning consent.
- d) The remainder of the programme, 21 schemes are currently working on Outline Business Cases, undertaking initial designs and public consultation to define the scope of the schemes to be taken forward, and developing scheme costs plans.



- 2.7 As a programme the internal governance structures are now well established with project boards, teams and external resources in place to undertake the design, business case development and project management of the schemes. Many of the partners have also secured additional internal resource to manage their schemes, and where this has been the case good progress is starting to be made. However, others have struggled with securing the necessary resources to enable timely progress of project development and the Combined Authority is working with partners to identify how this capacity issue can be addressed.
- 2.8 Since the start of the TCF programme two key pieces of DfT Guidance has been issued that the schemes within the programme need to be cognisant of. Firstly, the Local Transport Note 1/20 – Cycling Infrastructure Design Guidance and secondly, the National Bus Strategy, published in March 2021. Scheme promoters will demonstrate they are adhering to relevant guidance and, where appropriate provide details of any departures from standards. Key stakeholders, such as Bus Operators, have also been involved in discussions around scheme design and quality.
- 2.10 The TCF High Scenario included £8m Carbon Mitigation funding, to support further and deeper reductions in carbon emissions, within the construction, and lifetime, of the TCF schemes in West Yorkshire. Promoters are being asked to

consider interventions for consideration for funding through this mechanism. This could be enhancements to the existing projects in the programme to increase carbon reductions or stand alone schemes. One scheme, a public e-bike share scheme in Leeds is being considered for inclusion in the programme through the Strategic Assessment stage of the Assurance Framework(Decision Point 1).

- 2.11 Given the relatively short timescales for the programme, Consultation and engagement activities have been moving forward apace. Significant efforts have been made to accelerate a number of activities, utilising innovative approaches to audience engagement through digital platforms, including the CA's Your Voice, online Q&A and webinars, virtual walk throughs using Google Maps to partly address the challenges of covid-19, with no face-to-face consultations. In addition, projects, such as the CA bus station schemes, have conducted some detailed early key stakeholder engagement to help shape the scope and design of schemes with key users such as mobility and access groups.

### Review of Project Milestones

- 2.12 Approximately two thirds of the TCF schemes are currently within the Outline Business Case (OBC) development stage. Within this stage designs are being progressed, site investigations and surveys completed, key risks and constraints established, public and stakeholder consultation carried out as well as development of detailed project schedules (which are informed by the outcome of the activities listed above).
- 2.13 Where available, these new indicative forecast milestones have been incorporated into Appendix A, for information, at this stage. The following should be noted:
- a) A significant proportion of schemes are now forecasting completion of construction beyond the DfT Funding Deadline of March 2023. (these are highlighted in Amber on Appendix A)
  - b) A small number of schemes are currently forecasting a start on site date beyond March 2023 (these are highlighted in Red on Appendix A)
  - c) Several of the schemes are part funded by TCF and it is expected that TCF funding will be utilised first to deliver the combined scheme. With spend of other CA funding (such as WY+TF) and local match funding thereafter.
  - d) It is expected that in West Yorkshire the use of Devolution Gainshare funding to deliver the High Scenario will enable some scheme delivery beyond the DfT Funding deadline of March 2023.
  - e) A number of schemes have not provided updated milestones for the latter stages of their schemes as they are currently reviewing these following recent appointment of development and delivery partners
- 2.14 Work is underway with partners to review the scope of the schemes and identify opportunities to accelerate programmes to achieve construction earlier than currently forecast. Opportunities being explored include:
- a) Phasing delivery of interventions

- b) Bringing forward aspects of the scheme that will enable it to be delivered in good time for example, utility diversions, purchase of land, pre-ordering of necessary materials and equipment or demolition and site clearance.
- c) Bringing forward aspects of the scheme that may deliver opportunity cost savings (and programme savings), for example if other schemes or developments are taking place in the same location prior to the main scheme delivery.
- d) Running some activities in parallel where possible.
- e) Ensuring delivery timescales are at the forefront of planning and decision making for example in procurement.

2.15 It is therefore recommended that the milestones detailed in Appendix A are noted and that a further review is conducted over the next six months of the programme, to be brought back to a committee for consideration in January 2022. At this point all Outline Business Cases should be complete and the risks to delivery of the programme within the funding deadlines will be better understood.

### Programme Finance Review

2.16 The TCF programme was shaped around 22 packages of schemes in the Strategic Outline Business Case that was submitted to DfT. These Packages, made up of groups of schemes, then came forward for approval at Strategic Outline Case. Individual scheme funding allocations are now needed to be formally approved, to provide clarity of scope and funding for scheme promoters across the 35 schemes. The total programme funding remains the same.

2.17 The programme and its component schemes have a number of funding sources, with associated constraints that need to be considered when making decisions about investment. The DfT TCF contribution is £317m and has a spend deadline of end of March 2023. The Combined Authority has committed to delivering up to the high scenario schemes within West Yorkshire, providing a total programme pot of £457m. It is expected that the Devolution gainshare funding will enable delivery beyond the March 2023 DfT funding deadline. However, this is funding of last resort and other funding avenues and local match funding contributions continue to be sought where possible. The gainshare funding will not be used to develop additional scope beyond the outline higher scenario on projects, or to fund expanded scope or completely new projects.

2.18 Discussions are ongoing with the DfT on the funding deadline through quarterly update meetings. To date there has been no flexibility indicated on carry over of funding beyond the March 2023 date. The Combined Authority will continue dialogue with DfT to make the case for flexibility on delivery timescales. However, projects must progress at pace so we can demonstrate the region's commitment to deliver the spend and transformational programme within the timescales set by Government.

2.19 There are local match funding contributions relating to a number of schemes and other funding sources. As noted above in 2.11c) it is proposed that the

principle of spending TCF monies first will be applied, except where other constraints are clearly identified through the business cases. It is expected that local match funding contributions will be at least that committed to at bid stage and secured prior to decisions on project delivery, ideally at OBC stage.

2.20 Within the overarching £457m TCF budget there is currently a risk/contingency and inflation amount of £63.440m. Throughout the lifetime of the programme, it is expected that this will be allocated to individual schemes as required. The proposed guiding principles for allocation of this funding are:

- a) Uplifts to scheme budgets to be considered at OBC approval to allow appropriate appraisal and assessment of the funding requirements and scheme business case overall. (Scheme options within existing budget allocation should also be presented for consideration).
- b) Schemes in FBC stage and beyond should have considered risk, contingency and inflation within their scheme budgets for delivery, so it is not expected that there will be significant calls for increased budget from these schemes.
- c) The remaining funding is identified to cover risk, contingency and inflation, it is not for core delivery of scheme scope.
- d) Unspent funding should be returned to the Programme pot and not utilised for further delivery or enhancements to schemes/expansion of scope.
- e) It is expected that a proportion of the risk funding held at a programme level will be retained until the majority of schemes are within the construction phase to allow for the potential for unforeseen costs within this stage.
- f) It is recognised that there may be a requirement to increase funding for a project due to exceptional circumstances where there is a need to deliver original bid aspirations.

2.21 Alongside the review of indicative project milestones a review of scheme's Indicative Budget Allocations has been undertaken, along with immediate requirements for funding to be released to continue scheme development. This is presented in Appendix B.

2.22 Initial indicative scheme budgets were agreed at the point of SOC approval for most of the schemes, as they were presented within original 22 scheme packages in the Programme SOBC to DfT. In some cases, the assumptions around the scope of the individual schemes (and therefore their indicative budgets) has changed through the early OBC development stages and some scheme budget allocations have been revised to reflect this.

2.23 In addition, some scheme indicative budget allocations were capped at the 'low' funding allocation as their approval pre-dated the West Yorkshire Combined Authority's approval to utilise Devolution gainshare funding, there is now an opportunity to address this discrepancy and clarify project budget Indicative Allocations.

2.24 It is therefore recommended that the following changes to scheme budget TCF Indicative Allocations as set out in Appendix B column headed 'Indicative Funding Recommended for Approval June 2021' are recommended for approval. Table 1 below summarises the changes.

Table 1: Summary of changes to Indicative Funding Approval Recommendations

<b>Scheme</b>	<b>Description of Change</b>	<b>Revised Amount £m</b>	<b>Variance £m</b>
Halifax Rail Station Gateway	Increase TCF Indicative Allocation contribution to account for High Scenario	22.5	+6.0
Dewsbury Town Centre Cycling and Walking	Increase the TCF Indicative allocation to account for re-alignment of Highway Scope from the Bus Station (CA led) project to this project (Kirklees led). Bus station allocation to remain at £8m to account for refurbishment requirements.	10.25	+2.25
Heckmondwike Bus Hub	Increase TCF Indicative Allocation to account for emerging design of new facility	4.0	+1.0
A638 Dewsbury-Cleckheaton Corridor	Reduce the Indicative Allocation to account for the increase to the Heckmondwike bus hub scheme	12	-1
Leeds Rail Station Sustainable Travel Gateway	increase the TCF Indicative funding allocation to rebalance the package funding following Leeds City Centre Cycling scheme costs reducing at Full Business Case stage.	32.44	+0.75
A64 Park and Ride, Bus, Cycle and Walking Improvements	Increase the TCF Indicative Allocation to account for high Scenario scheme	11.6	+4.6
Brighouse Cycling and Walking	Reduce TCF funding for Brighouse; it is now expected that these measures will be brought forward within the A641 WY+TF scheme and the TCF funding will be utilised to deliver the Elland Access Package.	0.1436	-2.276
Programme Management	Increase Approved Budget to account for delivery of High Scenario Programme along with elongated timescales for delivery	7.69	+2.76

2.25 Appendix B also provides an overview of those schemes that may require/request additional funding through their OBC approvals. It is important to note, that this is a high-level overview and in many cases detailed work on project costs and options is still in the early stages. It is expected that a more comprehensive financial review will be completed in January 2022. Two schemes, Harrogate Rail Station Gateway and Skipton Rail Station Gateway are being considered for approval of OBC at the June 2021 meeting of Investment Committee. Both these schemes have identified additional funding requirements for risk and

contingency. These figures are noted in Appendix B. The overall delivery costs of the programme have not increased and any cost increases at a scheme level are being managed within the available risk/contingency and inflation amount.

2.26 As the schemes develop, some schemes identify requirements for additional development funding to be released within development stages, from their overall approved indicative funding allocation. The following are recommended for approval at this time to enable completion of the next assurance stage :

- a) Huddersfield Trinity St Access Improvements - £103,773
- b) Huddersfield Rail Station Access - £76,679
- c) A61 Bus, Cycle and Walking Improvements - £79,990
- d) Wakefield City Centre, Bus, Cycle and Walking Improvements - £172,226
- e) A639 Bus, Cycle and Walking Improvements -£110,000
- f) York Tadcaster Road Corridor Improvement Scheme -£64,355

2.27 As per the previous report to Investment Committee in May 2020, approval of an allocation of development funding across the programme provides significant benefits in terms of flexibility, agility to respond to risks and opportunities and expedience of activity to achieve milestones. Therefore, a further allocation of £1m programme development funding is recommended for approval at this time to be overseen by the TCF Portfolio Board and approved by delegation to the Director of Delivery.

2.28 The York Rail Station Gateway scheme is part funded by TCF and Part funded by WY+TF. To date, £5.532m for development and enabling works has been approved from the WY+TF Indicative funding allocation. In line with the principles set out in section 2.11c) above it is recommended that the remaining unspent £2.8m of this approved funding is switched to TCF to enable accelerated spend of the TCF proportion of the overall project. Release of this funding at this time is from within their current approved Indicative funding allocation of £13.117m

#### Spend to date and Forecast Spend

2.29 The programme has completed its first full financial year since the funding announcement. Spend to date has been lower than initially forecast due to a range of factors previously detailed in this report, delays to procurement and resourcing, Covid-19 impact, reviewing the scope and deliverability of some of the projects as well as optimistic forecasting at the start of the programme.

2.30 A revised spend profile for the programme is provided below, this is based upon the current estimated milestones and delivery timescales and therefore represents a less optimistic scenario.

<b>Table 2: TCF Financial Forecast Summary</b>	<b>£</b>
Actual 20/21	£10,774,026
Forecast 21/22	£57,504,492
Forecast 22/23	£199,284,828

<b>Forecast up to March 23</b>	<b>£267,533,346</b>
Forecast 23/24	£170,238,829
Forecast 24/25	£22,294,652

2.31 Work is underway with the programme partners to understand opportunities for accelerating spend as detailed in 2.21 above. However, the risk of not achieving the spend of the £317m DfT funding within the March 2023 deadline is currently significant.

#### Review of Programme Risks to Delivery

- a. Project sponsors identify risks which are used to inform the key programme risks. The main risks to delivery are: land assembly- time required to secure land required will cause delays to delivery. A snapshot survey of all scheme's land requirements has been undertaken. This has indicated that that 27 of the 35 TCF schemes have identified some land requirements. Work is underway to understand what if these are crucial to the schemes and what stage in the acquisition process, they are at to further quantify the impact of this risk.
- b. Statutory Approvals-Time required to undertaken statutory approvals processes will cause delays to delivery. Schemes are developing their detailed programmes through OBC development. Opportunities to run activities in parallel are being explored and early key stakeholder engagement is being undertaken to minimise some of this risk, for example ensuring Network Rail are aware of the Programme timescales and requirements for their input.
- c. Stakeholder engagement - Scheme promoters are being encouraged to undertake comprehensive early stakeholder engagement to understand any issues with their proposals and work through these. A strategic bus operators forum has been established to raise awareness of the schemes and manage any issues that may arise.
- d. Cost increases- Details of how this risk is being managed have been set out earlier in this report. The programme team is actively monitoring and managing any emerging cost increases. It is essential that scheme forecasts are aligned to delivery timescales and managed accordingly.
- e. Scheme benefits may be compromised due to transformational nature of the schemes, it is recognised that some schemes may not deliver high benefit to cost ratios due to changes to traffic routing and the emphasis of the programme being on sustainable travel. Sensitivity tests will be included in the economic case. Once the CA's Carbon Impact tool is available this will be used to measure the environmental impact of the scheme.
- f. Delivery Timescales – schemes may not deliver by the funding timescales set by Government. As set out in section 2.14 of this report mitigation against this risk through seeking opportunity to accelerate project delivery and deliver early benefits to users is a key priority for the programme over the coming months.

### **3. Tackling the Climate Emergency Implications**

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. 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. Once available the TCF schemes will utilise this tool to assess the Carbon and clean growth implications at key decision points.

### **4. Inclusive Growth Implications**

4.1 Equality Impact Assessments (EQIA) will be undertaken on all projects included in this report as part of their business case development.

### **5. Financial Implications**

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

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

### **6. Legal Implications**

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

### **7. Staffing Implications**

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

### **8. External Consultees**

8.1 No external consultations have been undertaken.

### **9. Recommendations**

9.1 That the progress made in the delivery of the TCF programme is noted, in particular the key messages presented on milestones, finances and risks.



- 9.2 That a further TCF Programme review is conducted over the next six months to report back to Committee in January 2022. This should consider opportunities to phase projects and accelerate delivery of schemes and associated spend.
- 9.3 That partners develop plans to phase delivery of projects where possible to accelerate delivery to not only maximise spend but also deliver earlier benefits to users by March 2023
- 9.4 That the guiding principles around allocation of the remaining risk/contingency and inflation detailed in section 2.20 are noted
- 9.5 That the Investment Committee recommends to the Combined Authority the changes to Indicative Funding Allocations set out in Table 1 of the Report
- 9.6 That the Investment Committee recommends to the Combined Authority approval to the £2.760m uplift in Programme Management budget to £7.690m to reflect the larger high scenario programme being delivered and anticipated longer timescales for delivery.
- 9.7 That the Investment Committee recommends to the Combined Authority the following development funding to be released:
- a) Huddersfield Trinity St Access Improvements - £103,773
  - b) Huddersfield Rail Station Access - £76,679
  - c) A61 Bus, Cycle and Walking Improvements - £79,990
  - d) Wakefield City Centre Bus, Cycle and Walking Improvements- £172,226
  - e) A639 Bus, Cycle and Walking Improvements -£110,000
  - f) York Tadcaster Road Corridor Improvement Scheme -£64,355
  - g) Programme Development - £1.0m

## **10. Background Documents**

None.

## **11. Appendices**

Appendix A – TCF Programme Milestones

Appendix B – Scheme Budget Indicative Allocations and Local Match Funding

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**Appendix A - TCF Programme Milestones**

Lead Partner	Project	Next Decision Point	Current Approved Date	New Date	Variance (months)		Current Approved Date	New	Variance (months)		Current Approved Date	New	Variance (months)		Current Approved Date	New	Variance	Months Overrun Beyond March 2023
Bradford	TCF - Bradford City Centre Cycling and Walking Improvements	OBC	29/06/2021	01/01/2022	6	FBC	30/09/2021	01/02/2022	4	AtP	31/01/2022	~	~	Completion	31/03/2023	~	~	
Bradford	TCF - Bradford Interchange Station Access	OBC	01/07/2021	01/11/2021	4	FBC	01/09/2021	01/02/2022	5	AtP	31/01/2022	~	~	Completion	31/01/2023	~	~	
Bradford	TCF - South Bradford Park and Ride and Expressway	OBC	01/07/2021	01/11/2021	4	FBC	01/09/2021	01/09/2022	12	AtP	31/01/2022	01/01/2023	11	Completion	31/03/2023	01/12/2024	20	20
Bradford	TCF - West Bradford - Cycle Superhighway Extension	OBC	01/07/2021	01/11/2021	4	FBC	01/09/2021	01/09/2022	12	AtP	31/01/2022	01/01/2023	11	Completion	31/03/2023	01/12/2024	20	20
Calderdale	TCF - Brighouse Cycling and Walking Improvements	OBC	01/04/2021	01/10/2021	6	FBC	To be taken forward with the WYTF A641 scheme											
Calderdale	TCF - Elland Rail Station Access	FBC	30/03/2021	01/06/2021	3	AtP/FBC+	06/08/2021	01/06/2022	10	Completion	31/08/2022	01/06/2023	10					
Calderdale	TCF - West Halifax Improved Streets for People	OBC	01/04/2021	01/10/2021	6	FBC	01/01/2022	01/05/2022	4	AtP	~	01/09/2022	~	Completion	~	01/08/2023	~	4
Calderdale	TCF - Halifax Rail Station Gateway	FBC	31/07/2021	01/11/2021	3	AtP/FBC+	31/01/2022	01/03/2022	1	Completion	31/07/2025	~	~					27
Calderdale	TCF - North Halifax Improved Streets for People	OBC	01/04/2021	01/10/2021	6	FBC	01/01/2022	01/05/2022	4	AtP	~	01/09/2022	~	Completion	~	01/08/2023	~	4
Combined Authority	TCF - Carbon Mitigation Measures	Approvals for this funding to come forward as new individual schemes or through enhancements to existing TCF schemes to deliver Carbon benefits.																
Combined Authority	TCF - Dewsbury Bus Station	OBC	30/04/2021	01/09/2021	4	FBC	13/08/2021	01/03/2022	6	AtP	07/02/2022	01/07/2022	5	Completion	04/04/2023	01/10/2023	6	6
Combined Authority	TCF - Halifax Bus Station (Combined Authority)	AtP/FBC+	21/06/2021	~	~	Completion	25/01/2023											
Combined Authority	TCF - Huddersfield Bus Station	OBC	01/07/2021	01/10/2021	3	FBC	01/01/2022	01/04/2022	3	AtP	~	01/07/2022	~	Completion	~	31/10/2023	~	7
Combined Authority	TCF - Network Navigation	FBC	01/12/2021	01/02/2022	2	AtP/FBC+	31/03/2021	01/03/2022	11	Completion	~	31/03/2023	~					
Combined Authority	TCF - White Rose Station	AtP/FBC+	01/02/2021	01/06/2021	4	Completion	01/09/2022											
Kirklees	TCF - Dewsbury - Batley - Tingley Sustainable Travel Corridor	OBC	01/02/2021	01/12/2021	10	FBC	25/06/2021	01/09/2022	14	AtP	~	01/10/2022	~	Completion	~	01/02/2024	~	10
Kirklees	TCF - Dewsbury - Cleckheaton Sustainable Travel Corridor	OBC	30/04/2021	01/11/2021	6	FBC	13/08/2021	01/07/2022	11	AtP	11/02/2022	01/08/2022	6	Completion	31/03/2023	01/06/2024	3	3
Kirklees	TCF - Dewsbury Town Centre Walking and Cycling Improvements	OBC	30/04/2021	01/12/2021	7	FBC	13/08/2021	01/05/2022	9	AtP	04/02/2022	01/05/2022	3	Completion	31/03/2023	01/10/2023	6	6
Kirklees	TCF - Heckmondwike Bus Hub	OBC	30/04/2021	01/12/2021	7	FBC	13/08/2021	01/02/2022	6	AtP	11/02/2022	01/03/2022	1	Completion	31/03/2023	~	~	
Kirklees	TCF - Trinity Street Foot and Cycle Bridge	OBC	01/01/2021	01/12/2021	11	FBC	01/08/2021	01/06/2022	10	AtP	~	01/08/2022	~	Completion	~	01/12/2023	~	8
Kirklees	TCF - Huddersfield Rail Station Access	OBC	01/01/2021	01/12/2021	11	FBC	01/06/2021	01/06/2022	12	AtP	~	01/07/2022	~	Completion	~	31/03/2023	~	
Kirklees	TCF - A629 Wakefield Road Sustainable Travel Corridor	OBC	30/09/2021	01/11/2022	1	FBC	30/09/2022	01/12/2022	2	AtP	~	01/02/2023	~	Completion	~	01/06/2024	~	14
Leeds	TCF - A64 Bus - Cycle - Walking Improvements	OBC	07/01/2021	01/11/2021	10	FBC	01/10/2021	01/07/2022	9	AtP	31/01/2022	01/09/2022	8	Completion	31/03/2023	01/09/2023	5	5
Leeds	TCF - Leeds City Centre Cycle Improvements	AtP/FBC+	20/11/2020	01/06/2021	6	Completion	31/03/2023											
Leeds	TCF - Leeds Station - Sustainable Travel Gateway	FBC	01/04/2021	01/12/2021	8	AtP/FBC+	~	01/02/2022	~	Completion	~	01/07/2023	~					3
Leeds	TCF - A64 Park and Ride	OBC	01/10/2020	01/03/2022	17	FBC	01/10/2021	01/05/2023	19	AtP	~	01/11/2023	~	Completion	~	01/02/2025	~	22
North Yorkshire	TCF - Harrogate Railway Station Gateway	FBC	26/11/2021	~	~	AtP/FBC+	08/02/2022	~	~	Completion	31/03/2023	~	~					
North Yorkshire	TCF - Selby Station Gateway	FBC	01/12/2020	01/09/2021	9	AtP/FBC+	01/02/2021	01/11/2022	21	Completion	31/03/2023	01/04/2024	12					12
North Yorkshire	TCF - Skipton Railway Station Gateway	FBC	29/03/2022	~	~	AtP/FBC+	02/06/2022	~	~	Completion	30/06/2023	~	~					3
Wakefield	TCF - A61 Bus - Cycle - Walking Improvements	OBC	04/03/2021	01/02/2022	11	FBC	~	01/04/2023	~	AtP	01/03/2022	01/07/2023	16	Completion	31/03/2023	01/07/2024	15	15
Wakefield	TCF - A639 Bus - Cycle - Walking Improvements	OBC	04/03/2021	01/02/2022	11	FBC	~	01/04/2023	~	AtP	01/03/2022	01/07/2023	16	Completion	31/03/2023	01/07/2024	15	15
Wakefield	TCF - Wakefield City Centre Bus - Cycle - Walking Improvements	OBC	08/07/2021	24/01/2022	6	FBC	~	01/03/2023	~	AtP	~	01/05/2023	~	Completion	~	01/05/2024	~	13
York	TCF - Tadcaster Road Corridor Improvements	FBC	01/10/2021	01/10/2021	~	AtP/FBC+	01/12/2021	01/12/2021		Completion	01/01/2023							
York	TCF - York Railway Station Gateway	AtP/FBC+	30/09/2021	~	~	Completion	31/03/2023	~	~									

Schemes that are currently forecasting delivery beyond 2023    
 Schemes that are currently forecasting start on site beyond 2023  

OBC Outline Business Case  
 FBC Full Business Case  
 AtP/FBC+ Approval to Proceed / Full Business Case + Costs (final approval prior to start of construction)  
 Completion Completion of construction of project

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**Appendix B - Scheme Budget Indicative Allocations and Local Match Funding**

Lead Partner	ProjectName	Low Scenario Allocation	Current Approved Indicative Funding	Indicative Funding Reccomended for Approval June 2021	+/- Change	Indicative Local Match (non-CA funds)	Future Indicative TCF Funding Requirements	Comments
Bradford	TCF - Bradford City Centre Cycling and Walking Improvements	30,000,000	30,000,000	30,000,000	0		30,000,000	No Change
Bradford	TCF - Bradford Interchange Station Access	13,200,000	13,200,000	13,200,000	0	2,400,000	13,200,000	No Change
Bradford	TCF - Manchester Road Bus Expressway and Park and Ride	0	20,000,000	20,000,000	0	5,688,000	20,000,000	No Change
Bradford	TCF - Bradford - Thornton Cycleway	0	17,500,000	17,500,000	0		17,500,000	No Change
Calderdale	TCF - Brighouse Cycling and Walking Improvements	0	2,420,000	146,650	-2,273,350		143,650	Reduced allocation as TCF funding element only to OBC (remainder to go to Elland Access Package). Brighouse scheme to be progressed beyond OBC through A641 WY+TF scheme.
Calderdale	TCF - Elland Rail Station Access	0	5,276,350	5,276,350	0		9,138,350	Additional funding requirements will be confirmed at FBC stage. Uplift to account for exceptional circumstances - changes in rail station fire regulations
Calderdale	TCF - Halifax Rail Station Gateway	16,500,000	16,500,000	22,500,000	6,000,000		22,500,000	Increase to reflect Higher Scenario Scheme amount
Calderdale	TCF - North Halifax Improved Streets for People	4,000,000	8,000,000	8,000,000	0		8,000,000	No Change
Calderdale	TCF - West Halifax Improved Streets for People	4,000,000	8,000,000	8,000,000	0	550,000	8,000,000	No Change
Combined Authority	TCF - Dewsbury Bus Station	8,000,000	8,000,000	8,000,000	0		12,700,000	Scheme scope options being reviewed to consider aspirational requirements, funding increase likely for preferred option
Combined Authority	TCF - Halifax Bus Station	15,400,000	15,400,000	15,400,000	0		15,400,000	No change
Combined Authority	TCF - Huddersfield Bus Station	7,000,000	9,000,000	9,000,000	0	1,000,000	14,200,000	Scheme scope options being reviewed to consider aspirational requirements, funding increase likely for preferred option
Combined Authority	TCF - White Rose Station	0	12,000,000	12,000,000	0		12,000,000	No Change
Combined Authority	TCF - Benefits Realisation	1,000,000	1,000,000	1,000,000	0		1,000,000	No Change
Combined Authority	TCF - Carbon Mitigation Measures	0	8,000,000	8,000,000	0		8,000,000	Approvals for this funding to come forward as new individual schemes or through enhancements to existing TCF schemes to deliver Carbon benefits.
Combined Authority	TCF - Network Navigation	4,750,000	15,500,000	15,500,000	0	460,000	15,500,000	No change
Combined Authority	TCF - Programme Management	4,930,000	4,930,000	7,690,000	2,760,000		7,690,000	Increase to reflect Higher Scenario Programme amount and longer timeframes for programme delivery
Kirklees	TCF - Dewsbury Town Centre Walking & Cycling Improvements	4,000,000	8,000,000	10,250,000	2,250,000	2,000,000	10,250,000	Now includes Aldams Rd and South St previously in Bus station project - £2.25m additional costs to overall package funded from risk.
Kirklees	TCF - A629 Wakefield Road	0	6,000,000	6,000,000	0		6,000,000	No Change
Kirklees	TCF - Trinity St Access Improvements	8,000,000	5,500,000	5,500,000	0	1,000,000	5,500,000	No Change
Kirklees	TCF - Heckmondwike Bus Hub	3,000,000	3,000,000	4,000,000	1,000,000		4,000,000	Increase of allocation to this scheme offset by reduction in A638 scheme.
Kirklees	TCF - Huddersfield Rail Station Access	1,500,000	7,500,000	7,500,000	0	2,000,000	7,500,000	No Change
Kirklees	TCF - A638 Dewsbury - Cleckheaton Sustainable Travel Corridor	8,000,000	13,000,000	12,000,000	-1,000,000		12,000,000	£1m reallocated to Heckmondwike Bus Hub scheme
Kirklees	TCF - Dewsbury - Batley - Tingley Sustainable Travel Corridor	0	6,000,000	6,000,000	0		6,000,000	No Change
Leeds	TCF - Leeds City Centre Cycle Improvements	7,000,000	7,060,000	7,060,000	0		7,060,000	No change
Leeds	TCF - Leeds Station - Sustainable Travel Gateway	32,500,000	31,690,000	32,440,000	750,000	100,000	32,440,000	Increase due to decrease on LCCC package at FBC to bring within overall package value
Leeds	TCF - A64 Park and Ride, Bus, Cycle and Walking Improvements	6,987,000	6,987,000	22,000,000	15,013,000		22,000,000	Increase to reflect Higher Scenario Scheme amount
North Yorks	TCF - Harrogate Railway Station Gateway - Active Travel Improvement Scheme	7,893,000	7,893,000	10,637,163	2,744,163	300,000	£10,637,163	Increase to account for Risk and Contingency detailed in OBC - <b>for consideration of approval at June IC Capital Approvals</b>
North Yorks	TCF - Selby Station Gateway	17,500,000	17,465,000	17,465,000	0	2,600,000	24,695,000	Increase to account for Risk and Contingency detailed in OBC - in appraisal
North Yorks	TCF - Skipton Railway Station Gateway - Active Travel Improvement Scheme	5,800,000	5,803,000	7,630,953	1,827,953	200,000	£7,630,953	Increase to account for Risk and Contingency detailed in OBC - <b>for consideration of approval at June IC Capital Approvals</b>
Wakefield	TCF - Wakefield City Centre Bus, Cycle and Walking Improvements	9,600,000	13,600,000	13,600,000	0		13,600,000	No Change
Wakefield	TCF - A61 Bus, Cycle and Walking Improvements	7,000,000	7,000,000	11,600,000	4,600,000		11,600,000	Increase to reflect Higher Scenario Scheme amount
Wakefield	TCF - A639 Bus, Cycle and Walking Improvements	10,300,000	10,900,000	10,900,000	0		10,900,000	No Change
York	TCF - York Railway Station Gateway	14,547,000	13,117,000	13,177,000	60,000		13,117,000	No Change from FBC approval
York	TCF - York Tadcaster Road Corridor Improvement scheme	0	0	1,430,000	1,430,000	5,000,000	1,430,000	No Change
	Prog Risk/Contingency & Inflation (to be allocated to project budgets)	39,800,000	63,400,000	56,596,884			35,667,884	
	<b>Total</b>	<b>292,207,000</b>	<b>428,641,350</b>	<b>457,000,000</b>			<b>457,000,000</b>	
	<b>Programme CA Funding</b>							
	DFT	317,000,000						
	Gainshare	140,000,000						
	<b>Total Budget</b>	<b>457,000,000</b>						

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

**Date:** 8 June 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 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 Tackling the Climate Emergency Implications**

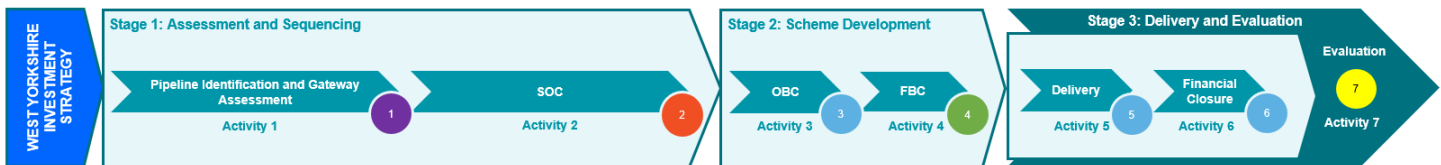
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - 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.
- 3.3 Work is currently underway to refine the toolkit methodology by assessing a selection of existing capital schemes progressing through assurance framework which are in scope of this assessment. The outcome of this assessment, including potential mitigation and recommendations for shortlisted schemes will inform the development of toolkit and will be discussed with partners, and reported to the Combined Authority by September 2021. Unfortunately, this has been slightly delayed to allow time to test, adapt and apply the carbon impact framework to the long list of Assurance Framework projects based on the learning and insight gained from an initial assessment of a smaller sub set of projects. 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.
- 3.4 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 8 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 £38.953 million when fully approved, of which the total value of £32.454 million will be funded by the Combined Authority. Further details on the schemes can be found as part of this report and are summarised below.



- 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 For more detail 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**.



### Stage 1: Assessment and Sequencing

- 4.4 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 West Yorkshire Industrial Strategy. 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).
- 4.5 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. 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

- 4.6 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 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.
- 4.7 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 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.

- 4.8 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

- 4.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. 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.
- 4.11 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.
- 4.12 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.
- 4.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point, not a decision point 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.

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

- 4.14 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.
- 4.15 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.

- 4.16 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.
- 4.17 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.
- 4.18 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.

## Scheme Summaries

<p><b>Net Zero Region Accelerator</b> West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will influence achieving a net-zero carbon West Yorkshire by 2038 and is part of the West Yorkshire Economic Recovery Plan, the Combined Authority’s response to the COVID-19 pandemic. The scheme is one of three, aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region’s strengths and opportunities, as set out in the recovery plan.</p> <p>The scheme will run up to March 2024 and is seeking approval for £0.8 million to fund up to four new posts in the Combined Authority to deliver the programme, provide a revenue budget for research, evidence gathering and specialist external services that support programme delivery and to develop a list of projects to a point where they can be delivered, subject to further investment being secured, that will boost green jobs, restore nature, tackle air pollution and the climate emergency.</p> <p>An investment prospectus will also be created, available online and in hard copy format, to showcase the region’s investment ready projects to potential banks, lenders, investors, insurers, funding agencies, UK government and public and private decision makers. A high-level version of the prospectus will be produced for the 26th United Nations Climate Change Conference (COP26), which is scheduled to take place in Glasgow in November 2021. This will give the Combined Authority the opportunity to showcase the region’s work to tackle the climate emergency and present low carbon investment opportunities to a global audience including heads of state and climate experts.</p> <p>The Combined Authority gave agreement in principle, on 9 March 2021, to share up to £7 million revenue funding for three schemes, from the Combined Authority’s gainshare to fund the economic recovery. The Combined Authority also delegated approval for this scheme to the Investment Committee.</p> <p><b><u>Impact</u></b></p> <p>To date the lack of capacity and a dedicated support programme to build a pipeline and prepare a prospectus, outlining the opportunities for investment, has limited the Combined Authority’s ability to increase the level of green investment in the region. A pipeline of investment ready zero carbon and nature recovery projects will enable the region to secure the required funding and investments needed to deliver its net zero 2038 target and support a post COVID-19 economic recovery.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £0.8 million Total value of Combined Authority funding - £0.8 million Funding recommendation sought - £0.8 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>Health Innovation Support</b></p> <p>West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is part of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three, which are aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region's strengths and opportunities, as set out in the recovery plan.</p> <p>The scheme is seeking approval for £0.2 million, to fund one new Combined Authority post (Regional Healthtech Lead), for three years. The postholder will work with partners to:</p> <ul style="list-style-type: none"> <li>• develop a virtual healthtech cluster to improve collaborative working across the health innovation sector and support existing health innovation businesses in the City Region and,</li> <li>• develop a pipeline of investment ready projects.</li> </ul> <p>The Combined Authority gave agreement in principle, on 9 March 2021, for up to £7 million revenue funding from the Combined Authority's gainshare to fund the economic recovery, to be shared between the three schemes. The Combined Authority also delegated approval for this scheme to the Investment Committee.</p> <p><b><u>Impact</u></b></p> <p>The postholder, working with partners, will have a clear focus on getting new health technologies into the NHS, care homes and other health and care systems and will also develop a pipeline of future investable projects and act as coordinator/ leader of health innovation in the region, to support development and commercialisation of ideas and deployment into the health and care system to support both economic and health outcomes.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) and work commences on activity 5 (Delivery).</p> <p>Total value of the scheme - £0.2 million</p> <p>Total value of Combined Authority funding - £0.2 million</p> <p>Funding recommendation sought - £0.2 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p><b>Entrepreneurship Package of Support</b></p> <p>West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The Entrepreneurship Package of Support forms part of the West Yorkshire Economic Recovery Plan (Recovery Plan), the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three, which are aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region's strengths and opportunities, as set out in the recovery.</p> <p>The Entrepreneurship Package of Support is seeking approval for £6 million from this indicative allocation to fund business support activity to both inspire and create demand for enterprise and also put in place practical support to start up business (including high growth support).</p> <p>The Entrepreneurship Package of Support will encourage people from across West Yorkshire to set up a business and provide the support if they decide to do so - leading to the creation of new businesses and jobs. Workstream 1 will aim to stimulate interest from individuals to consider enterprise as a career. Individuals through this (and other provision in the region) will then be supported through to either Workstream 2 (general business start-up support) or Workstream 3 (start-ups with high growth potential) or helped to access alternative employment support if they decide not to set up a business.</p> <p>The Combined Authority gave agreement in principle at their meeting on 9 March 2021 to share up to £7 million revenue funding for three schemes from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also delegated approval for this scheme to the Investment Committee.</p> <p><b><u>Impact</u></b></p> <p>The scheme will support inclusive growth through supporting underrepresented groups to start businesses. The scheme aims to create quality new businesses, jobs, and apprenticeships. The scheme opportunities will be actively promoted to individuals and businesses looking to develop clean growth businesses and solutions to climate change and clean growth.</p> <p>The scheme is assessed to deliver very good value for money when compared to similar programmes.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point decision point 2 (strategic outline case) and 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £6 million</p> <p>Total value of Combined Authority funding - £6 million</p> <p>Funding recommendation sought - £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>Housing Revenue Fund</b> West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The Combined Authority was allocated £3.2 million of revenue funding, as part of the West Yorkshire Devolution Deal, to develop a housing pipeline. £0.25 million of this was approved by the Combined Authority in December 2020 to align with government timeframes and has funded early development of pipeline projects that were able to spend in the short timescales.</p> <p>The West Yorkshire Strategic Housing Pipeline is currently comprised of 74 projects. The pipeline consists of sites and clusters of sites that are regarded as the most strategic for the region in relation to the priorities of the Strategic Economic Framework. The Housing Revenue Fund will support the development of projects within the pipeline that have been identified and prioritised based on their strategic fit.</p> <p>The funding will be used to recruit two new posts within the Combined Authority to lead on pipeline development at a regional level and develop the pipeline of projects, using relevant technical support to undertake feasibility works, including site investigation and ground surveys, working with the highest scoring 20 sites to establish viable housing schemes. The funding will support projects to get to an investment ready position where robust business cases can be developed for projects to enter suitable capital funding programmes.</p> <p>The funding will also be used to establish implementation plans and delivery strategies to take forward the region’s most strategic housing sites so that deliverability is tested ahead of projects entering suitable capital funding programmes.</p> <p><b><u>Impact</u></b></p> <p>As a direct output by the end of the financial year 2021/22 the revenue funding will have increased capacity locally and regionally to increase technical knowledge, which in turn will test deliverability of the initial highest scoring 20 sites across West Yorkshire.</p> <p>The revenue funding is proposed to support pre-development work to have greater certainty on the deliverability of projects. Initial support will be given on projects that maximise economic development and promoting pre-development and feasibility work, this will include exploring zero carbon schemes on some Local Authority sites along with boosting expertise regionally to move towards zero carbon ambitions.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 2 (strategic outline business case) and decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £3.2 million</p> <p>Total value of Combined Authority funding - £3.2 million</p> <p>Funding recommendation sought - £2.95 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><b>TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme</b></p> <p>Skipton</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme consists of a number of complementary elements in the Skipton Railway Station Gateway area. These include improving public spaces, improving accessibility and connectivity between the railway station, the bus station, and Skipton Town Centre (through high-quality walking and cycling routes along Broughton Road and the route linking the railway station area with the bus station) and upgrading existing pedestrian and cycling facilities along the Auction Mart canal footpath.</p> <p>The scheme will transform Skipton Rail Station into a multi-modal, sustainable travel hub improving the connectivity between Skipton, Craven district, and the wider Leeds City Region, supporting inclusive and sustainable economic growth.</p> <p>The scheme aligns with all five priorities of the Strategic Economic Framework primarily contributing to “deliver 21<sup>st</sup> century transport infrastructure” through investment in sustainable travel infrastructure cycling and walking unsustainable infrastructure provision, public spaces, and connectivity enhancements.</p> <p>At decision point 2 (Strategic Outline Case) an indicative approval of £5.803 million from the Transforming Cities Fund (TCF) was given, representing the TCF Low Scenario. Match funding of £0.200 million, brought the total scheme value to £6.003 million. The scheme is now seeking indicative approval for an additional £1.828 million from the TCF Fund, bringing the total TCF contribution to £7.631 million, with £0.200 million of match funding, bringing the total scheme value to £7.831 million.</p> <p>The scheme is jointly funded by the Transforming Cities Fund (TCF), North Yorkshire County Council (NYCC) and Craven District Council (CDC) contributions.</p> <p><b><u>Impact</u></b></p> <p>The scheme is expected to encourage more trips by bus, rail, bike and on foot, supporting clean growth through the reduction in car trips and car kilometres on the Skipton road network, contributing to reduced greenhouse gas emissions and improved air quality. The scheme is anticipated to have wider social benefits, promoting inclusive growth by improving accessibility to Skipton railway and bus stations and consequently to employment and educational opportunities within Craven District and across the wider Leeds City Region.</p> <p>The scheme’s value for money assessment reflects a benefit cost ratio (BCR) of 3.77:1 which represents ‘high’ value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £7.831 million</p> <p>Total value of Combined Authority funding - £7.631 million</p> <p>Funding approval sought - £0.934 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>TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme</b></p> <p>Harrogate</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme consists a number of complementary elements in the Harrogate Railway Station Gateway area.</p> <p>The scheme will provide wider footpaths and improved crossing points for pedestrians as well as segregated/dedicated lanes for cyclists, whilst retaining one lane for motorised traffic along Station Parade, the part-pedestrianisation of James Street and reconfiguration of local junctions to enhance safety.</p> <p>The scheme aims to improve access to and from the Harrogate Station Gateway area by bike and on foot and provide better integration with the bus station and improvements to bus journeys, improving links with the town centre and the wider Leeds City Region. The proposed interventions will ultimately transform Harrogate Rail Station to a 21st century, recognisable gateway, and a sustainable, multi-modal transport hub.</p> <p>The scheme aligns with all five priorities of the Strategic Economic Framework primarily contributing to “deliver 21<sup>st</sup> century transport infrastructure” in Harrogate Town Centre and “Enable Inclusive Growth” by providing sustainable infrastructure, accessible for all social groups.</p> <p>At decision point 2 (Strategic Outline Case) an indicative approval of £7.893 million from the Transforming Cities Fund (TCF) was given, representing the TCF Low Scenario. Match funding of £0.300 million, brought the total scheme value to £8.193 million. The scheme is now seeking indicative approval for an additional £2.745 million from the TCF Fund, bringing the total TCF contribution to £10.638 million, with £0.300 million match funding to bringing the total scheme value to £10.938 million.</p> <p>The scheme is jointly funded by the TCF Fund, North Yorkshire County Council and Harrogate Borough Council contributions.</p> <p><b><u>Impact</u></b></p> <p>The scheme will encourage a higher uptake of walking and cycling for local, short distance trips and promote bus and rail for longer distance, cross boundary trips. The scheme will support clean growth by reducing car trips on the Harrogate road network, contributing to improved air quality. The scheme is anticipated to have wider social benefits, contributing to inclusive growth by improving access to the Harrogate Station Gateway area and employment and educational opportunities.</p> <p>The scheme’s value for money assessment reflects a benefit cost ratio (BCR) of 1.7:1 which represents ‘medium’ value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £10.938 million</p> <p>Total value of Combined Authority funding - £10.638 million</p> <p>Funding approval sought - £0.800 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>Steeton and Silsden Crossing</b></p> <p>Steeton and Silsden</p>	<p><b><u>Scheme description</u></b></p> <p>Steeton and Silsden are located 1.5 kilometres apart in the Aire Valley, in the north-east of Bradford Metropolitan District Council's geography.</p> <p>Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers. The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70mph speed limit and lies near the Airedale Rail Line, the River Aire and the Leeds and Liverpool Canal.</p> <p>The scheme proposes to deliver a pedestrian and cycle bridge, over the western arm of the A629 roundabout. The bridge will be five metres wide, so it complies with government guidance for designing high-quality, safe cycle infrastructure. To provide safe and easy access to the bridge, the scheme will also include a three-metre wide, shared use footpath, linking the bridge to Silsden and the Leeds Liverpool canal towpath and another footpath will link the bridge to Steeton and Silsden Rail Station.</p> <p>The scheme will be developed up to Full Business Case stage only, using the £0.7 million from the Department for Transport's (DfT) Cycle City Ambition Grant 'top up'.</p> <p>The current scheme costs are £5.52 million and at this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified.</p> <p><b><u>Impact</u></b></p> <p>Currently, there is no cycling and walking provision and only uncontrolled crossing facilities at each arm of the roundabout on the A629, which has led to an over reliance on the private car and the negative impacts on emissions, environment, and health that this brings. The proposed scheme provides a safe walking and cycling route between Steeton and Silsden, segregated from the highway, which will promote cycling and walking as a viable alternative to the car.</p> <p>The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).</p> <p>Total value of the scheme - £5.52 million</p> <p>Total value of Combined Authority funding – £0.7 million. Currently no delivery funding allocated for the scheme.</p> <p>Funding recommendation sought - £0.49 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>Leeds City Region Growth Service</b></p> <p>Leeds City Region</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a dedicated, flexible business support service for the Leeds City Region’s small and medium sized enterprises (SMEs). The support will be delivered by a team of Growth Managers as a key component of the Leeds City Region Growth Service. The Growth Managers will be located within the City Region’s districts and employed by the local authorities. They will provide an information, diagnosis and brokerage function (IDB) for their clients. This involves understanding the needs of the business and then linking them directly to the right support at the right time, assisting businesses with their growth, sustainability, and resilience business needs.</p> <p><b><u>Impact</u></b></p> <p>The scheme is considered to offer good value for money when compared against national comparator data for business support schemes. The Growth Managers providing support through this scheme are embedded within Economic Development functions of the City Region’s Local Authorities, providing proactive account management services which will support SME’s in improving their business resilience and, as a result, be in a stronger position to address challenges and take advantage of future opportunities for growth.</p> <p>The scheme will create 173 new jobs in the LCR and provide three hours IDB support to 954 SMEs, and twelve hours support to 290 SMEs, enabling them to strengthen their positions within national and international markets and continually introduce new products and processes.</p> <p><b><u>Decision sought</u></b></p> <p>Approval of this change request for the Growth Service scheme to accept additional funding of £1.062 million of which 50% is from ERDF, 25% as CA match funding and 25% as Local Authority match funding and extend delivery to March 2023.</p> <p>Total value of the scheme - £4.464 million</p> <p>Total value of Combined Authority funding - £3.285 million</p> <p>Funding recommendation sought - £0.802 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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**Decisions made through the delegation to the Managing Director.**

4.19 Since the Investment Committee’s meeting on 7 April 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 £20.747 million has been approved.

<p><b>Bradford City Village (Phase 1)</b> Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver a new market hall in Bradford City Centre, replacing an outdated market and unlocking a mixed-use development opportunity.</p> <p>The scheme is to be funded from the Getting Building Fund (£3 million, with Bradford Council contributing £21.055 million.</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> <li>• 400 (gross) jobs by 2024 through the occupation of floorspace/market units and reoccupation of vacant units on Darley Street and Piccadilly. A further 300 jobs will be safeguarded through current market tenants relocated to the new market and the Council’s Markets team.</li> <li>• 4,000 m<sup>2</sup> of mixed-use commercial space and 1,000m<sup>2</sup> of improved or created public realm/ green space.</li> </ul> <p>The value for money assessment shows a GVA-based benefits cost ratio for this scheme of 10.17:1 when measured against the GBF investment.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 5 on 26 March 2021, giving approval to the Combined Authority funding of £3 million towards a total scheme value for the Bradford City Village Phase 1 scheme of £24.055 million, and for work to commence on activity 6 (delivery)</p>
<p><b>Leeds City Centre ‘Grey to Green’ (Stage 1 - Corn Exchange)</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is designed to address low levels of greenspace and poor-quality public realm in areas of Leeds city centre and improve walking and cycling connectivity to the city centre for the communities that surround it.</p> <p>Stage 1 of the scheme (this approval) is to deliver additional public realm improvements in the area linked to the Corn Exchange Gateway (LPTIP) scheme, utilising redundant highways land.</p> <p>Stage 1 has a total cost of £1.186 million of which £0.400 million will be funded from the Getting Building Fund.</p> <p><b><u>Impact</u></b></p> <p>The completed overall scheme will deliver:</p> <ul style="list-style-type: none"> <li>• 6,700 m<sup>2</sup> of new green space and public realm</li> </ul>

	<ul style="list-style-type: none"> <li>• 1.4 km of cycling and walking improvements (on and off-highway)</li> <li>• An annual reduction in CO2 of 3,500 kg in the area</li> <li>• Creation of 123 construction jobs</li> </ul> <p>The value for money assessment shows a forecast BCR (benefit cost ratio) of 1: 2.5 representing very good value.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 5 on 29 March 2021 giving approval to the Combined Authority funding of £0.400 million towards a total scheme cost of £1.186 million, for Stage 1 of the Grey to Green scheme (Corn Exchange) and for work to commence on activity 6 (delivery).</p> <p>The Managing Director also approved additional development costs of £0.915 million to take the Meadow Lane, Crown Point Road and Sovereign Square Footbridge elements (Stages 2-4) of the scheme through to decision point 5 (full business case with finalised costs).</p>
<p><b>North Halifax Improved Streets for People</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>As part of the wider Halifax Walking, Cycling &amp; Bus Transformation Package this scheme is to deliver cycle links from Halifax town centre towards Mixenden, Ovenden and Illingworth as identified in the Calderdale Cycling Strategy while also creating greater space for walking within the residential neighbourhoods of Ovenden and Holmfield.</p> <p>The scheme is funded by the Transforming Cities Fund (TCF)</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will provide:</p> <ul style="list-style-type: none"> <li>• Improvements to the walking environment within the area, including enhanced and widened footways, pedestrian priority measures and improvements to the public realm in local shopping areas.</li> <li>• Protected cycling links and facilities in line with LTN 1/20, from the town centre towards north Halifax.</li> <li>• Public realm improvements linking the town centre to Dean Clough Mills employment site and the residential areas of north Halifax.</li> <li>• A bus gate on Dean Clough to reduce through traffic on Lee Bridge/Dean Clough.</li> <li>• Liveable neighbourhoods – quieter residential streets to be achieved by installing modal filters to reduce through traffic.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 26 March 2021, giving approval to an increase in development costs for the North Halifax Improved Streets for People scheme of £0.420 million, from its current TCF approval of £0.210 million</p>

	to a new total of £0.630 million. This is within the indicative TCF approval for the scheme of £8 million.
<p><b>A6177 Great Horton Road - Horton Grange Road</b> Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver improvements to the western section of the A6177 Bradford Outer Ring Road to enhance the highway efficiency for the benefit of private vehicle and public transport (bus) road users. The highway improvements will be complemented by both public transport and active travel interventions as well as enhanced public realm.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> <li>• Improved journey times and journey reliability on the western section of the A6177 Outer Ring Road for both private vehicle and public transport.</li> <li>• A 5% increase in active mode users within one year of completion.</li> <li>• Improved air quality within five years of scheme completion by reducing congestion levels and idle traffic, supporting a 4000-tonne reduction in carbon emissions over a 60-year appraisal period.</li> <li>• A 5% reductions in traffic accidents within 5 years of completion.</li> </ul> <p>The value for money assessment shows a benefit cost ratio of 13.4:1 – very high VfM.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 4 on 9 April 2021 giving approval to additional development costs of £0.140 million towards a total scheme value of £4.457 million for the Corridor Improvement Programme – Bradford – A6177 Great Horton Road-Horton Grange Road and for work to commence on activity 5 (full business case with finalised costs).</p>
<p><b>TCF: Leeds City Centre Cycle Improvements Phase 1</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver high quality, LTN 1/20 compliant cycling infrastructure in Leeds, to improve the cycle connectivity to the city centre and enhance the legibility of the city-wide cycle network.</p> <p>The proposed scheme phasing is as follows:</p> <ul style="list-style-type: none"> <li>• Phase 1: Holbeck Connector and Crown Point Bridge Gateway.</li> <li>• Phase 2: Western Gateway and Eastern Gateway</li> <li>• Phase 3: Southern Gateway and Dewsbury Road Connector</li> </ul> <p>The scheme is to be funded from the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will deliver:</p>

	<p>7 kms of high-quality, LTN 1/20 compliant cycling infrastructure including provision of 3.2kms of new segregated cycle lanes in Leeds City Centre by 2023</p> <p>The value for money assessment shows a benefit cost ratio of 4:1 corresponding to Very High Value for Money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this decision point 4 on 23 April 2021 giving approval to total Combined Authority funding for this phase 1 scheme of £1.641 million, towards a total full scheme value of £7.057 million and for the scheme to proceed through decision point 4 and, subject to the conditions set by the Programme Appraisal Team, for work to commence on activity 5 (delivery)</p>
<p><b>A650 Newton Bar</b> Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver a major junction improvement of an existing roundabout and approach roads around the A650 at Newton Bar, Wakefield.</p> <p>It involves the construction of a new signalised 'hamburger' roundabout (where the main road goes through the centre of the roundabout), upgrade of adjacent signal-controlled junction, additional traffic lanes, the provision of shared cycle / pedestrian footways, signalised pedestrian/cycle crossings, and the extension of a shared bus and cycle lane along the A650/A61 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> <li>• Improved journey time reliability by reducing journey times for all motorised modes including bus services along the route by 8% by 2025.</li> <li>• Enhanced provision for active modes by providing 1,320 metres of footpath / cycle way and 11 new signalised pedestrian / cycle crossings by 2022.</li> <li>• Improved road safety by reducing the number of collisions by 10% by 2025.</li> </ul> <p>The value for money assessment shows a benefit cost ratio of 7,74:1 - Very High VfM.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved the decision point 5 on 23 April 2021, giving approval to the Combined Authority funding of £8.285 million towards a total scheme cost of £8.720 million, and for work to commence on delivery.</p>
<p><b>Leeds Bus Station Gateway</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is to deliver improvements to Leeds Bus Station, to ensure that the bus station offers passengers a positive gateway experience, this supporting the wider LPTIP objective of</p>



	<p>improving the quality of the bus passenger experience to increase bus patronage.</p> <p>The scheme is to be funded from the Leeds Public Transport Investment Programme (LPTIP)</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> <li>• An enhanced customer experience with a customer satisfaction target increase of 15% and a footfall increase of 5% within five years of scheme opening.</li> <li>• Enhanced revenue opportunities, with a revenue target increase of 14% within five years of scheme opening, and 5% increase in staff within five years.</li> <li>• 45% annual decrease in carbon emissions and electricity usage from the building within the first five years of scheme opening.</li> <li>• Enhanced accessibility and infrastructure for travel by public transport supporting better air quality for passengers, benefitting their health.</li> </ul> <p>The value for money assessment shows a benefit cost ratio of 0.97:1- poor VfM, however this should be considered alongside the strategic benefits and drivers of the scheme.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director approved the decision point 5 on 7 May 2021, giving approval to additional Combined Authority funding of £4.491 million, taking the total Combined Authority funding and scheme cost to £5,682 million, and for work to commence on activity 6 (Delivery).</p>
<p><b>Leeds Bradford Airport Parkway Station</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a new ‘parkway’ station between Horsforth Station and the southern entrance to Bramhope tunnel on the Harrogate Line with the station serving one of the region’s key Employment Growth spatial priority areas and Leeds Bradford Airport (LBA) as well as serving as a Park and Ride for commuters into Leeds, York, Harrogate and beyond.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF) and the Leeds Public Transport Investment Programme (LPTIP).</p> <p><b><u>Impact</u></b></p> <p>Scheme delivery will:</p> <ul style="list-style-type: none"> <li>• Support one of the region’s key Employment Growth spatial priority areas and help to unlock 36 hectares of high-quality employment land providing 5,500 new jobs adjacent to LBA.</li> <li>• Improve connectivity and public transport links to LBA which connects the City Region internationally and sustainably promotes business growth in key sectors and other industries, attracting more investment to unlock the airports full economic potential.</li> </ul>



	<ul style="list-style-type: none"> <li>• Improve public transport modal share to LBA whilst attracting new users to the rail market, reducing congestion and improving air quality on Leeds arterial roads.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.650 million development costs, taking the total development costs to £5.650 million. The total scheme value is £41.987 million.</p>
<p><b>Dewsbury Bus Station and Dewsbury Town Centre Walking &amp; Cycling Improvements</b></p> <p>Kirklees</p>	<p><b><u>Scheme descriptions</u></b></p> <p>These two schemes are part of the wider package of TCF schemes for Dewsbury entitled ‘Connecting employment and skills centres in Dewsbury’.</p> <p>The Dewsbury Bus Station scheme will deliver a refurbished bus station which would include a safer waiting environment and improved pedestrian links, including to Kirklees College.</p> <p>The Walking and Cycling Improvements scheme will deliver improved town centre walking routes, and improved walking and cycling facilities and crossings of the Dewsbury Ring Road, to give greater pedestrian links to the north east of Dewsbury town centre and better access to Dewsbury College.</p> <p>The schemes are funded by the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>The completed package will lead to:</p> <ul style="list-style-type: none"> <li>• An improved customer experience for passengers moving through Dewsbury Bus Station by transforming facilities and improving user safety.</li> <li>• Improved walking routes between Dewsbury Bus Station and the Town Centre to increase bus passenger numbers.</li> <li>• To enhance revenue opportunities within the existing Bus Station facility and in the immediate surrounding area.</li> <li>• Contribute towards Dewsbury Town Centre regeneration plans to maximise business confidence and improve the attractiveness of the area.</li> <li>• Improve the standard of provision and safety for pedestrians and cyclists and the attractiveness/journey quality of these forms of transport.</li> <li>• Improve Air Quality in Dewsbury Town Centre and reduce carbon emissions.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.262 million development costs to progress the Dewsbury Bus Station scheme to outline business case, and an additional £0.209 million development costs to progress the Dewsbury Town</p>

	<p>Centre Walking &amp; Cycling Improvements scheme to outline business case.</p> <p>The total value of the two schemes is £16 million (£8 million each).</p>
<p><b>Elland Rail Station Access</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The Elland Rail Station Access scheme aims to deliver cycle and walking links from the core town centre and employment areas within Elland to the proposed railway station, making the station more accessible to residents of both Elland and West Vale where there is currently poor pedestrian and cycling infrastructure across both towns as well as low car ownership and poor public transport hindering access to employment</p> <p>The scheme is funded by the Transforming Cities Fund</p> <p><b><u>Impact</u></b></p> <p>The completed scheme will lead to:</p> <ul style="list-style-type: none"> <li>• Reduced congestion on A629 and improved journey time reliability for strategic journeys to/from Elland.</li> <li>• Increased rail mode share for journeys to/from Elland, West Vale and surrounding areas.</li> <li>• The provision of high-quality infrastructure to increase the number of walking and cycling trips within Elland, West Vale and surrounding areas.</li> <li>• Improved accessibility to rail services, and hence employment and education opportunities, for residents within Elland, West Vale and surrounding areas, particularly those in the most deprived quintiles of the IMD.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.334 million development costs to progress the scheme to final business case. The total scheme cost is £7.214 million of which the Combined Authority contribution is £7.208 million.</p>

**Decisions made through the delegation to the Director of Delivery and Director of Policy, Strategy and Communications**

- 4.20 The following decision point 1 (Strategic Assessment) 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 and Director of Policy, Strategy and Communications.

<p><b>TCF Leeds Public E-bike Cycle Share Scheme</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will explore options for an e-bike cycle sharing scheme to support mode transfer from private vehicles to bikes, to reduce carbon emissions and congestion, improving air quality and the health of the local population.</p> <p>The funding will be used to develop the Outline Business Case (OBC), during which the full range of options for the delivery and operation of the hire scheme will be investigated, including alternative operating models.</p> <p>The scheme will complement a range of initiatives planned for Leeds, to encourage more bike use, including expanding segregated cycle routes and creating more cycle hubs.</p> <p>The scheme is funded from the Carbon Mitigation Measures Fund, which is part of the Transforming Cities Fund. The funding will be used for the OBC development only and at this stage no other funding has been sought to implement the scheme. Total project costs are expected to be approximately £2 million.</p> <p>The Combined Authority approved £0.200 million from the Transforming Cities Fund for schemes such as this one. Additionally the Transforming Cities Fund Programme Strategic Outline Case included £8 million for carbon reduction schemes.</p> <p><b><u>Impact</u></b></p> <p>The scheme will encourage more people to use bikes rather than private vehicles to travel around Leeds. A reduction in private vehicles will reduce carbon emissions and congestion leading to improved air quality and the improved health for the local population.</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery and Director of Policy, Strategy and Communications approved this decision point 1, on 25 May 2021, giving approval for development costs of £0.150 million from the Transforming Cities Fund and for work to commence on activity 3 (Outline Business Case).</p>
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## **Decisions made through the delegation to the Director of Delivery**

- 4.21 The following decision point 1 (Strategic Assessment), 5 (Delivery Closure Report) and decision point 6 (Financial Closure Report) reports have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery.

<p><b>Leeds District Heat Network</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme was to construct a 4.5km District Heating Network (DHN) along with an energy centre and a heat transfer station at Cross Green, to connect the Recycling and Energy Recovery Facility (RERF) at Cross Green to key locations across the city.</p> <p><b><u>Impact</u></b></p> <p>The scheme aims to reduce CO2 by 5,000 tonnes of carbon per annum by 2023/4 and by 47,000 tonnes equivalent by 2029, while also tackling fuel poverty by reducing notional fuel bills by between 11-30% (a direct saving of up to £250 per annum per household converted from electrical heating to district heating).</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 6 Financial Closure and work continuing on benefits realisation until April 2029.</p>
<p><b>Kirklees Housing Programme</b> Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme, funded by the Local Growth Fund (LGF), aimed to bring forward three identified housing sites within the Kirklees Council area for development; with the LGF funding objectives being to deliver preparatory and investigation work to de-risk and improve market viability to prospective developers.</p> <p><b><u>Impact</u></b></p> <p>Following the reduction in sites being developed from three to two, the key outcomes from the scheme, which are enabled by the LGF-funded preparatory work and are required to be met by March 2025 are 477 new homes, 915 construction jobs and 26 apprenticeships.</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery approved the decision point 6 Financial Closure and work is continuing on benefits realisation</p>
<p><b>Dewsbury Riverside</b> Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme, to be funded by the Local Growth Fund (LGF), aimed to acquire land to facilitates the first phase of the Dewsbury Riverside urban expansion, unlocking stalled development and enabling Kirklees Council's delivery of the first phase of strategic highways infrastructure for the site.</p> <p><b><u>Impact</u></b></p> <p>The scheme did not progress beyond OBC. A preferred developer had been engaged at FBC stage; however they withdrew from the scheme in Spring 2020. Interest had been</p>

	<p>expressed from an alternative developer, but they would have been unable to commit to delivering the homes by March 2025.</p> <p><b><u>Decision</u></b> The Director of Delivery approved the decision point 6 Financial Closure.</p>
<p><b>Leeds, Bath Road</b> Leeds</p>	<p><b><u>Scheme description</u></b> This scheme, funded by the Local Growth Fund (LGF), was to deliver remediation of Leeds City Council owned land at Bath Road in Leeds South Bank. The project involved remediation, ground works and site preparation work to enable the site to be sold for residential development.</p> <p><b><u>Impact</u></b> The scheme objectives were to undertake and complete on-site remediation while delivering environmental improvements to improve connectivity to neighbouring areas and the city centre, create 240 new jobs, and lever in private sector investment of £16 million for a development scheme at Bath Road consisting of 160 residential units.</p> <p>The objectives have not yet been fully met with a risk remaining that the 160 homes may not be delivered within the Growth Deal period by March 2025.</p> <p><b><u>Decision</u></b> The Director of Delivery approved the Decision Point 6 Financial Closure and work continuing on benefits realisation.</p>
<p><b>Beech Hill Halifax Phase 1</b> Calderdale</p>	<p><b><u>Scheme description</u></b> This scheme is to deliver the regeneration of the Beech Hill site close to Halifax town centre following the demolition of three tower blocks.</p> <p><b><u>Impact</u></b> Phase 1 of the scheme is to deliver:</p> <ul style="list-style-type: none"> <li>• 105 new affordable homes;</li> <li>• An improved residential environment in Calderdale by delivering a high-quality housing scheme which helps meet the needs of future household growth, including new high-quality family homes at a range of sizes to meet local needs;</li> <li>• Support to the sustainability of local shops and services;</li> <li>• Reduction in fuel poverty, improvements to health and reduction in CO2 emissions;</li> <li>• Investment and creation of green infrastructure to boost resilience and quality of place – protection and creation of links to North Halifax and the town centre.</li> </ul> <p><b><u>Decision</u></b> The Director of Delivery approved the change request for a nine-month extension to the delivery timeframe for this scheme. There was no change in the Combined Authority funding for this scheme as a result this approval.</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**

<b>Project Title</b>	<b>Net Zero Region Accelerator</b>
<b>Stage</b>	1 (Assessment and Sequencing)
<b>Decision Point</b>	2 (strategic outline case)

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

**Background**

- 5.2 The West Yorkshire Combined Authority declared a climate emergency in July 2019 and has strengthened its ambition to be net-zero carbon by 2038, with significant progress by 2030. Net-zero carbon refers to the balance between the amount of carbon dioxide (CO2) produced and the amount removed from the atmosphere. The region reaches net-zero carbon when the amount added to the atmosphere is no more than the amount taken away. The Net Zero Region Accelerator scheme will influence achieving a net-zero carbon West Yorkshire by 2038.
- 5.3 The Combined Authority has published a series of West Yorkshire Carbon Emission Reduction Pathways (CERP) demonstrating how the net-zero target could be achieved. This work illustrates a significant increase in a wide range of measures, for example energy efficiency upgrades in homes, will be needed, if the target is to be achieved.
- 5.4 A sustainable environment is also one of the two central goals of the West Yorkshire Economic Recovery Plan, the Combined Authority’s response to the COVID-19 pandemic. The scheme is one of three schemes, in that plan, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region’s strengths and opportunities, which have agreement in principle from the Combined Authority, to share up to

£7 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also delegated approval for these schemes to the Investment Committee.

- 5.5 The scheme will run up to March 2024 and is seeking approval for £0.8 million from the £7 million agreed in principle, to fund up to four new posts in the Combined Authority to deliver the programme, provide a revenue budget for research, evidence gathering and specialist external services that support programme delivery and help develop a list of projects to a point where they can be delivered, subject to further investment being secured, that will boost green jobs, restore nature, tackle air pollution and the climate emergency. Phase one of the programme will focus on developing projects related to the decarbonisation of transport and buildings as the two sectors with the highest carbon emissions in the region.
- 5.6 An investment prospectus will also be created, available online and in hard copy format, to showcase the region's investment ready projects to potential investors, funding agencies, UK government and decision makers and will be promoted via social media and at events, conferences, and meetings. The prospectus will be used at the 26th United Nations Climate Change Conference (COP26), in Glasgow in November 2021, giving the Combined Authority the opportunity to showcase the region's work to tackle the climate emergency and present low carbon investment opportunities to a global audience including heads of state and climate experts.
- 5.7 Without the prospectus, the Combined Authority's ability to respond to, and make the case for, government funding opportunities, and attract investor interest in the region's net zero commitment and plans, will be affected. This will impact on the region's economic recovery and its ability to meet the 2038 net zero carbon target.
- 5.8 A summary of the scheme's business case is included in **Appendix 2**.

### **Tackling the Climate Emergency Implications**

- 5.9 The scheme will contribute towards achieving a net-zero carbon West Yorkshire by 2038, developing and delivering a sustainable pipeline of high impact investment and funding ready projects that will boost green jobs, restore nature, tackle air pollution and the climate emergency.

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

- 5.10 The scheme outputs and benefits include:
- Delivering emissions reduction in line with the pathways demonstrating how the net-zero target could be achieved.
  - Establishing a sustainable pipeline of projects, which have reached a stage where they are ready for investment and further funding.

- Creating a prospectus to showcase the investment ready projects available in the region to potential investors.
- Building the foundations that will grow the region's green economy, increasing investment and funding in the region to support a green and inclusive economic recovery.

5.11 Enabling the Combined Authority to position and promote the region as leading the climate emergency response, creating an environment where businesses want to move to and invest, and people want to live, work, and learn.

### **Risks**

5.12 The scheme risks include:

- Unable to recruit individuals with the relevant knowledge and experience required for the NZRA mitigated by ensuring grading of roles is appropriate to attractive to people with the right skills, publicised across all available channels.
- Delays in recruitment of NZRA team mitigated by ensuring early conversations are had with relevant internal colleagues, including Human Resources, to enable recruitment to begin as soon as possible and preparing and supporting existing Combined Authority staff to take forward initial NZRA workstreams to mitigate delays in recruitment.
- Failure to deliver expected carbon savings mitigated by bringing projects through to implementation and operation quickly, using low and zero carbon distributed energy resources at scale. To minimise this risk, projects will be prioritised on deliverability (including affordability, acceptability, commercial and financial), scale and choice of low-carbon technology criteria.
- Failure to establish a self-sufficient net zero and nature recovery market. Mitigated by previous Combined Authority programmes having been instrumental in supporting delivery across the region.
- Failure to increase capacity and upskill public and private sector partners and stakeholders to support development and delivery. Mitigated by capacity and capability building exercises instrumental in identifying and supporting new projects and establishing a healthy pipeline.

### **Costs**

5.13 The scheme costs are:

- The total scheme costs are £0.8 million. The Combined Authority's contribution to the scheme is £0.8 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery.



## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
5 (delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/03/24
6 (Financial Closure) and 7 (Evaluation)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	30/09/24

## Other Key Timescales

- Recruitment of internal team by September 2021
- Design programme for delivery by September 2021
- Outline investment prospectus ready for COP26 by October 2021
- Forecasted completion date for the programme is expected by March 2024, at which point the programme will progress directly to decision point 7. Individual projects developed as part of the programme will have their own completion date determined by the programme board.

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Ian Smyth, West Yorkshire Combined Authority
<b>Project Manager</b>	Daniel Barrett, West Yorkshire Combined Authority

<b>Combined Authority case officer</b>	Helen Feltrup, West Yorkshire Combined Authority
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### **Appraisal Summary**

- 5.14 There is a strong strategic case for investing the £0.8 million to capitalise on the potential opportunities and resulting economic growth that the low carbon and renewable energy economy sector can bring to the City Region. The scheme will support the achievement of the 2038 climate emergency target and contribute to the economic recovery as part of the West Yorkshire Economic Recovery Plan, the Combined Authority’s response to COVID-19.
- 5.15 The scheme will identify and develop a range of low carbon projects up to the point where they are ready for further investment so they can be delivered. A prospectus will be produced to showcase the projects to potential investors, to encourage and support investment in the region. The funding is required for staffing resource in the Combined Authority to identify and develop projects with a range of stakeholders and to produce the prospectus.
- 5.16 Without this scheme and investment in developing projects to an investment ready stage, there is a risk that potential investment opportunities will be missed, and the jobs will be created elsewhere, outside the region. The lack of a scheme will also impact on the Combined Authority’s net zero carbon target and the post COVID-19 economic recovery.

### **Recommendations**

- 5.17 The Investment Committee approves that:
- (i) The Net Zero Region Accelerator scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
  - (ii) Approval to the Combined Authority’s contribution of £0.8 million (which will be funded from the Combined Authority’s gainshare to fund the economic recovery) is given. The total scheme value is £0.8 million.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Health Innovation Support</b>
<b>Stage</b>	1 (Assessment and Sequencing)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.18 Health outcomes and economic performance are intrinsically linked, and this link forms a central part of the West Yorkshire Economic Recovery Plan, the combined Authority's response to COVID-19. The Health Innovation Support scheme is one of three schemes, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities set out in the plan, which have agreement in principle from the Combined Authority to share up to £7 million from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also gave approval to delegate approval for these schemes to the Investment Committee, on 9 March 2021.
- 5.19 The significance of the link between health outcomes and economic performance is demonstrated by the Economic Recovery Plan Health Innovation Proposition, which the Combined Authority has submitted to government. This sets out the unparalleled assets the City Region has, on which to build a recovery based on health innovation. The proposition is seeking significant government investment of £60 million over time to invest in activities in the region to drive innovation and the adoption of new technologies. Investing in this scheme now, is critical to lay the foundations for the any future government investment and shows the Combined Authority's is committed to health innovation.
- 5.20 Health innovation is also a key priority in the development of the Local Industrial Strategy and Innovation Framework. Tackling health and economic inequalities by supporting new health technologies into the health and care system, for example the NHS and care homes, will support both economic growth and the health outcomes of patients.
- 5.21 Leeds City Region has unique strengths in health innovation and is the UK leader in translating health innovation research into product development.

These strengths can drive levelling up for the region's economy and nationally. The City Region has the opportunity to become the leading healthtech cluster nationally and to partner with other clusters in the UK and globally, but it must act now to capitalise on these strengths, before other clusters already established or developing elsewhere in the UK, take the lead and investment opportunities.

- 5.22 A range of existing activities and projects are being developed across the region, but these are fragmented and relatively disparate with no overarching coordination or shared vision to support health innovation. As a result, it is not clear what role different organisations play in achieving a coherent City Region health innovation offer.
- 5.23 Like the rest of industry, the health innovation sector faces enormous post COVID-19 challenges and in the City Region this is exacerbated by the number of micro businesses and SMEs which struggle with challenges including accessing finance, expertise, talent and where to go for innovation support. The health innovation sector is also more complex and routes to market are not easily navigable. The health and care system needs to work with innovators to find solutions to challenges.
- 5.24 The scheme is seeking approval for £0.200 million, to fund one new Combined Authority post (Regional Healthtech Lead), for three years. The Leeds Academic Health Partnership and Leeds Council were involved in the conception of and objectives of the role. The postholder will work with partners to:
- develop a virtual healthtech cluster to improve collaborative working across the health innovation sector and support the City Region's existing health innovation businesses
  - to develop a pipeline of investment ready projects.
- 5.25 The postholder, working with partners, will have a clear focus on getting new health technologies into the NHS, care homes and other health and care systems and will also develop a pipeline of future investable projects and act as coordinator/ leader of health innovation in the region, growing the business base and encouraging investment into the region.
- 5.26 The postholder will also work closely with the Combined Authority's inward investment health and life sciences sector lead, who focusses on attracting investment into the region's health and life sciences sector. The Regional Healthtech Lead's work will to join up health innovation activity will make it easier for future investment opportunities to be identified.
- 5.27 A summary of the scheme's business case is included in **Appendix 3**.

### **Tackling the Climate Emergency Implications**

- 5.28 The scheme will support the inclusion of environmentally sustainable considerations within the development of innovations; and support the uptake

of 'green' innovation into the NHS. The potential savings from just one digital product are in total an estimated 127,000 kg CO2e, 32,000 m3 of fresh water and 890kg of waste.

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

5.29 The scheme outputs and benefits include:

- A dedicated resource to co-ordinate the City Region's health innovation offer, so it is better able to use its existing assets to attract investment into the region to support economic growth and the post Covid-19 recovery.
- Support the up take on new health technologies into the health and care system supporting the region's businesses and health of the population.
- Creation of a virtual healthtech cluster, working with partners to:
  - define what the region can offer to investors, so it is able to compete nationally and globally and attract investment into the region, rather than it going elsewhere
  - support activity to get new technologies found through research, to be developed into products that are used in the NHS and care homes and other health and care systems
  - identify gaps in the health and care system and explore opportunities to address these gaps
  - Identify opportunities, including funding, to better support businesses in navigating and understanding the expertise available to support their products into the market (NHS and social care)

### **Risks**

5.30 The scheme risks include:

- That the Combined Authority is unable to recruit a suitably experienced individual, mitigated by promoting the opportunity and sharing across partners networks and secondments considered.

### **Costs**

5.31 The scheme costs are:

- The total scheme costs are £0.200 million. The Combined Authority's contribution to the scheme is £0.200 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery.

### **Assurance Pathway and Approval Route**

Assurance pathway	Approval route	Forecast approval date
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2 (strategic outline case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
5 (delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/08/2024
6 (financial closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	30/11/2024
7 (evaluation)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/03/2025

### Other Key Timescales

- Recruitment starts 9 June 2021.

### Assurance Tolerances

<b>Assurance tolerances</b>
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Liz Hunter, West Yorkshire Combined Authority
<b>Project Manager</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Helen Feltrup, West Yorkshire Combined Authority

### Appraisal Summary

- 5.32 There is a strong strategic case for investing the £0.200 million in a dedicated staffing resource to capitalise on the potential opportunities and resulting economic growth that health innovation can bring to the City Region.

- 5.33 Health innovation has been identified as the key priority in the development of the Local Industrial Strategy and Innovation Framework. This scheme is also one of several projects aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, set out in the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic.
- 5.34 The Strategic Outline Case (SOC) highlights the issues and business needs, this scheme aims to address. The initial work of bringing together a virtual team as part of a healthtech cluster will allow the next steps to fully realising the potential benefits of health innovation to be taken. Without this co-ordination there is a risk that despite its existing strengths and solid business base, the City Region gets left behind, as other clusters in other locations take the lead and exploit the opportunities available nationally and globally, which will impact on the region's economic growth.
- 5.35 Stakeholders have been consulted throughout this scheme's development. and have been involved in identifying gaps in current support, in particular the need for a dedicated resource to capitalise on health innovation opportunities for the City Region, which this scheme seeks to address.
- 5.36 Scheme objectives, in this case the outcomes expected from having the dedicated resource in place in, are clearly articulated and the outcomes and benefits described appear achievable and in line with the outcomes and benefits that stakeholders want to see to address current gaps in service and support.
- 5.37 Critical to the success of this scheme is appointing someone who has the right experience and expertise in health innovation to bring stakeholders together and really capitalise on all the opportunities potentially available to the City Region.

### **Recommendations**

- 5.38 The Investment Committee approves that:
- (i) The Health Innovation Support scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
  - (ii) Approval to the Combined Authority's contribution of £0.200 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.200 million.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Entrepreneurship Package of Support</b>
<b>Stage</b>	1 (Assessment and Sequencing)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.39 The Entrepreneurship Package of Support forms part of the West Yorkshire Economic Recovery Plan (Recovery Plan), the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three projects, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities set out in the Recovery Plan, which have agreement in principle from the Combined Authority to share no more than £7 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery. The Entrepreneurship Package of Support is seeking approval for £6 million from this indicative allocation.
- 5.40 This ambitious programme is needed to promote and support enterprise as a career choice for people of all backgrounds and ages including young people and adults looking to change direction, employed in sectors undergoing structural change, are under-employed, have been furloughed, made redundant or are at risk of redundancy. Practical support will then be provided to start up a business.
- 5.41 The Entrepreneurship Package of Support will encourage people from across West Yorkshire to set up a business and provide the support if they decide to do so - leading to the creation of new businesses and jobs. The scheme will target underrepresented groups and encourage all to set up a business. Workstream 1 will aim to stimulate interest from individuals to consider enterprise as a career. Individuals through this (and other provision in the region) will then be supported through to either Workstream 2 (general business start-up support) or Workstream 3 (start-ups with high growth potential) or helped to access alternative employment support if they decide not to set up a business.



- 5.42 The Entrepreneurship package of support will build on the track record of current business start-up and enterprise programmes, working closely with other services and products to support business start-ups. The scheme has an ambitious set of targets to unleash an entrepreneurial revolution in West Yorkshire.
- 5.43 The scheme will play a major role in delivering the Economic Recovery Plan for West Yorkshire and will also align with planned investments to rejuvenate and reinvigorate town and district centres, including through the re-starting of businesses and the use of vacant buildings for commercial use. West Yorkshire's high streets have experienced a significant rise in independent traders and this scheme seeks to build on that potential.
- 5.44 The Combined Authority will procure, and contract manage the workstreams, convening regional partners through a Steering Group to oversee the programmes and delivery.
- 5.45 Local authority partners will support the design of specification, evaluation panel and steering group overseeing delivery. Local authorities will recruit, and line manage the start-up growth managers which will support the reach into local communities and local need.
- 5.46 Contracted delivery partners will deliver the three programmes following their procurement. Monitoring of outputs will be overseen by the contract manager, the Steering Group and ultimately the Combined Authority's Business Innovation and Growth (BIG) Panel. The programme will also be subject to any monitoring as part of gainshare funding requirements.
- 5.47 A summary of the scheme's business case is included in **Appendix 4**.

### **Tackling the Climate Emergency Implications**

- 5.48 The scheme will help support clean growth and the climate change agenda through delivering a significant number of services online (reducing travel requirements including private vehicles); using digital resources (rather than paper resources) while commissioned services will be asked how they will minimise waste and the scheme opportunities will be actively promoted to individuals and businesses looking to develop clean growth businesses and ideas and solutions for clean growth.

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

- 5.49 The scheme outputs and benefits include:
- 100,000 people engaged with enterprise campaign
  - 3000 participants trained
  - 15,000 young people reached
  - 100 enterprise projects carried out in educational institutions

- 1500 new businesses supported with a minimum of 6 hours of workshop support (combination of attending workshops and accessing 1-2-1 coaching/mentoring)
- 1500 new business start-ups supported
- 500 new businesses accessing coaching/mentoring support
- 1000 new businesses created
- 2250 jobs created
- 150 new medical technology ventures
- 150 new 'innovations' - products/services
- At least 15% of those reached from BAME backgrounds (current best data suggests only 5% of business founders are from BAME backgrounds)
- At least 25% of those reached female (current best data suggests only 19% of business founders are female)

5.50 The outputs and benefits are based on previous local, regional, and national experience in delivering similar schemes. Evaluation will be planned in for various stages across the three- year programme.

### **Risks**

5.51 The scheme risks include:

- Communication to the hardest to reach groups is not effective. This will be mitigated by clear outcome-based specs with overall objectives for the scheme. Bidder responses will be evaluated according to those outputs set out above (based on a standard methodology) and their approach to targeting underrepresented groups which will ensure target groups are identified and creative, effective plans to reach them are in place before procurement of services. Regular working group meetings will ensure on-line and in-person communication activities are effectively planned and executed.
- Risk that the outcomes set out in the specification are not realised - particularly around attracting and supporting underrepresented groups. This will be mitigated by ensuring outcomes are clearly established and form the basis for evaluation of tender responses.

### **Costs**

5.52 The cost for the programme is £6 million. The Combined Authority approved on 9 March 2021 to support in principle this programme and delegate to the Investment Committee the approval for this programme, from the Combined Authority's gainshare to fund the economic recovery.

### **Assurance Pathway and Approval Route**

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	08/06/2021
5 (delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	30/09/2024
6 (financial closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/12/2024
7 (Evaluation)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/01/2025

### Other Key Timescales

- Delivery commences September 2021

### Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within +5% of those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 3 months of those outlined in this report.</p> <p>That outcomes/benefits remain within 20% of those outlined in this report.</p>

### Project Responsibilities

<b>Senior Responsible Officer</b>	Liz Hunter, West Yorkshire Combined Authority
<b>Project Manager</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Mary Innes, West Yorkshire Combined Authority

## **Appraisal Summary**

- 5.53 The Entrepreneurship Package of Support scheme addresses the West Yorkshire Combined Authority's Strategic Economic Framework through the 'boosting productivity, enabling inclusive growth and tackling the climate emergency' priorities and other national, regional, and local policies and priorities. The scheme is well planned, informed by thorough stakeholder engagement, and based on local, regional, and national excellent practice and is due to deliver good value for money. The scheme will be managed by the Combined Authority's Economic Services team in close partnership with local partner councils and specialist delivery partners.

## **Recommendations**

- 5.54 The Investment Committee approves that:
- (i) The Entrepreneurship Package of Support project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
  - (ii) Approval to the Combined Authority's contribution of £6 million, funded from the Combined Authority's gainshare to fund the economic recovery, is given. The total scheme value is £6 million.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Housing Revenue Fund</b>
<b>Stage</b>	1 (Assessment and Sequencing)
<b>Decision Point</b>	2 (strategic outline case)

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

## Background

- 5.55 The Combined Authority was directly allocated £3.2 million of revenue funding to develop a housing pipeline as part of the West Yorkshire Devolution Deal. The West Yorkshire Strategic Housing Pipeline currently comprises of 74 sites across the region and has been developed with Local Authority partners. The pipeline consists of sites and clusters of sites that are regarded as the most strategic for the region in relation to the priorities of the Strategic Economic Plan and subsequent Strategic Economic Framework. The pipeline of schemes was endorsed by Place Panel in January 2021.
- 5.56 The funding will be used to recruit two new posts within the Combined Authority to lead on the programme and develop the pipeline of projects, using relevant technical support and to undertake feasibility works, including site investigation and ground surveys, working with the highest scoring 20 sites to create viable housing schemes. For example, the funding will be used to establish implementation plans and delivery strategies to take forward the region's most strategic housing sites so that deliverability is tested ahead of projects entering suitable capital funding programmes.
- 5.57 The aims of this programme are to:
- Support detailed technical advice at a project level to test the deliverability of pipeline projects.
  - To increase capacity and resource as a Local Authority level focussed on pipeline development activity. This will be through a mixture of recruitment and consultancy.

- To scope and establish a regional resource and expertise to support the Combined Authority to move towards taking a more proactive role in housing delivery across the region.

5.58 The current situation across many of the sites on the strategic pipeline means that they face considerable market failures and viability issues meaning sites fail to come forward for development in a timely manner. This hinders the levels of investment from developers in certain parts of the housing market, in particular low value areas of West Yorkshire leading to risky development and stalled sites.

5.59 The revenue funding will be used to support pre-development work to have greater certainty of the deliverability of the pipeline of projects, which will mean they are in a better position to access capital funding programmes when they become available. There may be some instances where the projects are removed from the pipeline if they are deemed to be undeliverable as a result of the pre-development works, for example where projects are assessed as unviable following feasibility and technical work being undertaken. The purpose of the Strategic Outline Case is to gain approval and provide transparency regarding how pipeline projects will be tested on deliverability using the funding which will assist in assessing project suitability to accessing suitable capital funding programmes moving forward.

5.60 It is recognised that the funding will not be able to support all projects within the pipeline. The Combined Authority has undertaken a prioritisation exercise to rank sites according to their strategic fit and priorities of the Strategic Economic Framework.

5.61 The funding will be split between three broad areas to support the programme's aims. Work is ongoing to allocate specific funding to individual projects and will be refined as the programme develops. The table below outlines how the funding will be broadly split between the programme's aims:

Regional resource and capacity building (work to scope and develop the parameters, resource, risk appetite and tools/ vehicle options for the Combined Authority to take a more proactive approach towards regional housing delivery)	£0.5 million to £0.85 million
Technical advice and support (site/ project specific advice to test site deliverability. Options include but not limited to urban design, feasibility studies, cost planning, legal advice etc.)	£1.5 million to £1.8 million
Local resource (support at local level where required around project management and expertise)	£0.425 million to £0.475 million
Programme management	£0.117 million

- 5.62 This programme will be managed by the Programme Team within the Combined Authority's Policy and Development Directorate. A programme manager and project co-ordinator will be recruited for the management of this programme.
- 5.63 A summary of the scheme's business case is included in **Appendix 5**.

### **Tackling the Climate Emergency Implications**

- 5.64 The pre-development work undertaken by this programme will enable a pipeline of projects to be established. These projects will then be able to move into capital funding streams, as and when funding becomes available, to contribute towards housing targets across West Yorkshire.
- 5.65 It is recognised that housebuilding adds significant carbon emissions to the atmosphere through its construction, embodied carbon, and the final product. The revenue funding is proposed to support piloting of pre-development and feasibility work exploring zero carbon schemes on some Local Authority sites along with boosting expertise regionally to move towards zero carbon ambitions.

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

- 5.66 As a direct output by the end of the financial year the revenue funding will have increased capacity locally and regionally to increase technical knowledge which in turn will test deliverability of the initial highest scoring 20 sites across West Yorkshire. Outputs will include provision of training and support for business case development based on Green Book assessment and provide specific strategic advice on moving the pipeline from a district led list of allocated projects to a developed list ready for active investors and developers of transformational regeneration.

### **Risks**

- 5.67 The scheme risks include:
- Capacity to lead and deliver on project pre-development work is limited at a local level. This is mitigated by some of the funding being used to support local capacity related specifically to supporting pipeline development
  - Funding is not spent by 31<sup>st</sup> March 2022 as required in line with the Ministry of Housing, Communities and Local Government (MHCLG) funding agreement. Funding may be subject to clawback from MHCLG if it is not spent by March 2022. This is mitigated by seeking approval and subsequent delegations for spending via this Strategic Outline Case and ongoing discussions with MHCLG on the programme's progress
  - The programme is unable to fully test prioritised project deliverability by March 2022 hampering the ability of projects to enter capital funding programmes and meet housing requirements. This is mitigated by early

and ongoing engagement with Local Authorities and development of projects which will begin to be allocated funding providing the Strategic Case is approved.

## Costs

- 5.68 The Combined Authority received £3.2 million of revenue funding for this programme. Due to the timeframes involved, the Combined Authority approved £0.250 million of funding to be spent in 2020/2021. The £0.250 million has been spent on early pipeline development projects that were able to spend in the short timescales. The remainder of the funding approval is requested as part of this Strategic Outline Case.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	<b>Recommendation:</b> Investment Committee <b>Decision:</b> Combined Authority	24/06/2021
4 (full business case)	<b>Recommendation:</b> Investment Committee <b>Decision:</b> Combined Authority	24/06/2021
5 (delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	29/04/2022
6 (financial closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	29/04/2022
7 (evaluation)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/08/2022

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within those outlined in this report.



## Project Responsibilities

<b>Senior Responsible Officer</b>	Ian Smyth, West Yorkshire Combined Authority
<b>Project Manager</b>	Rebecca Greenwood, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Heather Briggs, West Yorkshire Combined Authority

## Appraisal Summary

- 5.69 This scheme will support the West Yorkshire Strategic Housing Pipeline by supporting pre-development work to have greater certainty around deliverability of projects. There are currently limited options to support housing pre-development works and this scheme enables the first development costs for housing schemes to be allocated in advance of business case submissions. This will enable better quality projects being delivered as it enables early assessment of options and deliverability along with providing the skills and technical expertise for scheme development.
- 5.70 The Pipeline currently consists of 74 projects with capacity to delivery around 35,000 homes. 52 of these sites are on Brownfield land and will be considered for the Brownfield Housing Fund. The allocated funds will not support development of all the projects and a prioritisation exercise has been undertaken to focus the funding.
- 5.71 Due to the nature of the scheme, the economic case has not been developed in a traditional way. The list of options for the allocation of revenue funding to develop a housing pipeline was tested with the Combined Authority's Senior Leadership Team and through a Strategic Place Officer Group which comprised of Housing & Regeneration Officers from Local Partner councils.

## Recommendations

- 5.72 The Investment Committee recommends to the Combined Authority that:
- (i) The Housing Revenue Fund programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
  - (ii) Approval to the remainder of the Combined Authority's contribution of £2.95 million, funded from the West Yorkshire Devolution Deal, is given is given. The total scheme value if £3.2 million.
  - (iii) Allocation of the £2.95 million of funding for the individual work packages is delegated to the Managing Director.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

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

<b>Project Title</b>	<b>TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

### **Background**

- 5.73 The Skipton Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 5.74 Skipton Railway Station is the second busiest rail station in North Yorkshire with over 1.2 million passenger journeys per year, with passenger demand anticipated to grow significantly over the next 20 years. Despite its high usage levels and importance as a travel hub for Craven district, the existing rail station environment has poor public spaces (public realm), limited accessibility for people walking or cycling and limited opportunities for rail-bus interchange. The current rail station layout is also dominated by car parking, which can make non motor vehicle users feel unsafe. As a consequence of this and the limited walking and cycling infrastructure in Skipton Town Centre, sustainable multi-modal trips on foot, by bike, bus or train or a combination of, are discouraged, and car travel promoted.
- 5.75 Skipton is the commercial and economic centre of Craven district and the focal point for future housing and employment development in the area around Skipton Railway Station, which has been identified as key for mixed use regeneration. Most of the other planned development sites in Skipton will be located on the edge of the town's built-up area, within a short journey time to the railway station by bike, bus or on foot.

- 5.76 Some of the key road junctions in Skipton are already over capacity during peak periods, resulting in congestion and longer journey times. The location of the development sites suggests that, without this scheme, the increased number of trips generated will put additional pressure on the local road network increasing existing congestion, emissions, and air quality issues.
- 5.77 The proposed scheme aims to improve the public spaces (public realm) of the Skipton Station Gateway area and improve accessibility and connectivity between the railway station, the bus station, the town centre and the planned housing and employment developments through high-quality cycling and walking routes.
- 5.78 The proposed scheme will transform Skipton Rail Station into a multi-modal, sustainable travel hub improving the town and district's connectivity with Leeds, Bradford and the wider Leeds City Region supporting inclusive and sustainable future economic growth. The small, compact nature of Skipton and the location of future developments demonstrate the scheme's potential to encourage behaviour change and stimulate a shift from car to walking, cycling, rail, and bus.
- 5.79 The scheme consists of the following four complementary elements:

**Skipton Railway Station Gateway will include:**

- A new plaza with planting, lighting, and seating.
- New cycle storage facilities at the rail station; widened footpaths; two-way cycle lane and new pedestrian / cycle crossing on Broughton Rd linking the rail station to the town centre and Aireville Park.
- Reconfiguration of the existing car park, with the number of parking spaces remaining the same and the installation of five electric vehicle (EV) charging points.
- Proposed provision for drop off/coach/bus parking and disabled parking.

**Broughton Road Active Travel Corridor**

- New two-way cycle route along Broughton Road and one-way segregated cycle lanes on both sides at the section between Belmont Bridge and the junction of Keighley Road and Swadford Street
- The realignment of the existing roundabout at Broughton Road Morrisons to allow for a new cycle route
- New pedestrian / cycling crossing to the east of Broughton Road / Brewery Lane's junction, upgraded signal-controlled crossing on Swadford Street
- Raised pedestrian crossings at side roads to slow down vehicles.

**Skipton Railway Station to College Campus Footpath Enhancements**

- Re-surfacing and widening of 1.1 kilometre of existing public footpath between Skipton Railway Station, Craven Auction Mart, and Craven College Campus
- New 300 metre footpath connecting the canal footpath to Craven Leisure Centre; Signage and other safety measures, and new seating.

### **Skipton Railway Station to Skipton Bus Station Active Travel Improvements**

- Improvement works to Gallows Bridge to address known issues with the Bridge where uneven steps create a slip and fall hazard, as well as concerns over corrosion to the underside of the decking and severely corroded steel elements. It is important to note the works will improve pedestrian access and will not extend to maintenance or renewal of the bridge. New pedestrian crossing at Cross St/Gas St junction; one way system for motor traffic on Carleton Street (westbound only); Parking on the north side of Carleton St to be removed.
- Reconfiguration of the Black Walk / Tesco / Craven Street junction; provision of new signalised crossing on Craven Street between Carleton Street and Craven Mews.
- Enhancements to Black Walk to provide a safer and attractive pedestrian route between the railway station, the bus station, and the town centre.

5.80 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to delivering a 21<sup>st</sup> century transport infrastructure through public realm and accessibility enhancements of Skipton travel gateway and supporting clean growth by encouraging cycling, walking and sustainable multi-modal (cycling, walking, bus, and rail) long-distance trips. The scheme will also promote inclusive growth by improving access to employment and education opportunities within Craven District and, crucially, across the wider Leeds City Region.

5.81 The total scheme cost is estimated at £7.831 million, with a Combined Authority contribution of £7.631 million from the Transforming Cities Fund. The remaining £0.200 million will be funded by North Yorkshire County Council (£0.100 million) and Craven District Council (£0.100 million).

5.82 The increase in cost (£1.828 million on £6.003 million) is attributed to the inclusion of risk, contingency, and inflation allowances, not previously accounted for as part of the Strategic Outline Case cost estimates. The project scope aligns to the low scenario approval for the scheme. Within the overarching TCF budget there is currently an unallocated risk/contingency and inflation amount of £63.440 million. The additional costs will be covered through this budget, in-line with the principals and indicative scheme budget allocations, set out in the TCF Programme Review Report to the June 2021 Investment Committee.

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

### **Tackling the Climate Emergency Implications**

- 5.84 One of the aims of the scheme is to reduce the level of greenhouse gas emissions by encouraging shift from car to walking, cycling, bus, and rail. A decrease of 220t of CO<sub>2</sub> emissions over 60 years equivalent to an average reduction of about 52,000 car kilometres per annum over a 60-year period is expected.
- 5.85 Furthermore, the scheme proposals involve the installation of five new Electric Vehicle charging points within the railway station car park. As part of the car park reconfiguration, ducting will be also undertaken to enable the expansion of the Electric Vehicle charging network in the future. This is anticipated to further encourage a higher Electric Vehicle uptake in the future, resulting in an additional associated reduction in greenhouse gas emissions, not currently captured by the methodology used.

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

- 5.86 The scheme outputs and benefits include:
- Deliver 0.57 kilometres of segregated cycling routes, two kilometres of new / upgraded pedestrian routes/ footpaths, four new/upgraded crossing points, and upgrade of 1 pedestrian footbridge.
  - Increase cycling and walking trips from / to Skipton Railway Station by 4% within five years post scheme implementation (by 2027) through the delivery of enhanced walking and cycling infrastructure.
  - Enhance perception of safety for pedestrians and cyclists through the provision of high-quality, segregated cycling routes and upgraded, safe pedestrian facilities including wider footpaths and pedestrian crossings.
  - Improve air quality and reduce carbon dioxide emissions by 220tCO<sub>2</sub> over a 60-year period, as a result of taking on average about 52,000 car kms off the road network each year.
  - Provide better integration between rail and bus in Skipton and increase passenger usage for both modes by upgrading the pedestrian and cycling links between the rail and bus stations.
  - Increase patronage levels at Skipton Rail Station by 4% by 2036.
  - Deliver improved connectivity and economic links with Lancashire and the Leeds City Region, through enhanced access to the station gateway area.
  - Contribute to enhanced cycling and walking connectivity between Skipton Railway Station and new housing and employment developments planned in Skipton town centre by 2032.

- Promote social inclusion and improve labour supply by enhancing accessibility via sustainable modes (cycling, walking, bus, and rail) to key employment and educational sites located locally and within the wider region.

## **Risks**

5.87 The scheme risks include:

- Risk of TCF funds not entirely spent before the TCF funding deadline of March 2023. Mitigation plans involve potential use of match funding from the scheme promoter (NYCC) and the local authority (CDC) post March 2023 and exploration of opportunities to reduce costs through value engineering throughout preliminary and detailed design stages.
- Risk of objections from residents affected by the loss of parking on Broughton Road and from landowners/key third parties where planning consent or third-party agreements including access rights have still to be granted. Partially mitigated by undertaking early and continuous engagement with all parties involved. Positive feedback received to date from key stakeholders indicating support for the scheme. Negotiations are underway with Morrisons, to purchase land to enhance Black Walk, though this is not a showstopper risk, and engagement with Network Rail and Northern Rail is underway including development of an Asset Protection Agreement.
- Risk of programme slippage and increased costs should a full Environmental Impact Assessment be required as part of the Planning Application. An EIA Screening has been prepared and is currently under review by Craven District Council (CDC) Planning Department. A non-EIA consenting route is currently considered as the most likely scenario. It should be confirmed when an outcome on the EIA requirement is expected.
- Risk of programme delays and cost increases in case of objections to the station change request from Network Rail / Northern and amendments to designs required. Partially mitigated by initiating early and ongoing engagement with both parties to ensure design meets requirements and receives support from rail industry stakeholders as part of the GRIP processes. A Basic Service Agreement (BSA) with Network Rail is well under way and a Basic Asset Protection Agreement (BAPA) is to follow.
- Risk of objections from taxi drivers regarding the relocation of the taxi rank resulting in delays and additional costs. Mitigated through early and ongoing liaison with Taxi licensing and local drivers exploring and assessing various location options.
- Risk of encountering unexpected, buried services and utilities during excavation works causing significant cost increases and programme slippage. Partially mitigated by undertaking early statutory searches with C2 utility records being currently under review.

- Risk of cost increases and delays due to the need to relocate the existing electric sub-station along with associated cables and gas meter house within the station car park area. Consultation with Northern Power Grid is in progress and a budget estimate for relocation has been received. Further consultation will be undertaken during preliminary design stage.
- Risk of increased costs should drainage requirements for the station car park necessitate significant additional infrastructure and attenuation. Mitigated by ensuring continuous engagement with NYCC Lead Local Flood Authority (LLFA).

## Costs

5.88 The scheme costs are:

- The total scheme cost is £7.831 million, an increase of £1.828 million on the estimated costs of £6.003 million at decision point 2 (Strategic Outline Case).
- An indicative approval of £5.803 million from the Transforming Cities Fund (TCF) was given at decision point 2 (Strategic Outline Case) representing the TCF Low Scenario, with match funding of £0.200 million bringing the total scheme value to £6.003 million.
- The scheme is now seeking indicative approval for an additional £1.828 million from the TCF Fund, bringing the total TCF contribution to £7.631 million, with match funding of £0.200 million bringing the total scheme value to £7.831 million.
- The increase in cost is made up of risk, contingency and inflation costs which were not included at the TCF bid or Strategic Outline Case stage for the three North Yorkshire TCF schemes at Skipton, Harrogate, and Selby) as the TCF programme contingency allowance would be used for these costs.
- It is important to note that the cost estimates and scope provided at OBC still represent the TCF Low scenario, but that the increased scheme costs are primarily driven by inclusion of risk, contingency, and inflation allowances. The allocation of funds from the TCF programme level risk and contingency fund aligns with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.
- Out of the total scheme's cost, £7.631 million is to be funded through the Department for Transport's Transforming Cities Fund (TCF). The remaining £0.200 million will be funded jointly by North Yorkshire County Council (NYCC) and Craven District Council (CDC), each contributing £0.100 million. The £0.200 million has been secured and an S151 Letter of Intention has been provided to evidence NYCC support for the scheme.
- To date, the scheme has secured approval of £0.426 million for development costs at Strategic Outline Case. At this stage, approval of

further £0.934 million development costs, is sought to enable the scheme to progress to decision point 4 (Full Business Case), bringing the total development costs to £1.36 million.

- The funding profile provided suggests that £0.562 million from the total TCF funds are to be spent post the programme end date of March 2023. Match funding contributions will be utilised towards the end of the delivery programme in order to mitigate against any potential overrun on the March 2023 delivery deadline.
- The opportunities to reduce costs through value engineering will be further explored throughout the next stages of project development.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	<b>Recommendation:</b> Investment Committee <b>Decision:</b> Combined Authority	24/06/2021
4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Managing Director	29/03/2022
ATP (Approval to Proceed)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	02/06/2022
5 (Delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	30/06/2023
6 (Financial Closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	30/06/2024

### Other Key Timescales

- Planning application determination- July 2021 – October 2021
- Start of main construction works- June 2022
- End of main construction works- June 2023

### Assurance Tolerances

Assurance tolerances
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Combined Authority costs remain within +5% of those outlined in this report.  
 Delivery (DP5) timescales remains within 2 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Barrie Mason, North Yorkshire County Council
<b>Project Manager</b>	Aidan Rayner, North Yorkshire County Council
<b>Combined Authority case officer</b>	Marina Triampela, West Yorkshire Combined Authority

## Appraisal Summary

- 5.89 The scheme has a strong strategic case that aligns with the overarching TCF objectives and the key priorities of the Strategic Economic Framework. The scheme will potentially deliver a high BCR with more than 90% of the scheme benefits being related to health and journey ambience improvements for cyclists, pedestrians, and rail users, in full alignment with the scheme's strategic scope and aspirations. The scheme is expected to support future housing and employment growth in Skipton town, however dependency of the planned developments on the scheme's delivery has not been evidenced.
- 5.90 A key challenge is the number of third parties and stakeholders involved from whom consents are required in order to enable the proposed scheme interventions to further progress. The outcomes of public consultation and engagement undertaken to indicate overall support for the scheme. Safety concerns have been raised on the proposed layout of the Broughton Road cycleway that should be addressed at preliminary design stage. Loss of parking space along Broughton road is another area of concern, with local residents likely to oppose it. Further consultation with bus operators, taxi companies and Craven disability forum should be undertaken as part of the next stage.
- 5.91 Approval of proposed designs needs to be secured from Network Rail and Northern as part of the Governance for Railway Investment Projects (GRIP) and station change processes. A review of the planning requirements and Environmental Screening is currently undertaken to determine whether a planning permission with a full Environmental Impact Assessment would be necessary or the scheme could alternatively progress with a number of third-party agreements and consents in place. Given that the scheme's estimated completion date is already three months beyond the target TCF delivery date of March 2023, the requirement for a full EIA to be undertaken or any objections raised from stakeholders and local residents should that occur, could cause further programme delays.

- 5.92 The scheme is to be procured through a traditional construction contract with Early Contractor Involvement. A NEC4 Option C contract is to be implemented from September 2021. Total costs are currently estimated at £7.831million. Although this suggests a £1.828 million increase since SOC, cost estimates are considered more robust and realistic at this stage as allowances for risk and contingency have been accounted for and estimates have been validated through ECI. It has been stated that local contributions from NYCC and CDC will be utilised to cover any cost overruns beyond the TCF longstop date of March 2023. Options for any additional contributions to Gallows Bridge works will be explored with Canal and Rivers Trust during FBC development. Options to reduce scheme costs through value engineering to be further explored as part of the preliminary design stage.
- 5.93 Further work is also required at the next stage of the assurance process to secure consents from third parties, undertake targeted consultation activities, amend designs based upon feedback received from stakeholders and the public, refine SMART objectives, and confirm Benefits Realisation and Monitoring and Evaluation plans.

## **Recommendations**

- 5.94 The Investment Committee approves that:
- (i) The Skipton Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
  - (ii) An indicative approval to the Combined Authority's contribution of £7.631million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £7.831 million.
  - (iii) Development costs of £0.934 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.360 million.
  - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.360 million from the Transforming Cities Fund.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.95 The Harrogate Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 5.96 Harrogate is a historical spa town in North Yorkshire with a thriving visitor economy and important strategic and economic links to Leeds and the wider City Region. Harrogate Rail Station is the busiest rail station in North Yorkshire serving over 1.7 million passenger journeys per year with significant passenger growth forecast over the next 30 years. Despite its importance as a travel hub in the district and its high visitor numbers, the existing station gateway is of poor quality, with poor public spaces (public realm), has limited accessibility for people walking, cycling, and travelling by bus and rail and does not reflect Harrogate's status and heritage. There is no dedicated cycle route to connect the station with the town centre, public space is uninviting and pedestrian walking links require improvement, and the integration with the bus station is poor, acting as a constraint to rail-bus interchange.
- 5.97 The notably high levels of car ownership and cross-boundary commuting particularly from/to Leeds, combined with the heavy reliance on private cars even for local, short distance trips result in significant congestion on the local transport network. The population of the wider Harrogate district is forecast to grow substantially over the next fifteen years with significant housing and commercial development planned in Harrogate Town Centre and the Station

Parade area, in the immediate vicinity of the Station Gateway. If the current unsustainable ways of travelling continue, the increased number of trips generated in future will put additional pressure on the local highway network increasing existing congestion, emissions, and air quality issues.

5.98 The proposed scheme aims to improve accessibility in the Harrogate Station Gateway area for people walking, cycling, and travelling by bus or rail and provide better integration with the bus station. The scheme will improve the links with the town centre, the planned developments and ultimately the wider Leeds City Region. The scheme will transform Harrogate Rail Station to a 21<sup>st</sup> century, iconic gateway, and a central multi-modal hub, making it easier for people to change their mode of transport to continue their journey. The scheme has the potential to stimulate shift from car to walking and cycling for local, short distance trips and to bus and rail for longer distance, cross boundary commuting trips.

5.99 The Harrogate Station Gateway scheme is primarily located on Station Parade alongside other interventions within the surrounding area on James Street, East Parade and at Station Gardens. The scheme consists of four complementary elements:

#### **Cheltenham Crescent - Cheltenham Mount – Cheltenham Parade**

- Junction reconfiguration to discourage traffic from using Station Parade
- Increased bus priority and improved access to the bus station
- Short section of (eastbound) segregated cycle track connecting to the Station Parade junction.

#### **Station Parade**

##### Section 1: Between Bower Road and Cheltenham Parade

- One-way system for motorised vehicles, new bus lane and segregated two-way cycle lanes
- Reduction of on-street parking and tree planting
- Station Parade / Cheltenham Parade junction reconfigured to improve safety for pedestrians.

##### Section 2: Between Cheltenham Parade and Victoria Avenue

- Reducing Station Parade from two lanes to one lane for motorised vehicles
- New pavement next to the bus station
- New segregated cycle track
- New plant covered living pillar lighting columns to provide extra green features along the street.

### **James Street – East of Princes Street**

- Part pedestrianisation during certain times of day
- Pedestrian improvements including resurfacing with natural stone, new trees, improved lighting, and rain gardens
- Reduction of on-street parking

### **Station Square**

- Creation of a more flexible public space, with the potential to host a range of events and activities
- New planting and trees, potential site for a new public art feature.

### **Station Bridge**

- New segregated cycle tracks; with vehicle access retained
- Walking and cycling improvements at the Station Bridge / East Parade roundabout.

### **East Parade – Section from Station Bridge to Victoria Car Park Access Junction**

- New segregated cycle tracks, with general traffic still having access to East Parade.

### **One Arch Underpass**

- Entrance and lighting improvements to One Arch underpass, north of the bus station, to make it more welcoming at all times of the day and night as well as safer for users.

### **Package of Sustainable Transport Measures**

- Electric Vehicle charging provision at the Victoria multi-storey car park.
- Cycle hub and secure parking adjacent to Harrogate Station.

5.100 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to “*deliver 21st century transport infrastructure*” by “*levelling up*” cycling and pedestrian infrastructure in Harrogate Town Centre and “*enable inclusive growth*” by providing inclusive infrastructure, accessible for all social groups. The scheme will also contribute to “*tackle the climate emergency*”, increasing trips by sustainable modes (cycling, walking, bus, and rail) and cutting carbon through the delivery of high-quality cycling and walking routes and the improvements to the station gateway area, making travel by bus and train more attractive.

5.101 Total scheme cost is estimated at £10.938 million, with a Combined Authority contribution of £10.638 million from the Transforming Cities Fund (TCF). The

remaining £0.300 million will be funded jointly by the scheme promoter North Yorkshire County Council (£0.100 million), and Harrogate Borough Council (£0.200 million).

5.102 The increase in cost (£2.745 million on £8.193 million) is attributed to the inclusion of risk, contingency, and inflation allowances, not previously accounted for as part of the Strategic Outline Case cost estimates. The project scope aligns to the low scenario approval for the scheme. Within the overarching TCF budget there is currently an unallocated risk/contingency and inflation amount of £63.440 million. The additional costs will be covered through this budget, in-line with the principals and indicative scheme budget allocations, set out in the TCF Programme Review Report to the June 2021 Investment Committee.

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

### **Tackling the Climate Emergency Implications**

5.104 The scheme is expected to encourage higher uptake of walking, cycling and rail trips, reducing vehicle kilometres travelled on the road network by around 81,666 kilometres per annum. The scheme also includes the planting of 34 new trees with an estimated beneficial impact of 8.3 tCO<sub>2</sub> on carbon sequestration.

1.1 Despite this, reducing the levels of general traffic on Station Parade may result in some longer trips as cars are diverted away from the station area. Thus, a slight adverse impact in carbon emissions is likely in the short to medium term until behaviour change induced by the scheme is achieved/ fully realised. The manufacture and transport of materials required for the scheme's construction (embodied carbon) will inevitably result in carbon emissions, however the use of more sustainable, or less materials will help to reduce this impact.

1.2 The installation of Electric Vehicle charging points at the station car park will potentially encourage a higher uptake of electric vehicle use, not currently captured by the methodology implemented. If combined with wider policy and behaviour change, in the medium to long term, the scheme has the potential to induce higher emission reductions and offset the traffic re-routing disbenefit.

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

5.105 The scheme outputs and benefits include:

- Provision of 0.9 kilometres of new segregated cycle routes to Harrogate Town Centre and the rail and bus stations by 2023.
- Increase trips to the Station Gateway Area by 5% (walking) and 27% (cycling) by 2027 through enhancing the attractiveness of facilities and creating direct and attractive routes for pedestrians and cyclists.
- Increase passenger levels at Harrogate Rail Station and increase rail as a mode of travel across the district.

- Improve health and reduce the risk of premature death through promoting physical activity, walking, and cycling.
- Contribute towards improving local air quality & reducing carbon emissions through encouraging walking, cycling and sustainable modes of travel and implementing Green Street principles.
- Improve access to employment, skills, and education by creating a combined off-road, quiet street and segregated cycle connection to Harrogate Town Centre and the rail and bus stations.
- The scheme will promote social equality and inclusive growth by enhancing access to opportunities for all social groups across the town and within the wider Leeds City Region.

## **Risks**

5.106 The scheme risks include:

- Risk of altered or reduced scheme scope due to stakeholders' and local businesses' opposition to the preferred option mostly regarding the decrease in highway capacity and loss of parking on Station Parade. Ongoing engagement with affected businesses to address concerns. Public consultation outcomes suggest overall support for the proposed scheme interventions.
- Risk of encountering unexpected, buried services and utilities causing significant cost increases and programme slippage. Partially mitigated by undertaking early statutory searches.
- Risk of additional excavation works required and adverse ground conditions. Partially mitigated by geotechnical studies carried out to date and further detailed assessments to be undertaken at the next stage.
- Risk of increased traffic management costs due to interfaces and complex sequencing of the scheme components. Early Contractor Involvement (ECI) activities during design stages to develop robust construction programme and cost estimates.
- Risk of maintenance costs and liabilities associated with the scheme being higher than forecast. To be mitigated by continuous engagement with the Local Authority's maintenance team.
- Risk of COVID-19 impacts on scheme design and programme delivery. Mitigations plans involve continuous monitoring of COVID-19 regulation and early consideration of future construction and procurement requirements.
- Risk of specific scheme elements being delivered post March 2023 longstop date. A process of Early Contractor Involvement to review the programme has validated the construction period estimate and that this scheme is deliverable by March 2023.

## Costs

5.107 The scheme costs are:

- The total scheme cost is £10.938 million, an increase of £2.745 million on the estimated costs of £8.193 million at decision point 2 (Strategic Outline Case)
- An indicative approval of £7.893 million from the Transforming Cities Fund (TCF) was given at decision point 2 (Strategic Outline Case) representing the TCF low scenario, with match funding of £0.300 million bringing the total scheme value to £8.193 million.
- The scheme is now seeking indicative approval for an additional £2.745 million from the TCF Fund, bringing the total TCF contribution to £10.638 million, and match funding of £0.300 million bringing the total scheme value to £10.938 million.
- The increase in cost is mainly made up of risk, contingency and inflation costs which were not included at the TCF Bid or Strategic Outline Case stage for the three North Yorkshire TCF schemes at Skipton, Harrogate, and Selby), as the TCF programme contingency allowance would be used for these costs.
- It is important to note that the cost estimates and scope provided at OBC still represent the TCF Low Scenario and that the increased scheme costs are primarily driven by inclusion of risk, contingency, and inflation allowances. The allocation of funds from the TCF programme level risk and contingency fund aligns with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.

5.108 Out of the total scheme's cost, £10.638 million is to be funded through the Department for Transport's Transforming Cities Fund (TCF)., The remaining £0.300 million will be funded jointly by the scheme promoter. North Yorkshire County Council (NYCC) (£0.100 million) and Harrogate Borough Council (HBC) (£0.200 million). The £0.300 million has been secured and an S151 Letter of Intention has been provided to evidence NYCC support for the scheme.

5.109 Match funding contributions will be utilised towards the end of the delivery programme in order to mitigate against any potential overrun on the March 2023 delivery deadline.

5.110 To date, the scheme has secured approval of £0.645 million for development costs at Strategic Outline Case. At this stage, approval of additional development funding of £0.800 million is sought to enable the scheme to progress to decision point 4 (Full Business Case), bringing the total development costs to £1.445 million.



## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	<b>Recommendation:</b> Investment Committee <b>Decision:</b> Combined Authority	24/06/2021
4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Managing Director	26/11/2021
ATP (Approval to Proceed)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	08/02/2022
5 (Delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/03/2023
6 (Financial Closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/03/2024

## Other Key Timescales

- Statutory Approvals: June to October 202
- Start of Construction: February 2022
- End of Construction: March 2023

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +5% of those outlined in this report. Delivery (DP5) timescales remain within 2 months of those outlined in this report.

## Project Responsibilities

<b>Senior Responsible Officer</b>	Barrie Mason, North Yorkshire County Council
<b>Project Manager</b>	Aidan Rayner, North Yorkshire County Council

## Appraisal Summary

- 5.111 The TCF Harrogate Station Gateway scheme has been recommended for approval, following confirmation from the promoter of approval of the preferred way forward by the North Yorkshire County Council Executive Board, following its meeting on the 25 May 2021.
- 5.112 The scheme has a strong strategic case and its potential to encourage higher uptake of walking, cycling and trips by bus and rail is evidenced by the high proportion of daily local, short distance trips along the Station Parade that are most likely to be shifted from car to walking, cycling and bus, post scheme implementation.
- 5.113 Scheme benefits are mostly related to health and journey improvements for cyclists, pedestrians, and rail users, in full alignment with the scheme's aspirations and scope. As the scheme is diverting cars away from the Station Gateway area to encourage access by non-motorised and sustainable modes instead, this may result in some longer trips and slightly higher journey times for private cars in the short to medium term until behaviour change induced by the scheme is fully achieved. This could, however, be reversed in the longer term, through a higher electric vehicle uptake encouraged by the scheme installing electric vehicle charging points, the traffic evaporation effect and a material change in travel behaviour encouraged by the implementation of other sustainable schemes, wider policies, and initiatives to encourage walking and cycling in Harrogate.
- 5.114 The scheme is expected to deliver a BCR of 1.7:1 falling into the "medium Value for Money" category. Excluding highway impacts, a high BCR is estimated. The proposed interventions will also support significant housing and employment growth planned in Station Parade, however dependency of the planned developments on the scheme's delivery has not been evidenced.
- 5.115 The scheme is still at feasibility design stage with certain design elements including the relocation of the taxi rank and the exact location of the cycle hub to be specified at preliminary stage.
- 5.116 Objections raised from local businesses and stakeholders on the loss of parking and the decrease in highway capacity along Station Parade is a key risk for the scheme that could lead to reduced or altered scope. The results of public consultation suggest that, although there is strong public support for the majority of scheme proposals, a significant percentage of respondents are not fully supportive of the proposals to decrease Station Parade's capacity to one lane mainly concerned about impacts on congestion and traffic flows. Scheme promoter is actively engaging with all affected businesses and local residents to address any concerns and further stakeholder engagement and public consultation activities are planned throughout the design development process.

- 5.117 Most of the proposed works are to be undertaken within adopted highway area and are therefore, considered permitted development. A planning permission is only likely to be required for the demolition of the wall on One Arch underpass within a conservation area, but this needs to be confirmed at Full Business Case. A consent will be also required from Network Rail regarding the development of a cycle hub within the Station Plaza area. It needs to be clarified whether a Station Change process will be necessary to facilitate works. It has been stated that a review of the potential planning requirements along with Environmental Screening are currently undertaken to determine whether an Environmental Impact Assessment is required.
- 5.118 The scheme promoter has stated that any cost overruns beyond the current funding ask from the Combined Authority will be covered from local contributions. It has also been confirmed that the match fund contribution from the scheme promoter will contribute to the improving public spaces elements of the scheme, which fall outside of TCF scope. Options to reduce scheme costs through value engineering will also be further explored through preliminary and detailed design stages.
- 5.119 Feedback received to date and plans for further engagement with all key stakeholders including rail industry stakeholders, local businesses and residents affected, bus companies, taxi operators and disability groups should be provided. Political backing for the preferred way forward to be confirmed. Additional work to be undertaken in the economic case as part of the next stage of the assurance process.

### **Recommendations**

- 5.120 The Investment Committee approves that:
- (i) The TCF Harrogate Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
  - (ii) An indicative approval to the Combined Authority's contribution of £10.638 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £10.938 million.
  - (iii) Development costs of £0.800 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.445 million.
  - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.445 million from the Transforming Cities Fund.
  - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>Steeton and Silsden Crossing</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	3 (outline business case)

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

## Background

- 5.121 In 2017 the Department for Transport provided £0.7 million in grant funding in the form of 'top up' Cycle City Ambition Grant. This funding was to develop an Outline Business Case (OBC) exploring solutions to improve cycle and pedestrian access between Steeton and Silsden.
- 5.122 Steeton and Silsden are home to around 13,000 residents (census 2011). With the settlement of Silsden to the north accounting for nearly two-thirds of the residential development of the two. Steeton has a greater concentration of employment sites and services, including Airedale Hospital, Steeton and Silsden Rail Station with links to the major economic centres of Leeds and Bradford.
- 5.123 Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers. The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70mph speed limit and lies near the Airedale Rail Line, the River Aire and the Leeds and Liverpool Canal. All of which reduce the viable options for addressing these issues. The next alternative crossing point to the east is and around an eight kilometres journey to the east or seven kilometres to the west.
- 5.124 The poor access and connectivity between Steeton and Silsden are compounded by inadequate pedestrian and cycle crossing facilities on the A629. These currently consist of uncontrolled crossing points on each of the four arms of the roundabout, with pedestrians and cyclists required to wait for a break in traffic before being able to cross. There are no cycling facilities or controlled crossing points leading to the crossing either.
- 5.125 Despite only making up 12% of traffic movements in the corridor between Steeton and Silsden, pedestrians are disproportionately represented in accident

figures, making up 50% of all incidents. This disproportionality is also seen with cyclists. Although making up only 0.07% of total traffic movements, they are involved in 12.5% of collisions. Indicating a significant safety issue for active travel modes on the corridor.

- 5.126 Steeton and Silsden are only 1.5 kilometres apart and well within the recommended walking and cycling distances set by the Department for Transport (DfT). 2011 census data shows only 11% of commuter journeys between the two were on foot, and only 1% were by bike. The lack of safe provision between the settlements has led to the over reliance on private car use, with over 70% of people choosing to drive this short journey.
- 5.127 Overreliance on the car not only negatively impacts carbon emissions, air and noise pollution, safety, and health. Accessibility for those with disabilities and people on low incomes are also affected. On average around 17% of households in the two settlements do not have access to a car or van, representing a considerable number of people already. This figure rises to 50% in some areas of Silsden. It is also these areas which represent the most deprived areas of Silsden. All of which means that the poorest members of the community are more likely to have to risk the dangerous conditions or spend money they are less likely to have on public transport/taxi to access the opportunities in Steeton.
- 5.128 Public consultation, held in November 2020, saw 94% of respondents class the current facilities for cycling and walking between Steeton and Silsden as 'poor' or 'very poor'. – The same consultation found that 74% of respondents would walk and 56% would cycle between Steeton and Silsden more frequently, if facilities were improved. The consultation received an excellent response, with around 1,100 completed surveys returned.
- 5.129 As part of the OBC development three options were identified to address the safety and connectivity issues for cycling and walking. All options included shared use (cycling and walking) three-metre-wide footpaths to connect the intervention at the A629 roundabout to Steeton and Silsden. The options were:
- Option A: At grade, signalised crossing over A629. Reducing speed limits to 50mph and introducing toucan crossings at each arm.
  - Option B: Subway under the western arm of the existing A629 roundabout.
  - Option C: Pedestrian and cycle bridge over the western arm of the A629 roundabout.
- 5.130 The November 2020 public consultation saw 68% of respondents identify Option C – pedestrian and cycle bridge, as their preferred option.
- 5.131 The following interventions are proposed as the preferred option:
- A single arm five-meter-wide pedestrian and cycle bridge over the western arm of the A629 roundabout.

- Three-metre-wide shared use (pedestrians and cycling) footpath linking Steeton and Silsden, and to the wider cycling network through the Leeds Liverpool Canal towpath.

5.132 Bradford Metropolitan City Council will lead on the management and delivery of the scheme.

5.133 Currently no funding has been identified to deliver the scheme. Bradford Council intends to develop the scheme to a “shovel ready” project (FBC), so it will be ready for delivery once funding has been secured. Bradford Council is also currently exploring the potential to secure funding through the Levelling Up Fund.

5.134 A summary of the schemes business case and location map is included in **Appendix 8**.

### **Tackling the Climate Emergency Implications**

5.135 Based upon the information provided by Bradford Council, it is likely that there will be clean growth / climate change benefits through the reduction of greenhouse gas emissions because more people are encouraged to cycle or walk between Steeton and Silsden, rather than travel by car. The scheme will be appraised using the Combined Authority’s Carbon Assessment Tool once the tool has been developed

5.136 Steeton and Silsden are located 1.5 kilometres apart, well within the DfT’s recommended distances for both walking and cycling trips, with key trip attractors, such as retail, residential, health services existing in both settlements. The A629 and a lack of safe and accessible walking and cycling routes impacts on the number of people currently travelling on foot and by bike between the two towns. The scheme will provide safe and accessible walking and cycling routes which are expected to increase cycling and walking and reduce car journeys, an expectation supported by responses from the public consultation.

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

5.137 The scheme outputs and benefits include:

- Provision of 1.75 kilometre of shared use (pedestrians and cycling) cycle lanes
- Provision of a 0.45 kilometre of five-metre-wide pedestrian/cycle bridge over the western arm of the A629 roundabout junction.
- Remove the key barrier to cycling and walking between Steeton and Silsden by providing an A629 crossing that is 100% segregation from general traffic, creating a safer environment whilst not negatively impacting journey times for pedestrians and cyclists by more than 10 seconds.

- Make cycling and walking a natural and popular choice for local and short distance trips and deliver a 20% uplift in walking and a 50% uplift in cycling between Steeton and Silsden within five years of the scheme opening.
- Provide better access to facilities and services, such as Steeton and Silsden Station and Airedale Hospital, with a cycling and walking route between Steeton and Silsden that has 100% level access and is 90% segregated from general traffic.
- Reduce the number of cycling and walking accidents by 100% at the junction of the A629, Keighley Road and Station Road, and by 20% on Keighley Road and Station Road between Steeton and Silsden within one year of the scheme opening.
- Reduced greenhouse gas emissions and noise pollution as more journeys are made on foot or by bike rather than private vehicles that results in a 5% reduction in vehicle movements within five years of the scheme opening.

5.138 The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.

### **Risks**

5.139 The scheme risks include:

- The increased in car parking spaces at Steeton and Silsden Rail Station makes travel by car more desirable than cycling and walking. Mitigation - Proposed options increase desirability of cycling and walking, reducing the want to travel by car.
- Building on the floodplain. Mitigation - Understanding of the local floodplain and design options considered to mitigate any additional flooding impact.
- Planning application objections. Mitigation - Undertake regular and appropriate stakeholder engagement and address feedback received in a timely manner.
- Land requirement for options. Mitigation - Minimise need to build on private land and constrain design to council owned land.

### **Costs**

5.140 The scheme costs are:

- The current project cost for the scheme is £5.52 million.
- The scheme will be developed up to Full Business Case (FBC) stage only, using the £0.7 million from the Department for Transport's (DfT) Cycle City Ambition Grant 'top up'. At this stage funding to progress the scheme beyond FBC to delivery has not been identified, with options still being explored.

- On 9 November 2017 the Investment Committee gave decision point 2 (Strategic Outline Case) approval for spend up to £0.21 million to develop the Outline Business Case, of this £0.19 million has been spend to date.
- Costs to develop the FBC have been estimated at £0.6 million. As there is only £0.51 million of the £0.7 million Cycle City Ambition Grant 'top up' remaining, the funding gap of £0.09 million will be provided through s106 developer contributions held by Bradford Council.

5.141 Approval is sought at decision point 3 (OBC) for release of the remaining £0.49 million from the £0.7 million Cycle City Ambition Grant 'top up', to continue development up to FBC. If approved, the Combined Authority will need to enter into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council up to £0.7 million from the Cycle City Ambition Grant 'top up'.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Decision point 3 (outline business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Investment Committee	24/06/2021
Decision point 4 (full business case)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Managing Director	01/02/2022

### Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

### Project Responsibilities

<b>Senior Responsible Officer</b>	Richard Gelder, Bradford Council
<b>Project Manager</b>	Aaron Okorie, Bradford Council
<b>Combined Authority case officer</b>	David Powell, West Yorkshire Combined Authority



## **Appraisal Summary**

- 5.142 The Steeton and Silsden Crossing scheme has shown a clear strategic need exists to change the existing situation to make conditions more conducive for active travel modes between the settlements of Steeton and Silsden. This fits well with other current policies being delivered both nationally through Gear Change, and by the Combined Authority regarding cycling, walking, Zero Carbon Pathway work and addressing the Climate Emergency.
- 5.143 An excellent response was received to the proposals through the public consultation exercise undertaken in November 2020. Nearly 1,100 surveys were returned, showing the strong public demand for the scheme, with 94% rating current provision for walking and cycling as either 'poor' or 'very poor'. A clear preferred option was selected, as 68% of respondents supported the cycle footbridge option as their preferred solution.
- 5.144 Further work is required at FBC to ensure that LTN 1/20 guidance is adhered to when detailed design comes forward. This will make sure that best practice principals are being adhered to and is a stipulation of the incoming Active Travel England Commissioner for any cycling scheme.
- 5.145 The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.

## **Recommendations**

- 5.146 The Investment Committee approves that:
- (i) The CityConnect Steeton and Silsden Crossing scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case). The scheme will be developed up to Full Business Case stage only. At this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified, with options still being explored.
  - (ii) Development costs of £0.49 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £0.7 million.
  - (iii) The Combined Authority enters into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council for expenditure of up to £0.7 million from the Cycle City Ambition Grant 'top up' 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.

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

<b>Project Title</b>	<b>Leeds City Region Growth Service</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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

### **Background**

- 5.147 This scheme will deliver a dedicated, flexible business support service for the Leeds City Region's SMEs. The support will be delivered by a team of 20 FTE SME Growth Managers as a key component of the Leeds City Region Growth Service. The Growth Managers provide Information, Diagnosis and Brokerage (IDB) support to SMEs in Leeds City Region that are eligible for European Regional Development Fund (ERDF) support (this covers businesses with under 250 staff and excludes some sectors, such as retail and primary agriculture). The IDB role involves an initial meeting with an eligible SME to determine their business needs via the use of a diagnostic tool, and then brokering the SME to the most appropriate support to meet those needs on an ongoing basis. It can also include specialist one-to-many support related to key business topics.
- 5.148 The project will focus on business resilience by supporting the SMEs to undertake more holistic and longer-term financial planning that will enable them to address the challenges, and take advantage of any opportunities, arising from changing business environment. It will also focus on SMEs that are in larger supply chains and have suppliers of their own. Private sector support will be procured to develop a financial health check product that will be used to improve cash-flow and risk management.
- 5.149 This change request is required because of MHCLG's invitation to extend the delivery timescales of this scheme by 12 months from its original delivery end date of March 2022. As a result of this invitation, this scheme through this Change Request will secure additional funding of £1.062 million.
- 5.150 The objectives of the scheme are to:

- Support and facilitate the growth and sustainability of SMEs in Leeds City Region
- Put SMEs in stronger positions to identify, and plan effectively for, short to mid—term changes in the economic, regulatory, and legislative environment.
- Gather direct intelligence from SMEs on the main issues, challenges and opportunities facing them in the current climate.
- Support a number of SMEs to find sustainable, long-term solutions to their accommodation requirements.
- Develop a contemporary financial health product and successfully apply it for SMEs.
- Support SMEs to trade more successfully and sustainably within the national and international markets.

5.151 The scheme seeks approval of additional funding of £1.062 million, £0.531 million of which is funded by ERDF, £0.288 million is funded by BEIS and £0.242 million is funded by the Local Authority Delivery Partner councils. The funding from ERDF and Local Authority delivery partners is secured. However, the contribution from BEIS is reliant on the Autumn 2021 budget. In the interim it is recommended that this funding gap to be underwritten from other combined authority resources.

5.152 The Mayor and Chief Executives have been briefed on the role and impact of the Growth Managers and they are supportive.

### **Tackling the Climate Emergency Implications**

5.153 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 sustainable and active travel options for employees. Furthermore, where appropriate, businesses are also referred to the Leeds Enterprise Partnership's Resource Efficiency Business (ReBiz) programme to get support and advice with lowering energy usage, reducing water and waste costs, and minimise the impact on the environment by promoting recycling and reuse activities.

### **Outputs, benefits and inclusive growth implications**

- The SME's supported will improve their business resilience and, as a result, be in a stronger position to address future challenges and take advantage of future opportunities for growth. A significant proportion of the SMEs will receive support with property relocation / reconfiguration, which will make their futures more secure, sustainable, and productive.
- At a more macro level, the Leeds City Region will become stronger as a result of 690 of its SMEs becoming more resilient, sustainable, and

productive. This will enable them to strengthen their positions within national and international markets and continually introduce new products and processes.

- The Government's backing for the Growth Service is clear indication of it meeting national policy objectives in the field of business support, and that extends to the Growth Manager function. Partner Councils and the West Yorkshire Mayor are also supportive of the Growth Manager function.
- Existing clients will be referred to grant schemes to support productive investment and the provision of advice and consultancy on access to finance. The Investment Readiness project will be a key referral product and the Growth Manager's most common product-referral is to the LEPs Capital Grants programme.
- 290 SMEs to receive a minimum of 12 hours support, 954 SMEs to receive a minimum of 3 hours of Information, Diagnostic and Brokerage (IDB) support and 173 new jobs will be created.
- In the current economic climate, support for SMEs to recover from the impacts of the pandemic will be a priority e.g., support to pivot products and services through more effective use of digital technology.

## **Risks**

5.154 The scheme risks include:

- There is a risk that the BEIS funding may not be approved in the Autumn 2021 budget and Combined Authority may be required to provide match-funding from other combined authority resources. This risk is mitigated by communicating effectively with BEIS and through the strong assurances that the government is supportive of the successes previously achieved by the national Growth Hub Network.

## **Costs**

5.155 The scheme costs are:

- The scheme seeks approval of additional funding of £1.062 million, £0.531 million of which is funded by ERDF, £0.288 million is funded by BEIS and £0.242 million is funded by the Local Authority Delivery Partner councils. The funding from ERDF and Local Authority delivery partners is secured. However, the contribution from BEIS is reliant on the Autumn 2021 budget. In the interim it is recommended that this funding gap to be underwritten from other combined authority resources.
- The total scheme costs through this Change Request are £4.464 million which will be funded by £2.232 million ERDF and £2.232 million from BEIS Growth hub and Local Authority Delivery Partner funding.

## Assurance Pathway and Approval route

Assurance pathway	Approval route	Forecast approval date
Change Request	<b>Recommendation:</b> Investment Committee <b>Decision:</b> Combined Authority	24/06/2021
5 (delivery)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	31/03/2023
6 (financial closure)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	26/06/2023
7 (evaluation)	<b>Recommendation:</b> Combined Authority's Programme Appraisal Team <b>Decision:</b> Combined Authority's Director of Delivery	26/06/2023

## Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 6 months of those outlined in this report.</p>

## Project Responsibilities

<b>Senior Responsible Officer</b>	Henry Rigg, West Yorkshire Combined Authority
<b>Project Manager</b>	Jo Wilkinson, West Yorkshire Combined Authority
<b>Combined Authority case officer</b>	Namrata Chhabra, West Yorkshire Combined Authority

## Appraisal Summary

5.156 Based on the expansion of an existing successful programme, this proposal is closely aligned to the priorities of the Strategic Economic Framework.

5.157 There is a growing level of demand for the type of information, diagnosis and brokerage support proposed. Additional funding will result in additional benefits and outputs.

## **Recommendations**

5.158 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Growth Service Programme to extend the delivery timescales to March 2023 and formal acceptance of £1.062 million of additional funding and approval of Combined Authority's contribution of £0.802 million, including the interim underwriting of the BEIS contribution from other combined authority resources, pending the Autumn 2021 budget outcome.
- (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.

## **6 Tackling the Climate Emergency Implications**

6.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

## **7 Inclusive Growth Implications**

7.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

## **8 Equality and Diversity Implications**

8.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

## **9 Financial implications**

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

## **10 Legal implications**

10.1 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.

## **11 Staffing implications**

11.1 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.

## **12 External consultees**

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

### **13 Recommendations**

#### Net Zero Region Accelerator

13.1 The Investment Committee approves that:

- (i) The Net Zero Region Accelerator scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £0.8 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.8 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### Health Innovation Support

13.2 The Investment Committee approves that:

- (i) The Health Innovation Support scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £0.200 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.200 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### Entrepreneurship Package of Support

13.3 The Investment Committee approves that:

- (i) The Entrepreneurship Package of Support project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £6 million, funded from the Combined Authority's gainshare to fund the economic recovery, is given. The total scheme value is £6 million.

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

#### Housing Revenue Fund

13.4 The Investment Committee recommends to the Combined Authority that:

- (i) The Housing Revenue Fund programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
- (ii) Approval to the remainder of the Combined Authority's contribution of £2.95 million is given. The total scheme value is £3.2 million.
- (iii) Allocation of the £2.95 million of funding for the individual work packages is delegated to the Managing Director.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

#### TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme

13.5 The Investment Committee approves that:

- (i) The Skipton Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £7.631 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £7.831 million.
- (iii) Development costs of £0.934 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.360 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.360 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme

13.6 The Investment Committee approves that:



- (i) The TCF Harrogate Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £10.638 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £10.938 million.
- (iii) Development costs of £0.800 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.445 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.445 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### Steeton and Silsden Crossing

13.7 The Investment Committee approves that:

- (i) The CityConnect Steeton and Silsden Crossing scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case). The scheme will be developed up to Full Business Case stage only. At this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified, with options still being explored.
- (ii) Development costs of £0.49 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £0.7 million.
- (iii) The Combined Authority enters into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council for expenditure of up to £0.7 million from the Cycle City Ambition Grant 'top up' fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### Leeds City Region Growth Service

13.8 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Growth Service Programme to extend the delivery timescales to March 2023 and formal acceptance of £1.062 million of additional funding and approval of Combined Authority's contribution of £0.802 million, including the interim underwriting of the

BEIS contribution from other combined authority resources, pending the Autumn 2021 budget outcome.

- (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.

## **14 Background documents**

14.1 None as part of this report.

## **15 Appendices**

**Appendix 1** – Background to Assurance Framework

**Appendix 2** – Net Zero Region Accelerator - Business Case Summary

**Appendix 3** - Health Innovation Support - Business Case Summary

**Appendix 4** - Entrepreneurship Package of Support - Business Case Summary

**Appendix 5** – Housing Revenue Fund - Business Case Summary

**Appendix 6** - TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme - Business Case Summary

**Appendix 7** - TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme - Business Case Summary

**Appendix 8** - Steeton and Silsden Crossing - Business Case Summary



## Capital Spend and Project Approvals

### Appendix 1 - Assurance Framework

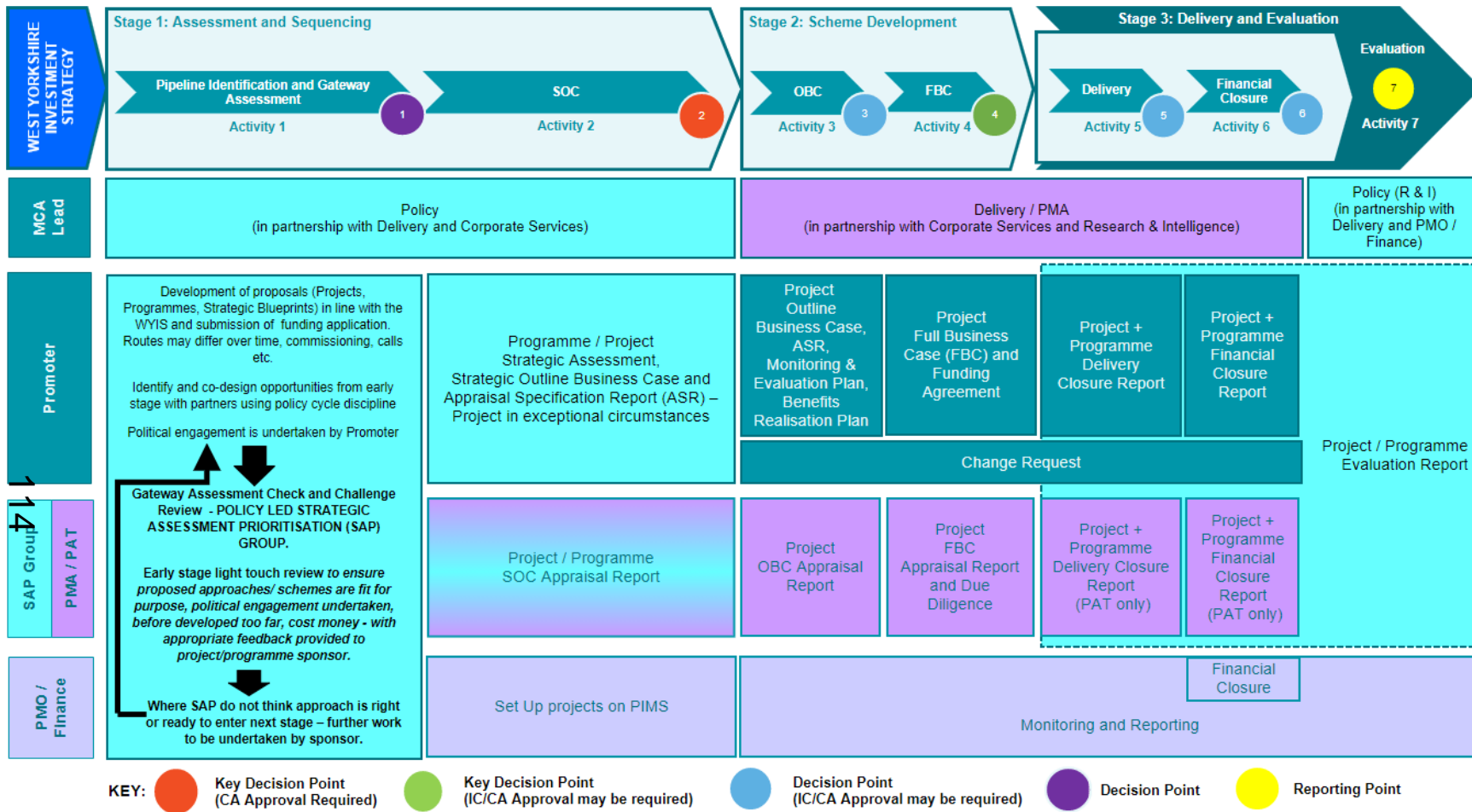
#### 1 Assurance Framework

- 1.1 The Combined Authority's 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 Leeds Enterprise Partnership (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 and government approved the updated Assurance Framework, which was implemented on 3 February 2021. Decision making remains the same in the new Assurance Framework, 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**

- 1.4 The new Assurance Process is set out below:

New



- 1.5 The new process includes the West Yorkshire Investment Strategy (WYIS) and removes the Full Business Case with finalised costs (FBC+) stage. There are no other significant changes from the previous process, and there will be little effect on the Combined Authority's existing funding programmes and projects.
- 1.6 The process still retains the same flexibility, 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 Investment Committee (IC), Managing Director (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.
- 1.7 Activity 3 (OBC) and Activity 4 (FBC) remain however, the FBC+ (or previous Activity 5) is not now required. Instead, at FBC (Decision Point 4), PAT sets conditions that must be met before full approval of funding is given and the project has Approval to Proceed to Delivery (Activity 5).
- 1.8 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.
- 1.9 At Decision Point 5 a Delivery Closure Report is required, which is substantially the same as the previous draft project closure report.
- 1.10 At Activity 6 a Financial Closure Report is needed. This is the period when defects are made good and final accounts are agreed.
- 1.11 Activity 7 Evaluation will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point not a decision point and takes place when the programme (or project in some circumstances), is completed. It includes an evaluation of the benefits, outcomes and economic impact compared to the overall programme objectives set out in the SOC. Insights and learning from the 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.

### **4 Transition**

- 4.1 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 government. Schemes progressing under the previous process will be highlighted in the report.

### Section A: Scheme Summary

<b>Name of Scheme:</b>	<b>Net Zero Region Accelerator (NZRA)</b>
<b>Location of Scheme:</b>	<b>West Yorkshire</b>
<b>PMA Scheme Code:</b>	SIF-WYCA-001
<b>Lead Organisation:</b>	West Yorkshire Combined Authority
<b>Senior Responsible Officer:</b>	Ian Smyth, West Yorkshire Combined Authority
<b>Lead Promoter Contact:</b>	Daniel Barrett, West Yorkshire Combined Authority
<b>Combined Authority Lead/ Programme Manager:</b>	Daniel Barrett, West Yorkshire Combined Authority Programme Manager (TBC), West Yorkshire Combined Authority
<b>Case Officer:</b>	Helen Feltrup, West Yorkshire Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Combined Authority's gainshare to fund the economic recovery.
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable
<b>Combined Authority approvals to date:</b>	On 9 March 2021, the Combined Authority gave its support "in principle" for this project, (one of three projects, sharing no more than £7 million revenue funding from the Combined Authority's gainshare to fund the economic recovery) and delegated the approval of the scheme to the Investment Committee.
<b>Forecasted Full Approval Date (Decision Point 4):</b>	8 June 2021  (Please note – the scheme is seeking decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) approval at the same time so work can commence on activity 5 (Delivery).
<b>Forecasted Completion Date (Decision Point 5):</b>	Forecasted completion date for the programme is expected by March 2024, at which point the programme will progress directly to decision point 7. Individual projects developed as part of the programme will have their own completion date determined by the programme board.
<b>Total Scheme Cost for the preferred way forward (£):</b>	£0.8 million
<b>WYCA Funding (£):</b>	£0.8 million from the Combined Authority's gainshare to fund the economic recovery.
<b>Total other public sector investment (£):</b>	£0.00
<b>Total other private sector investment (£):</b>	£0.00

<b>Is this a standalone Project?</b>	No. This is a programme comprising multiple projects.
<b>Is this a Programme?</b>	Yes, Net Zero Region Accelerator is a programme.
<b>Is this Project part of an agreed Programme?</b>	Net Zero Region Accelerator is a programme comprising multiple projects

<b>A.1</b>	<b>Scheme Description</b>
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The scheme will influence the achievement of a net-zero carbon West Yorkshire by 2038, and the economic recovery post COVID-19. The scheme will run up to March 2024 and is seeking approval for £0.8 million, to fund up to four new posts in the Combined Authority to deliver the programme, provide a revenue budget for research, evidence gathering and specialist external services that support programme delivery, and develop a list of projects to a point where they can be delivered, subject to further investment being secured.

Phase one of the programme will focus on developing projects related to the decarbonisation of transport and buildings as the two sectors with the highest carbon emissions in the region and in addition critical nature recovery and resilience activities.

The outcomes of the scheme are to boost green jobs, restore nature, tackle air pollution and the climate emergency.

An investment prospectus will also be created, available online and in hard copy format, to showcase the region's investment ready projects to potential banks, lenders, investors, insurers, funding agencies, UK government and public and private decision makers. A high-level version of the prospectus will be produced for the 26th United Nations Climate Change Conference (COP26), which is scheduled to take place in Glasgow in November 2021.

The prospectus gives the Combined Authority the opportunity to showcase the region's work to tackle the climate emergency and present low carbon investment opportunities to a global audience including heads of state and climate experts.

Without the prospectus, the Combined Authority's ability to respond to, and make the case for, government funding opportunities, and attract investor interest in the region's net zero commitment and plans, will be affected. This will impact on the region's economic recovery and its ability to meet the 2038 net zero carbon target.

<b>A.2</b>	<b>Business Case Summary</b>
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<b>Strategic Case</b>
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The Combined Authority declared a climate emergency in July 2019 and has strengthened its ambition to be net-zero carbon by 2038, with significant progress by 2030. Net-zero carbon refers to the balance between the amount of carbon dioxide produced and the amount removed from the atmosphere. The region reaches net-zero carbon when the amount added is no more than the amount taken away.

The Combined Authority has published a series of West Yorkshire Carbon Emission Reduction Pathways demonstrating how the net-zero target could be achieved. The pathways show that a significant increase in ambition, scale and investment is needed to achieve the target.

A sustainable environment is also one of two central goals of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to COVID-19, with recent research showing that the low carbon and renewable energy economy has significant potential for job creation. In West Yorkshire this could mean as many as 42,000 people employed in the sector by 2030, rising to over 71,000 in 2050.

The scheme also contributes to the Combined Authority's net-zero carbon proposition to Government, which commits to developing a pipeline of net zero projects that can support the other asks around energy efficiency, nature recovery, net zero skills and business support.



Overall, the scheme will make a positive contribution to the delivery of the Strategic Economic Framework (SEF) across its four priorities but is most strongly aligned with the priority to tackle the climate emergency, as it will develop projects that directly achieve emission reductions.

Not having a pipeline of investment ready zero carbon and nature recovery projects is holding the region back from securing the required funding and investments to deliver its net-zero 2038 target. A pipeline of projects is a useful and important asset to show the different types of investment available in the region, but also to demonstrate a coordinated, strategic approach to meeting net-zero carbon.

### **Economic Case**

The Combined Authority can put itself in a better position to increase investment in the region, to tackle the climate and ecological emergency and support economic recovery, by developing and delivering a sustainable programme of investment and funding ready projects.

To date the lack of capacity and dedicated support, via a programme, to build a pipeline and prepare a prospectus, outlining the opportunities for investment, has limited the Combined Authority's ability to increase the level of green investment in the region.

Several areas in the UK will be using investment prospectuses to show the zero carbon and nature recovery investment opportunities in their areas. The Combined Authority needs to develop its own prospectus, so it can act quickly, bid for funding, and highlight to investors and banks the opportunities within the region, so the investment is not made elsewhere in the UK.

### **Commercial Case**

The Combined Authority's Energy Accelerator programme (ending August 2021) demonstrates that by offering public sector support and funding for low-carbon projects it is commercially viable to secure up to £100 million worth of capital investments. This level of green investment is critical to becoming a net zero carbon region by 2038.

The pipeline will be sustainable because as projects secure investment and funding, a contribution of that investment will be retained and used by the Combined Authority to regenerate the prospectus offer and pipeline of projects.

### **Financial Case**

The Combined Authority has already given an agreement in principle for this scheme and two others to share no more than £7 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery. This scheme is seeking approval for £0.8 million to fund up to four posts in the Combined Authority to run the programme, provide a revenue budget for programme delivery, and create an investment prospectus.

All posts are fixed term until March 2024 and are subject to a job evaluation exercise and approval by the Combined Authority's senior leadership team.

### **Management Case**

Programme management will be provided by the Energy and Environment Unit, Place Cluster, Policy and Development Directorate.

There will be collaborative working between the Policy and Development, Strategy and Performance and Delivery Directorates to ensure the priorities of the Strategic Economic Framework for West Yorkshire, in particular tackling the climate emergency, are delivered.

A Combined Authority led programme board will be established, including colleagues from policy and development and delivery directorate, local authorities, business, academic and third sector representatives. The board will meet every three months to make decisions, be updated monthly by the programme manager and be asked to make decisions out of meeting as required.

The Combined Authority and local authorities have the relevant experience and expertise to deliver a programme of this type, gained from the delivering the Energy Accelerator programme and other green economy schemes.

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## Section A: Scheme Summary

<b>Name of Scheme:</b>	<b>Health Innovation Support</b>
<b>Location of Scheme:</b>	<b>Leeds City Region</b>
<b>PMA Scheme Code:</b>	SIF-WYCA-002
<b>Lead Organisation:</b>	West Yorkshire Combined Authority
<b>Senior Responsible Officer:</b>	Liz Hunter, West Yorkshire Combined Authority
<b>Lead Promoter Contact:</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Combined Authority Lead/ Programme Manager:</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Case Officer:</b>	Helen Feltrup, West Yorkshire Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Single Investment Fund (Combined Authority's 2020-21 gainshare allocation).
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable
<b>Combined Authority approvals to date:</b>	On 9 March 2021, the Combined Authority gave its support “in principle” for this project, (one of three projects, sharing no more than £7 million revenue funding from the Combined Authority’s gainshare to fund the economic recovery) and delegated the approval of the scheme to the Investment Committee.
<b>Forecasted Full Approval Date (Decision Point 4):</b>	8 June 2021  (Please note – the scheme is seeking point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) approval at the same time so work can commence on activity 5 (Delivery).
<b>Forecasted Completion Date (Decision Point 5):</b>	2024 (exact date is dependent on when the postholder starts)
<b>Total Scheme Cost for the preferred way forward (£):</b>	£0.200 million
<b>WYCA Funding (£):</b>	£0.200 million from the Combined Authority’s gainshare to fund the economic recovery.
<b>Total other public sector investment (£):</b>	£0.00
<b>Total other private sector investment (£):</b>	£0.00
<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 – this project is part of the West Yorkshire Economic Recovery Plan.

<b>A.1</b>	<b>Scheme Description</b>
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This scheme is seeking approval for £0.200 million of revenue funding to fund a dedicated post for three years, to support increased collaboration between stakeholders, innovators, and national and regional facilities in the health technology sector, creating a virtual “healthtech cluster”. The postholder will be employed by the Combined Authority.

The Regional Healthtech Lead post, will provide a dedicated regional healthtech resource, helping to join up partners, working through the Leeds City Region Healthtech Leadership Group, identifying innovation opportunities, and coordinating with partners.

The postholder will have an overview of the whole healthtech innovation process from the discovery of a new health innovation technology, its development and then rolling it out across the region’s health and care systems, for example the NHS and Social Care sector. The job role will focus on getting the new technologies into the health and care system and will work closely with the Integrated Care System, which are partnerships between organisations that meet health and care needs across an area; to identify needs and opportunities for innovation.

The postholder will also develop a pipeline of future investable propositions with partners, and act as coordinator/ leader of health innovation in the region.

<b>A.2</b>	<b>Business Case Summary</b>
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<b>Strategic Case</b>
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The COVID-19 pandemic has highlighted the need and desire to tackle health and economic inequalities. Health outcomes and economic performance are linked, and this link forms a central part of the West Yorkshire Economic Recovery Plan, in response to COVID-19. The Health Innovation Support scheme is part of the Plan.

The Combined Authority’s Economic Recovery Plan Health Innovation Proposition, submitted to government, sets out the unparalleled assets that the City Region has, on which to build a recovery based on health tech innovation. The proposition is seeking significant government investment of £60 million, to invest in activities in the region to drive innovation and get new technologies into the health and care systems, for example the NHS and Social Care sector. Investing in this scheme is critical to lay the foundations for any future investment. Health innovation has also been identified as the key priority in the development of the Local Industrial Strategy and Innovation Framework.

Leeds City Region has the opportunity to become the leading healthtech cluster nationally and globally. Other healthtech clusters have been or will be set up elsewhere in the UK. The City Region must act now to use its strengths before other clusters take the lead and investment goes elsewhere.

A range of existing activities and projects are being developed across the region, but without overarching regional coordination or a shared vision for healthtech, the scope of each organisation is unclear organisation plays in discovering a new health innovation technology, developing it, and then getting it used in the region’s health and care system.

The healthtech sector faces post COVID-19 challenges and in the City Region this is more of a challenge because of the number of micro businesses and SMEs which struggle to access finance, expertise, talent and do not know where to go for innovation support. The healthtech sector is complex and getting new products to market is not easy. A unified and collaborative approach is needed by all sectors to overcome the barriers.

This scheme is therefore seeking funding for a dedicated member of staff to bring coordination and leadership for the entire journey; from the discovery of an innovative technology through to it being used in the NHS, care homes and other health and care settings. The postholder will also bring together the local and regional health innovation offer to develop the healthtech cluster, grow the business base and work with partners.

### **Economic Case**

Globally, the healthtech market is forecast to grow to \$613 billion by 2025. This is being driven by factors such as growing and ageing populations, the rise in levels of obesity and chronic illness, technological developments, and an increasing demand for medical devices.

UK turnover in the healthtech sector is also growing fast but strategic intervention and support is needed, strengthened by a more dynamic partnership between the NHS, industry, universities, the third sector and the government.

This scheme will initiate work, which will support longer term ambitions to drive health innovation in the region, as part of the £60 million proposal put to government as part of the West Yorkshire Economic Recovery Plan Health Innovation Proposition. The Combined Authority recognises the opportunities that healthtech presents and investment now, prior to any potential government funding, gives an indication to government of the region's commitment to investing in healthtech.

### **Commercial Case**

Globally, the healthtech market is forecast to grow to \$613 billion by 2025. UK turnover in the healthtech sector is also growing fast but strategic intervention and support is needed, strengthened by a more dynamic partnership between the NHS, industry, universities, the third sector and the government.

### **Financial Case**

The scheme will be funded from the Combined Authority's gainshare to fund the economic recovery.

On 9 March 2021, the Combined Authority gave its support "in principle" for this scheme and two others to share no more than £7 million revenue funding.

The £0.200 million will fund a dedicated resource, within the Combined Authority, for three years.

The three- year period will start on the date the postholder starts working for the Combined Authority.

### **Management Case**

The Regional Healthtech Lead post will be employed by the Combined Authority and subject to the organisation's employment policies. The Combined Authority's Head of Innovation and Digital and Head of Economic Policy will oversee the work and the post holder will report into the Business Innovation and Growth Panel.

Key stakeholders have been identified and are part of the established Leeds City Region Healthtech Leadership Group, which will provide expert input to support the scheme. Responsibility for the Regional Healthtech Lead post and decision-making will lie with the Combined Authority's Business Investment and Growth Panel.

A virtual team of partners, including the Academic and Health Science Network, West Yorkshire Integrated Care System, Leeds Academic Health Partnership, local authorities, and local universities will form a "healthtech cluster."

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## Section A: Scheme Summary

<b>Name of Scheme:</b>	Entrepreneurship Package of Support
<b>Location of Scheme:</b>	West Yorkshire
<b>PMA Scheme Code:</b>	SIF-WYCA-003
<b>Lead Organisation:</b>	West Yorkshire Combined Authority
<b>Senior Responsible Officer:</b>	Liz Hunter, West Yorkshire Combined Authority
<b>Lead Promoter Contact:</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Combined Authority Lead/ Programme Manager:</b>	Sarah Bowes, West Yorkshire Combined Authority
<b>Case Officer:</b>	Mary Innes, West Yorkshire Combined Authority
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Grant
<b>Growth Fund Priority Area (if applicable):</b>	n/a
<b>Combined Authority approvals to date:</b>	Combined Authority approval on 9 March 2021, to support in principle this programme and delegate to the Investment Committee the approval for these projects/programmes, totalling no more than the £7 million revenue that remains unallocated from Combined Authority's gainshare to fund the economic recovery is given.
<b>Forecasted Full Approval Date (Decision Point 4):</b>	8 June 2021
<b>Forecasted Completion Date (Decision Point 5):</b>	2024 (exact date dependent on when delivery can start in 2021)
<b>Total Scheme Cost for the preferred way forward (£):</b>	£6 million
<b>WYCA Funding (£):</b>	Combined Authority's gainshare to fund the economic recovery
<b>Total other public sector investment (£):</b>	n/a
<b>Total other private sector investment (£):</b>	n/a
<b>Is this a standalone Project?</b>	Yes, although the scheme is part of the package of Combined Authority's Economic Recovery Plan interventions.
<b>Is this a Programme?</b>	Yes

Is this Project part of an agreed Programme?

Yes: Economic Recovery Plan programme

A.1

## Scheme Description

The Entrepreneurship Package of Support (EPS) aims to create jobs and support a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities set out in the West Yorkshire Economic Recovery Plan.

The EPS will encourage individuals from diverse communities across West Yorkshire to explore establishing their own enterprise and providing the right opportunity and support if they decide to do so - leading to the creation of new businesses and jobs. The proposal builds on experience and best practice from similar programmes delivered by the Combined Authority and would be integrated with existing support in the region to offer a genuine 'ladder of enterprise support' for all potential entrepreneurs, no matter where they are on their journeys or what type of new venture they plan to start. The three schemes within the EPS for additional support result from a multi-stakeholder workshop, and these have been further reinforced at discussions at the Combined Authority's Economic Recovery Board, the Leeds Enterprise Partnership Board and the Business Innovation and Growth Advisory Panel.

There are three elements to the Entrepreneurship package of support which have been designed to develop a ladder of enterprise support from initial ideas through to practical support – to deliver the ambitions as set out in the Economic Recovery Plan.

**Workstream 1** will aim to create the appetite and interest from individuals to consider enterprise as a career. Individuals, through this (and other provision in the region) will then be supported through to either **Workstream 2** (general start-up support) or **Workstream 3** (start-ups with high growth potential) or helped to access alternative employment support if they decide not to continue to establish an enterprise.

A.2

## Business Case Summary

### Strategic Case

The programme will play a major role in delivering the Economic Recovery Plan for West Yorkshire and will also align with planned investments to rejuvenate and reinvigorate town and district centres, including through the re-starting of businesses and the use of vacant buildings for commercial use.

The Entrepreneurship package of support will build on the track record of current business start-up and enterprise programmes, working closely with other services and products to support business start-ups.

The gap in start-up support is a particular issue in West Yorkshire. There is a high proportion of people contacting the Business Support Gateway (40% increase in start-up enquiries in 2020 compared to 2019), and partner organisations, such as the Chambers of Commerce and the Prince's Trust, seeking practical advice and support for business ideas or early-stage start-ups. In other parts of the country, this kind of support is available including via the European Union (European Social Fund (ESF) and European Regional Development Fund (ERDF)) funded programmes.

This programme is needed to promote and support enterprise as a career choice for people of all backgrounds and ages, including:

- Young people
- Adults looking to change direction
- People employed in sectors undergoing structural change
- Those under-employed
- Those who have been furloughed, made redundant or are at risk of redundancy.



### **Economic Case**

There is currently limited support available in the region to attract and support a diverse range of individuals to establish a business. The package set out, will add value to the existing offer and will contribute to the region's economic recovery ambitions.

Leeds City Region has a relatively low business density relative to head of population. The size profile of local enterprises is similar to the national average with nine out of 10 businesses being micro in size (0-9 employees). Underrepresented groups face additional barriers to starting up a new business, the EPS will aim to address these barriers.

During the pandemic the Combined Authority's Growth Service identified a significant increase in the number of enquiries around starting a business. There is a current – pressing – opportunity to capitalise on both this existing interest in enterprise and attract new individuals to consider enterprise as a career choice.

### **Commercial Case**

The programme will be delivered via a mixed model of public, private, and voluntary sector organisations. The elements of the service that are most suited to delivery by the private or third sector will be procured in accordance with the Combined Authority's procurement policy. Value for money will be a key consideration in the procurement of all delivery partners and activities, particularly the costs related to people and businesses supported.

A further consideration will be ensuring that as much of the available funding is allocated to direct delivery and support for the entrepreneurs. Added value beyond the contracted outputs will also be a key consideration driving the commercial case, for example, lasting benefits to individuals, businesses and communities beyond the support delivered, and impact on the region's economic recovery including growing quality jobs/employment.

### **Financial Case**

The financial breakdown of the programme has been informed by experience of delivering similar services within West Yorkshire and across the country. This includes overhead / management costs remaining below 10% to allow for as much direct delivery to individuals and enterprises as possible. All programme outputs and outcomes have been costed in consideration of best practice and value for money related to enterprise support programmes of this nature.

The scheme will cost £6 million which is sought from the Combined Authority's gainshare to fund the economic recovery

### **Management Case**

The Combined Authority will procure, and contract manage the workstreams, convening regional partners through a Steering Group to oversee the programmes and delivery.

Local authority partners will support the design of specification, evaluation panel and steering group overseeing delivery. Local authorities will recruit, and line manage start-up growth managers which will support the reach into local communities and local need.

Contracted delivery partners will deliver the three workstreams following their procurement which will be signed off by the senior responsible officer. Monitoring of outputs will be overseen by the contract manager, the steering group and ultimately the Combined Authority's Business Innovation and Growth (BIG) Panel. The programme will also be subject to any monitoring as part of gainshare funding requirements.

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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Housing Revenue Fund</b>
<b>PMO scheme code:</b>	HRF-WYCA-001
<b>Lead organisation:</b>	West Yorkshire Combined Authority
<b>Senior responsible officer:</b>	Ian Smyth, West Yorkshire Combined Authority
<b>Lead promoter contact:</b>	Rebecca Greenwood, West Yorkshire Combined Authority
<b>Case officer:</b>	Heather Briggs, West Yorkshire Combined Authority

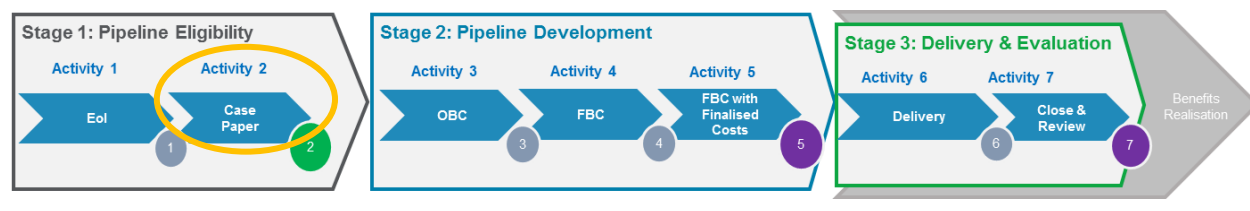
<b>Applicable funding stream(s) – Grant or Loan:</b>	Housing Revenue Fund
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable

<b>Approvals to date:</b>	No approvals to date
<b>Forecasted full approval date (decision point 5):</b>	Not applicable
<b>Forecasted completion date (decision point 7):</b>	August 2022

<b>Total scheme cost (£):</b>	£3.2 million
<b>Combined Authority funding (£):</b>	£3.2 million
<b>Total other public sector investment (£):</b>	Not applicable
<b>Total other private sector investment (£):</b>	Not applicable

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

**Current Assurance Process Activity:**



**Scheme Description:**

The Combined Authority was allocated £3.2 million of revenue funding, as part of the West Yorkshire Devolution Deal, to carry out pre-development work at housing sites, to create a list of viable sites ready for investment. The funding was allocated by government to overcome the challenges housing development faces because of a lack of resources to carry out pre-development work.

The funding will be used to recruit two new posts within the Combined Authority to lead on the programme and develop the list of projects, known as the West Yorkshire Strategic Housing Pipeline. The post holders will undertake feasibility works, using relevant technical support, including site investigation and ground surveys.

The pipeline, currently has 74 sites across the region, made up of sites and clusters of sites that are most closely related to the Strategic Economic Framework priorities. The programme will work with the highest scoring 20 sites to create viable housing schemes.

The aims of this programme are to:

- Support detailed technical advice at a project level to test the deliverability of pipeline projects.
- To increase capacity and resource at a Local Authority level, focussed on pipeline development activity. This will be through a mixture of recruitment and consultancy.
- To scope and establish a regional resource and expertise to support the Combined Authority to move towards taking a more proactive role in housing delivery across the region.

**Business Case Summary:**

**Strategic Case**

The Housing Revenue Fund programme will support the development of projects within the West Yorkshire Strategic Housing Pipeline that have been identified and prioritised based on their fit with the Strategic Economic Framework objectives. This is in addition to supporting the wider objectives of the policies and priorities adopted by the Combined Authority.

The purpose of the revenue funding is mainly to support projects get to an 'investment ready' position, so robust business cases can be developed so projects can enter suitable capital funding programmes and secure investment. The funding will be used to test the deliverability of schemes.

	<p>There is acknowledgement that some current pipeline projects need some level of public sector intervention to move forward. However, due to a lack of resources, it is not known what work needs to happen to make the sites viable to build on, so sites may miss investment opportunities.</p> <p>The programme will provide the resources and increase capacity to build an evidence base across strategic sites, so they can become investment ready. The programme will also test deliverability at sites and explore the barriers which could impact on building houses and improve understanding of market failure, and why public sector intervention is needed at some sites.</p>
<b>Commercial Case</b>	<p>The Combined Authority and Local Authorities have recent and relevant experience in managing the types of projects that are likely to be part of the programme. There has been a competitive tendering process via the Homes England multi-disciplinary framework to procure consultancy support to develop the programme and fulfil the work packages likely to come forward. There is also sufficient demand for housing across the West Yorkshire region that demonstrates the case for housing growth supported by the programme.</p>
<b>Economic Case</b>	<p>The programme shortlist is not compiled in the 'typical' way for capital programmes as it will not have the number of houses built, as an output. Instead, the programme will fund pre-development work including ground and site surveys at housing sites, to test whether the site is viable for housing. Deliverability tests are unable to be applied to short lists and a full assessment of benefit to cost and scheme viability are not suitable tools to be applied for this programme shortlist.</p>
<b>Financial Case</b>	<p>The total programme cost of £3.2 million of revenue funding which has been secured as part of the Devolution Deal.</p>
<b>Management Case</b>	<p>Programme management will be provided by the Combined Authority and a programme board established.</p>

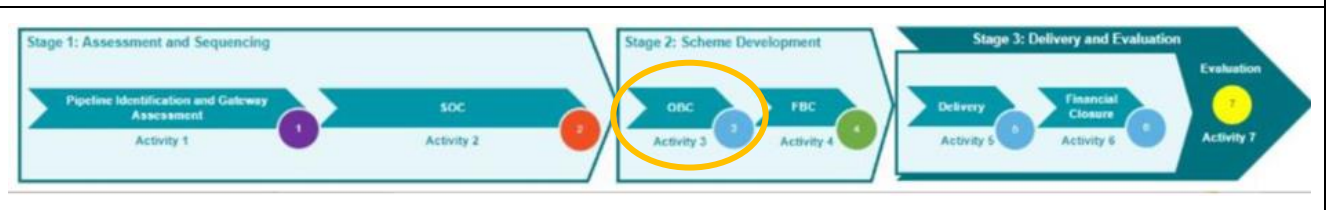
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## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>TCF Skipton Railway Station Gateway - Active Travel Improvement Scheme</b>
<b>PMO scheme code:</b>	DFT-TCF-020
<b>Lead organisation:</b>	North Yorkshire County Council
<b>Senior responsible officer:</b>	Barrie Mason, North Yorkshire County Council
<b>Lead promoter contact:</b>	Aidan Rayner, North Yorkshire County Council
<b>Case officer:</b>	Marina Triampela, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 – Infrastructure for Growth
<b>Approvals to date:</b>	Combined Authority decision point 2 approval (Strategic Outline Case) on 25 June 2020
<b>Forecasted full approval date (decision point 5):</b>	29 March 2022
<b>Forecasted completion date (decision point 6):</b>	30 June 2023
<b>Total scheme cost (£):</b>	£7.831 million
<b>Combined Authority funding (£):</b>	£7.631 million
<b>Total other public sector investment (£):</b>	£0.200 million comprising £0.100 million from North Yorkshire County Council and £0.100 million from Craven District Council
<b>Total other private sector investment (£):</b>	£0.00
<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>	Transforming Cities Fund (TCF)



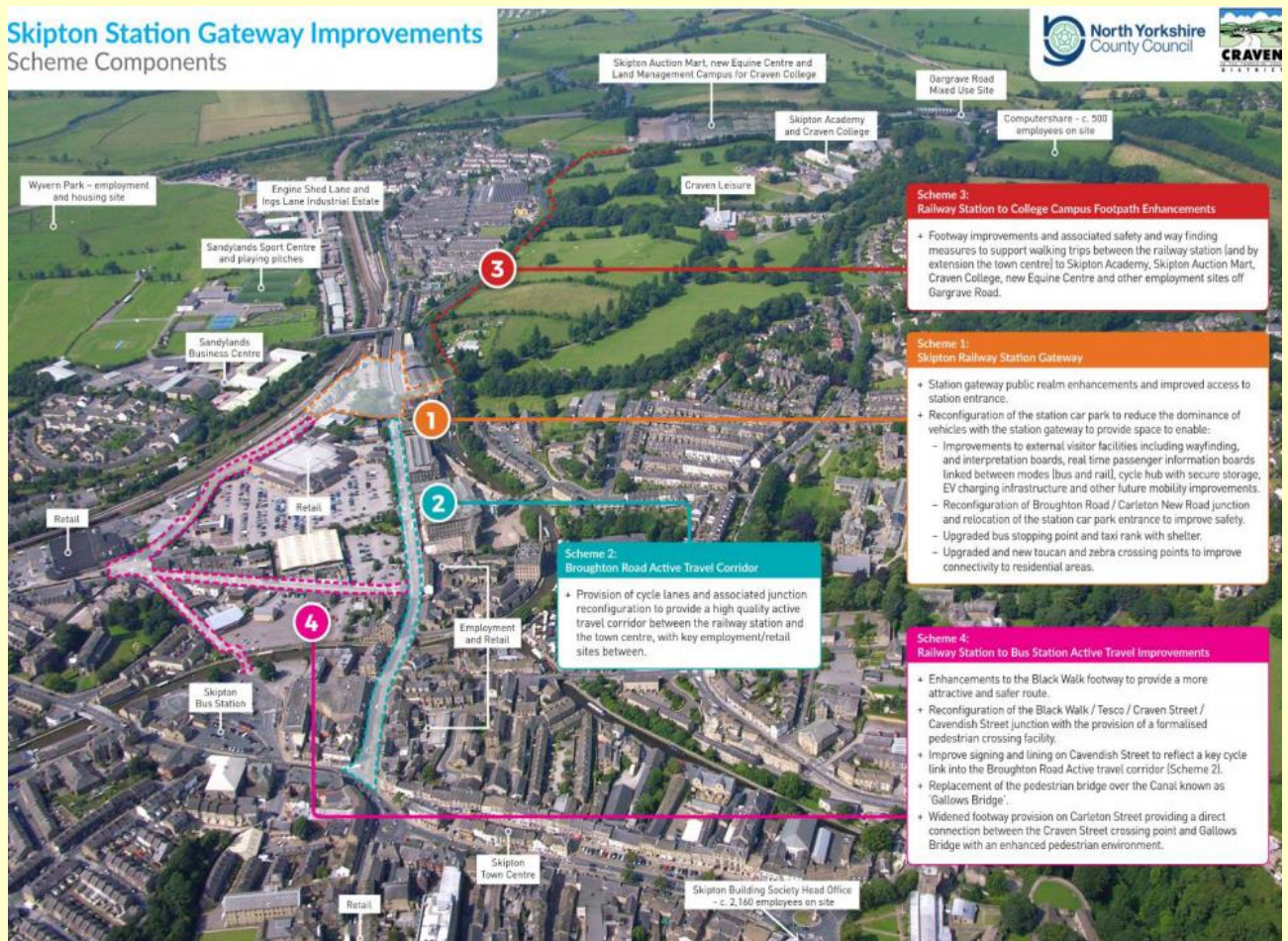
## Current Assurance Process Activity:



## Scheme Description:

The scheme will establish Skipton Rail Station as a sustainable travel hub, at the heart of the town and the wider Craven District, improving links and access between the town centre, station gateway and new housing and employment developments. The package of improvements will encourage more people to use more sustainable transport modes (cycling, walking, rail, and bus) instead of private vehicles and will improve access to employment and education opportunities within Craven District and across the wider Leeds City Region.

The scheme consists of four complementary elements in the Skipton Railway Station Gateway area, shown below.



### 1. Skipton Railway Station Gateway:

- a new plaza with planting, lighting, and seating



- new cycle storage facilities at the rail station; widened footpaths, two-way cycle lane and new pedestrian / cycle crossing on Broughton Road linking the rail station to the town centre and Aireville Park
- Reconfiguration of the existing car park, with the number of parking spaces remaining the same and the installation of five electric vehicle (EV) charging points
- Proposed provision for drop off/coach/bus parking and disabled parking.

## 2. Broughton Road Active Travel Corridor:

- A new two-way cycle-route along Broughton Road and one-way segregated cycle lanes on both sides at the section between Belmont Bridge and the junction of Keighley Road and Swadford Street
- The realignment of the roundabout at Broughton Road / Morrisons to allow for a new cycle-route
- New pedestrian / cycling crossing to the east of Broughton Road / Brewery Lane's junction, upgraded signal-controlled crossing on Swadford Street and raised pedestrian crossings at side roads to slow down vehicles.

## 3. Skipton Railway Station to College Campus Footpath Enhancements: Skipton

- Re-surfacing and widening of 1.1 kilometres of existing public footpath between Skipton Railway Station, Craven Auction Mart, and Craven College Campus
- New 300 metre footpath connecting the canal footpath to Craven Leisure Centre; Signage and other safety measures, and new seating.

## 4. Skipton Railway Station to Skipton Bus Station Active Travel Improvements

- Improvement works to Gallows Bridge to address known issues with the Bridge where uneven steps create a slip and fall hazard, as well as concerns over corrosion to the underside of the decking and severely corroded steel elements.
- New pedestrian crossing at Cross St/Gas St junction; one way system for motor traffic on Carleton Street (westbound only); Parking on the north side of Carleton St to be removed.
- Reconfiguration of the Black Walk / Tesco / Craven Street junction; provision of new signalised crossing on Craven Street between Carleton Street and Craven Mews.
- Enhancements to Black Walk to provide a safer and attractive pedestrian route between the railway station, the bus station, and the town centre.

### Business Case Summary:

#### Strategic Case

The scheme has the ultimate aim of making Skipton Railway Station the heart of the town and the wider Craven district. The scheme will improve links and access between the town centre, rail station and new future housing and employment developments, with the station becoming a central sustainable travel 'hub'.

The package of interventions will encourage more people to travel by cycling and walking, bus, and rail, instead of private vehicles, in line with local and national targets to decarbonise the transport system.

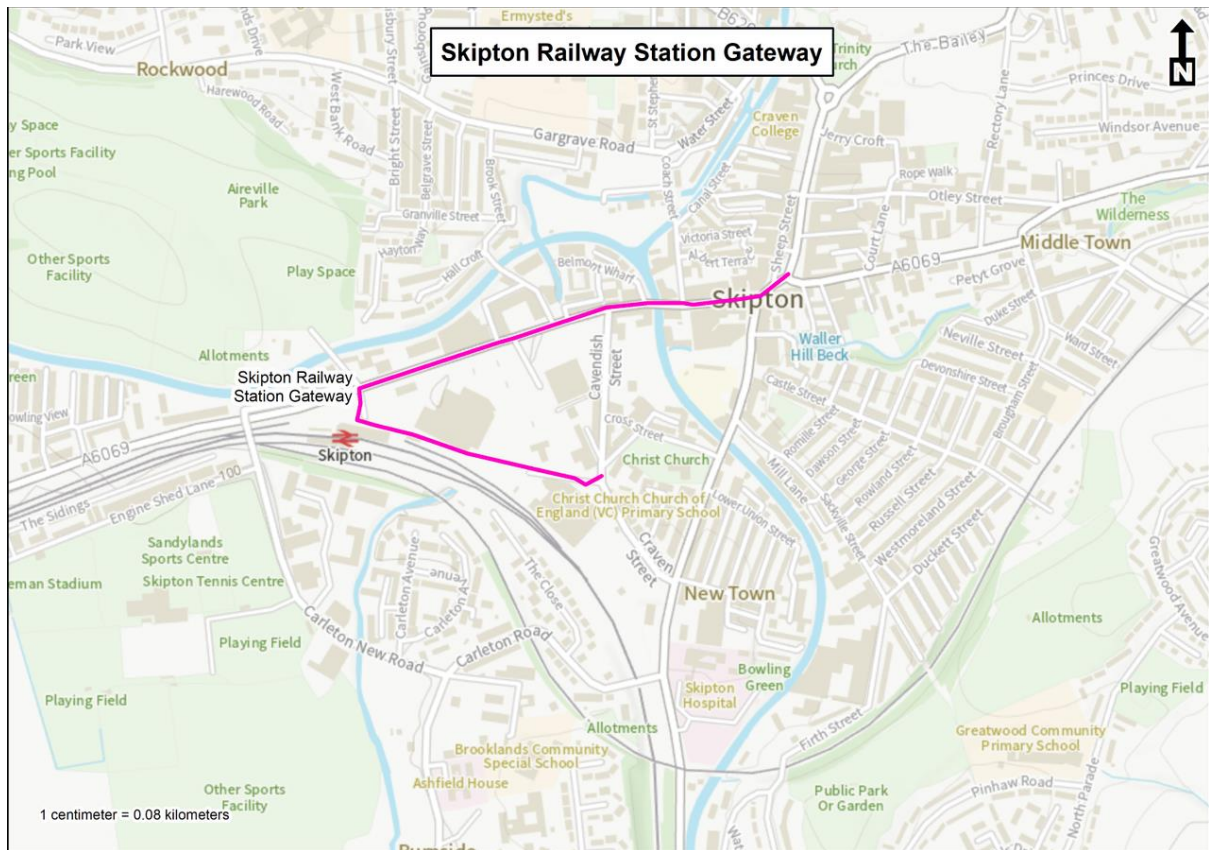
The scheme will improve the appearance of the rail station, by improving public spaces (public realm) and will improve access and connectivity, so it is easier for people to get around the town centre and to and from the rail station. The proposals will help to deliver healthy streets in

	<p>Skipton Town Centre, through easy to access, welcoming public spaces and will unlock and support growth within the town.</p> <p>The scheme will contribute towards 'levelling up' the region, which is a key element of the UK's National Infrastructure Strategy and the Combined Authority's Strategic Economic Framework, both of which place emphasis on investment in places that may not have previously been invested in, strengthening Skipton and the wider Leeds City Region's reputation as a place to live and invest.</p>
<b>Commercial Case</b>	<p>Skipton Railway Station is a strategically important transport gateway and will provide access to the HS2 Hub in Leeds and the proposed Northern Powerhouse Rail station in Bradford, thereby playing a key role in the wider Northern Powerhouse agenda, delivering connectivity improvements, and supporting wider regional level economic growth and diversification.</p> <p>This scheme will deliver improvements to enable the station to handle a significant increase in passenger numbers, predicted in the future. Travel links will be improved locally and for cross boundary commuting trips, so more people are encouraged to use sustainable travel modes (cycling, walking, bus, and rail) rather than private vehicles. The scheme will also improve the appearance of the station and gateway area making it a more attractive and welcoming place.</p> <p>The scheme aligns with the Combined Authority's connectivity priority of developing the infrastructure and services required to support the construction and opening of HS2 in the Leeds City Region ahead of 2033. Ultimately the scheme will contribute to ensuring that the region is HS2 and Northern Powerhouse ready.</p> <p>Sustainable transport (cycling, walking, bus, and rail) and making public spaces more attractive and welcoming are key to unlocking development, that will bring much needed new homes and jobs to the town. The scheme is, therefore, critical to facilitate future development of the area including realising the objectives of the Skipton Triangle Masterplan.</p>
<b>Economic Case</b>	<p>The Benefit Cost Ratio (BCR) for the scheme is 3.77, which represents an initial 'High' Value for Money position. Most of the scheme benefits are related to health and journey ambience benefits for pedestrians, cyclists, and rail users, which aligns with the scheme's objectives.</p>
<b>Financial Case</b>	<p>The total scheme costs are estimated at £7.831 million including risks and contingencies. £7.631 million of this is sought from the Combined Authority, with the remaining £0.200 million being funded by North Yorkshire County Council (£0.100 million) and Craven District Council (£0.100 million).</p>

<b>Management Case</b>	<p>North Yorkshire County Council and Craven District Council have the project management systems, skills, and track record to be able to deliver this scheme successfully. A Combined Authority project manager will work in partnership with them to progress the scheme through the Combined Authority's assurance process. North Yorkshire County Council will have a dedicated TCF Projects Delivery Manager to oversee the development of the scheme and delivery phases. A North Yorkshire TCF Projects Board has already been established to oversee all three NYCC TCF projects (Harrogate, Skipton and Selby).</p> <p>The scheme will report into the Combined Authority's TCF Access to Places Thematic Programme Board.</p>
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## Location Map:

The following map shows the location of the TCF Skipton Railway Station Gateway - Active Travel Improvement Scheme:



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

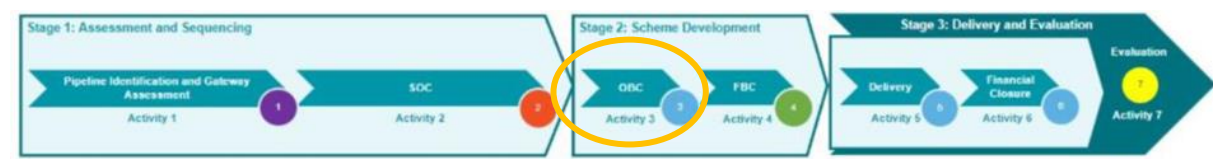
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme</b>
<b>PMO scheme code:</b>	DFT-TCF-016
<b>Lead organisation:</b>	North Yorkshire County Council
<b>Senior responsible officer:</b>	Barrie Mason, North Yorkshire County Council
<b>Lead promoter contact:</b>	Aidan Rayner, North Yorkshire County Council
<b>Case officer:</b>	Marina Triampela, West Yorkshire Combined Authority
<b>Applicable funding stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4 – Infrastructure for Growth
<b>Approvals to date:</b>	Combined Authority decision point 2 approval (Strategic Outline Case) on 25 June 2020
<b>Forecasted full approval date (decision point 4):</b>	January 2022
<b>Forecasted completion date (decision point 5):</b>	March 2023
<b>Total scheme cost (£):</b>	£10.938 million
<b>Combined Authority funding (£):</b>	£10.638 million
<b>Total other public sector investment (£):</b>	£0.300 million - £0.200 million from Harrogate Borough Council and £0.100 million from North Yorkshire County Council
<b>Total other private sector investment (£):</b>	£0.00
<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 – Transforming Cities Fund



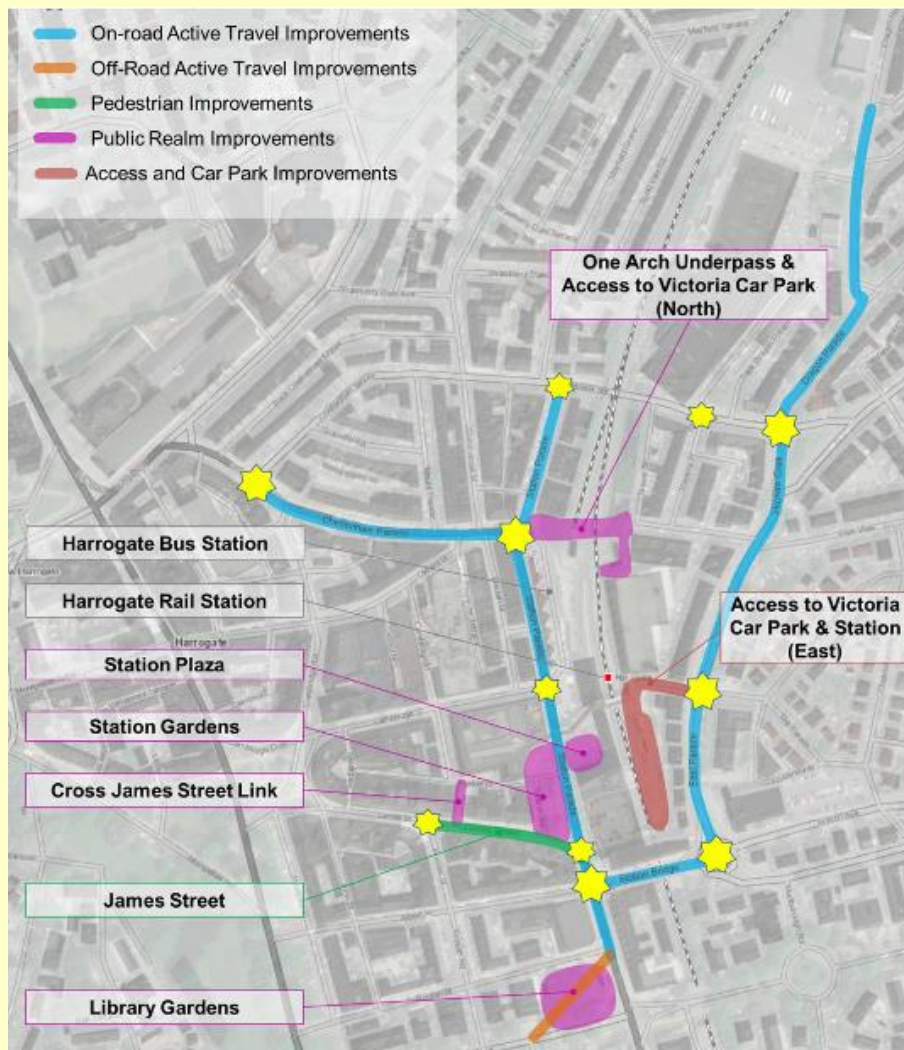
### Current Assurance Process Activity:



### Scheme Description:

The scheme will improve access to Harrogate Rail Station, from the town centre, new developments, and the wider Leeds City Region, establishing the rail station as the key travel gateway and travel 'hub' within the town.

The scheme includes a number of transformative measures around Harrogate Rail Station, as shown in the map below, to make the area more attractive, welcoming, and easier to access, encouraging more people to walk, cycle and travel by bus and rail, supporting local inclusive and sustainable growth.



### **Cheltenham Crescent - Cheltenham Mount - Cheltenham Parade**

- Altering the Cheltenham Crescent / Cheltenham Mount junction to encourage eastbound traffic to route onto Bower Road via Cheltenham Mount rather than continue onto Station Parade
- A one-way restriction on Cheltenham Mount at the Mount Parade junction to prevent westbound traffic using Cheltenham Mount and Cheltenham Crescent
- Increased bus priority and improved access to the bus station
- Short section of eastbound segregated cycle track connecting to the Station Parade junction.

### **Station Parade - Between Bower Road and Cheltenham Parade**

- A new dedicated bus lane and segregated cycle track. General traffic would be able to access this section of Station Parade from Bower Road
- Reducing the amount of on-street parking and introducing trees to enhance the look and feel of the street for pedestrians
- Making the junction between Station Parade and Cheltenham Parade safer and easier for pedestrians with shorter crossing distances and reduced traffic.

### **Station Parade – Between Cheltenham Parade and the bus station exit junction**

- A new pavement on the east side of Station Parade, adjacent to the bus station
- A new segregated cycle track
- This section of Station Parade is reduced to one lane only for motor vehicles.

### **One Arch underpass – North of the bus station**

- Entrance and lighting improvements to the underpass to make it more welcoming at all times of the day and night.

### **Station Parade – Between the Bus Station exit junction and Victoria Avenue**

- A new pavement on the east side of Station Parade, adjacent to the bus station
- A new segregated cycle track
- This section of Station Parade is reduced to one lane only for motor vehicles
- New living pillar lighting columns, which would provide extra green features along the street.

### **Station Square**

- Creation of a more flexible public space, with the potential to host a range of events and activities
- Introduction of water jet fountains and a reflection pool to provide a link to Harrogate's spa town heritage and create new visual interest, appealing to a wide range of age groups
- New planting and trees
- Potential site for a new public art feature.

### **James Street – East of Princes Street**

- Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens
- On-street parking provision will be reduced to create more space for pedestrians, with motor vehicle access controlled by rising bollards and signage.

### **Station Bridge**

- New segregated cycle tracks. General traffic would still be able to access Station Bridge with one lane provided for motor vehicles in each direction
- Walking and cycling improvements at the Station Bridge / East Parade roundabout.

### **East Parade – Between Station Bridge and the Victoria Car Park Access junction**

- New segregated cycle tracks. General traffic would still be able to access East Parade with one lane provided for motor vehicles.
- Natural stone paving within public spaces, on James Street and on Station Parade between Cambridge Street and Station Bridge

### **Package of Sustainable Transport Measures**

- Electric vehicle charging provision at the Victoria multi-storey car park
- Cycle hub and secure parking adjacent to Harrogate Rail Station

### **Business Case Summary:**

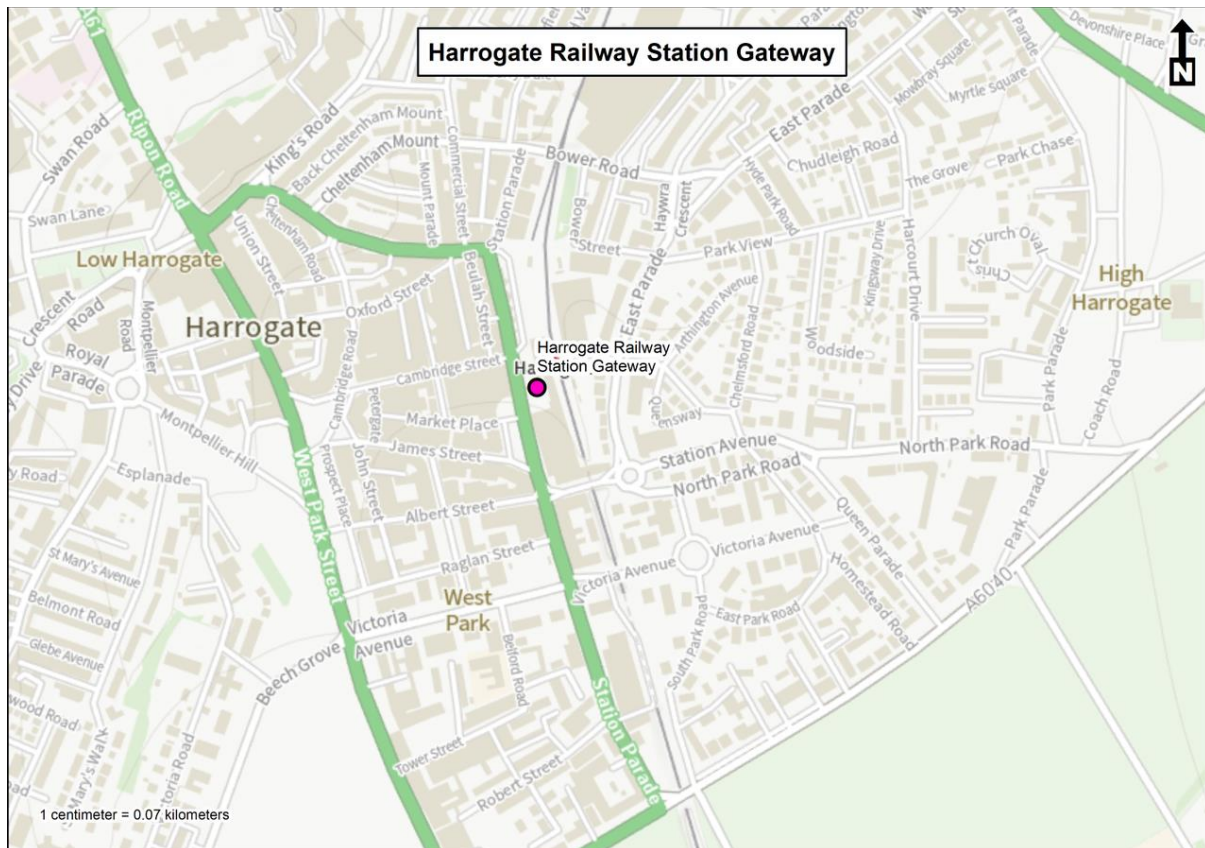
<b>Strategic Case</b>	<p>The scheme aims to encourage investment in the town and contribute to economic growth by making it a more attractive place to live, work and visit.</p> <p>The scheme will stimulate growth and contribute to addressing the key issues associated with a rapidly growing and ageing population and the economic imbalance caused by low skilled and low paid local jobs and a highly skilled resident population, which results in a less resilient local economy, high levels of cross-boundary commuting and less sustainable travel patterns.</p> <p>The scheme will establish Harrogate Rail Station at the heart of the town and the wider Harrogate district and will improve links and access between the town centre, rail station and new developments, with the station becoming a central sustainable travel 'hub'.</p> <p>By making the rail station gateway area more attractive and welcoming, together with the improved links and access to and from the rail station, the scheme will help to deliver healthy streets in the town centre, and support development within the town, such as the Station Parade development site located in the vicinity of Harrogate Rail Station.</p>
<b>Commercial Case</b>	<p>An online public consultation took place from February to March 2021, looking at the scheme proposals. One thousand responses were received, with strong public support for the preferred scheme,</p>



	<p>described in this summary business case. Most respondents stated a preference for reducing Station Parade to one lane for traffic and introducing improved pedestrian and cycling infrastructure.</p> <p>The continued growth and prosperity of Harrogate Town Centre is dependent upon providing sustainable (cycling, walking, rail, and bus) travel options. The dominance of private cars is no longer seen as a sustainable option and will impact on future growth. Encouraging more people to cycle, walk or travel by rail and bus and making public spaces more attractive and welcoming, are key to unlocking development, that will bring much needed new homes and jobs to the town. The scheme is, therefore, critical to facilitate future development of the area, including elements of the station gateway masterplan.</p>
<b>Economic Case</b>	<p>The preferred scheme option has a Benefits Cost Ratio (BCR) of 1.7:1, representing the Medium Value for money position. Most of the scheme benefits are related to health and journey benefits for pedestrians, cyclists, and rail users, which aligns to the scheme's objectives.</p>
<b>Financial Case</b>	<p>The total scheme costs are estimated at £10.938 million including risks and contingencies, £10.638 million of this is being sought from the Combined Authority. The remaining £0.300 million will be funded by the local authority and scheme promoter (£0.200 million from Harrogate Borough Council (HBC) and £0.100 million from North Yorkshire County Council (NYCC))</p>
<b>Management Case</b>	<p>North Yorkshire County Council and Harrogate Borough Council have the project management systems, skills, and track record to be able to deliver this project successfully.</p> <p>A Combined Authority project manager will work in partnership with the scheme promoter to support them through the Combined Authority's assurance process. North Yorkshire County Council will have a dedicated TCF Projects Delivery Manager to oversee the development of the scheme and delivery phases. A North Yorkshire TCF Projects Board has already been established to oversee all three NYCC TCF projects (Harrogate, Skipton, and Selby).</p> <p>The scheme will report into the Combined Authority's TCF Access to Places Thematic Programme Board.</p>

## Location Map:

The following map shows the location of the TCF: Harrogate Railway Station Gateway - Active Travel Improvement 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>Steeton and Silsden Crossing</b>
<b>PMA scheme code:</b>	DFT-ACT-001
<b>Lead organisation:</b>	City of Bradford Metropolitan District Council (CBMDC)
<b>Senior responsible officer:</b>	Richard Gelder, CBMDC
<b>Lead promoter contact:</b>	Aaron Okorie, CBMDC
<b>Case officer:</b>	David Powell, West Yorkshire Combined Authority

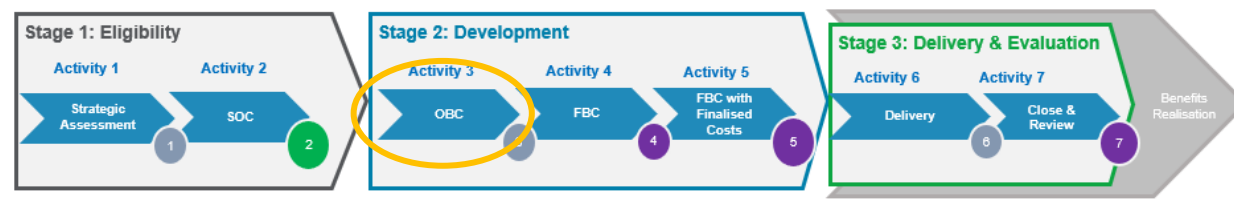
<b>Applicable funding stream(s) – Grant or Loan:</b>	Not applicable
<b>Growth Fund Priority Area (if applicable):</b>	Not applicable

<b>Approvals to date:</b>	None
<b>Forecasted full approval date (decision point 4):</b>	1 February 2022
<b>Forecasted completion date (decision point 5):</b>	To be confirmed at decision point 4 (Full Business Case)

<b>Total scheme cost (£):</b>	£5.52 million
<b>Combined Authority funding (£):</b>	£0.7 million. The current scheme costs are £5.52 million and at this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified
<b>Total other public sector investment (£):</b>	Not known at this stage
<b>Total other private sector investment (£):</b>	Not known at this stage

<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:**

Steeton and Silsden are located 1.5 kilometres apart in the Aire Valley, in the north-east of Bradford Metropolitan District Council’s geography.

Cycling and walking between the two towns is made difficult by many natural and man-made barriers, the main one being the A629 dual carriageway, which separates Steeton and Silsden.

The proposed scheme will provide a safe walking and cycling route between Steeton and Silsden, segregated from the highway, which will promote cycling and walking as a viable alternative to the car.

The proposed scheme will address safety concerns for people travelling on foot or by bike at the junction of the A629, Keighley Road and Station Road and will deliver a pedestrian and cycle bridge, over the western arm of the A629 roundabout. So that the bridge can be easily accessed, a three-metre wide, shared use footpath will link the bridge to Silsden and the Leeds and Liverpool Canal towpath. Another footpath will link the bridge to Steeton and Silsden Rail Station.

**Business Case Summary:**

**Strategic Case**

Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers.

The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70 miles per hour speed limit and is near the Airedale Railway Line, the River Aire and the Leeds and Liverpool Canal. These stop people having easy access to local services, as all journeys on foot and by bike, are currently funnelled through a single, unsafe crossing point at the A629 roundabout.

Steeton and Silsden are close to each other which should mean that cycling and walking between the two is popular. However, analysis shows low levels of people travelling on foot or by bike because there are no routes for people travelling on foot or by bike and safety concerns which include the unsafe crossing point at the A629 roundabout.

Significant growth is planned to the south of Silsden and a shift from private vehicles to cycling and walking will be important in limiting increases in air and noise pollution and improving the health of local residents. New walking and cycling routes can support local housing growth close to a well-served rail station.

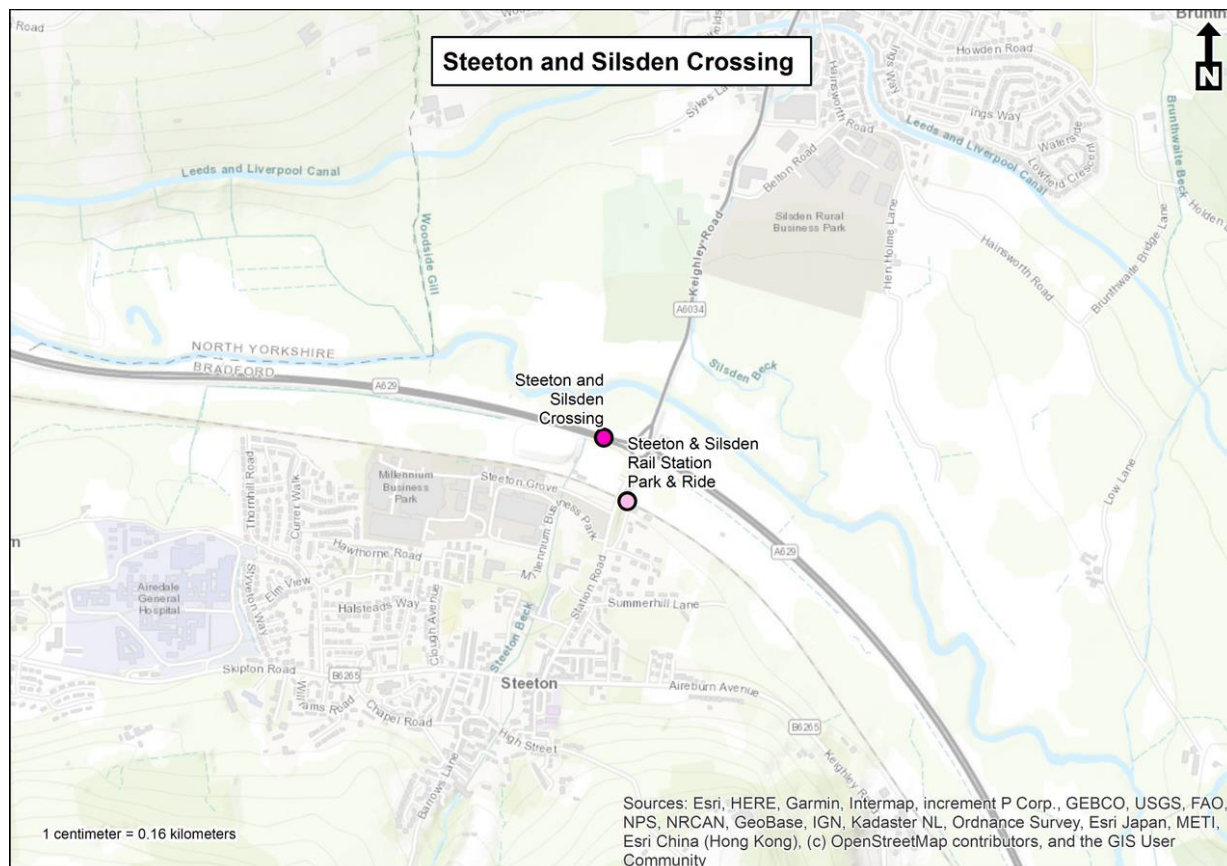
The West Yorkshire Transport Strategy 2040 sets an ambitious target to significantly increase cycling and walking in West Yorkshire, striving for

	<p>300% more cycle trips by 2027 and this scheme will contribute to that target. Increasing cycling and walking is also key to the region's Carbon Emission Reduction Pathway and achieving a net zero carbon economy by 2038.</p> <p>The Combined Authority's CityConnect programme has already delivered improvements to the Leeds Liverpool Canal towpath, providing a high-quality off-road walking and cycling route connecting Silsden to Leeds and Bradford. Steeton and Silsden Rail Station is the eighth busiest in the Bradford District and benefits from excellent rail connectivity. Northern Rail has committed to working with local and highway authorities to link their stations with cycling routes in the region's towns and cities. A new crossing, supported by an enhanced walking and cycling network, will provide an essential link within a wider comprehensive sustainable transport network.</p>
<b>Commercial Case</b>	<p>A travel behaviour survey found out that travelling by car, is the most common way to travel to/from Steeton and Silsden Rail Station. Almost half of respondents would consider cycling or walking as part of their journey to the station if road safety was improved and around three-quarters would consider cycling and walking if there was a dedicated crossing on the A629. The results demonstrate there is potential for an increase in cycling and walking if junction safety improves.</p>
<b>Economic Case</b>	<p>For the A629 crossing, a long list of options designed to address the issues outlined in the Strategic Case was developed through expert input at workshops and using the following framework.</p> <p>This resulted in a long list of 23 different options. Using a methodology derived from Department for Transport (DfT) guidance the long list of options was evaluated against their ability to meet the criteria as set out in the scheme objectives and Strategic Case. It also considered other important criteria such as public acceptance, deliverability and likely relative cost.</p> <p>Following the appraisal of the options, a single arm bridge was identified as the preferred option.</p>
<b>Financial Case</b>	<p>At the time of producing the Outline Business Case, funding to deliver the scheme has not been identified, so significant updates will be required to the Financial Case at Full Business Case stage. However, a full breakdown of the capital costs for the preferred option has been provided. At this stage it is assumed that the budget will be spent over a four-year period from 2021/22 to 2024/25.</p>
<b>Management Case</b>	<p>A robust risk management strategy has been prepared with a fully developed project and hazard risk register. A Communications Strategy and Communications Plan have been prepared to facilitate engagement with stakeholders and ensure stakeholder support for the scheme and improve scheme design and implementation through consultation.</p>



**Location Map:**

The following map shows the location of the Steeton and Silsden Crossing 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/>