

## **PLACE, REGENERATION AND HOUSING COMMITTEE**

**MEETING TO BE HELD AT 2.00 PM ON THURSDAY, 25 NOVEMBER  
2021  
IN THE OLD RESTAURANT 3RD FLOOR, WAKEFIELD TOWN HALL.  
WOOD ST, WAKEFIELD WF1 2HQ**

---

This meeting will be held in The Old Restaurant, 3<sup>rd</sup> Floor, Wakefield Town Hall, Wood Street, Wakefield WF1 2HQ.

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.

Coronavirus is still circulating so please follow all the Covid safe rules. Even if you have had the vaccine but 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, you are encouraged to bring a face covering.

### **A G E N D A**

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**

To highlight Appendix 10 of Agenda item 8 and Appendix 1 of Agenda item 9 which officers have identified as containing exempt information within the meaning of Schedule

12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemptions outweighs the public interest in disclosing the information, for the reasons outlined in the report.

2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out at paragraph

3. If the recommendations are accepted, to formally pass the following resolution: -

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

**4. MINUTES OF THE MEETING HELD ON 6 SEPTEMBER 2021**

(Pages 1 - 4)

**5. STATEMENT OF INTENT ON MASS TRANSIT**

Led by: Michael Long

(Pages 5 - 20)

**6. GREATER MANCHESTER PLANNING FOR PLACES  
STATEMENT OF COMMON GROUND**

Led by: Michael Long

(Pages 21 - 34)

**7. HOUSING MARKET DASHBOARD (FOR INFORMATION)**

(Pages 35 - 38)

**8. CAPITAL SPENDING REPORT**

Led by: Melanie Corcoran

(Pages 39 - 170)

**9. BROADBAND**

Led by: Kate Thompson

(Pages 171 - 186)

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**



This page is intentionally left blank



**MINUTES OF THE MEETING OF THE  
PLACE, REGENERATION AND HOUSING COMMITTEE  
HELD ON MONDAY, 6 SEPTEMBER 2021 AT CITY EXCHANGE, 11  
ALBION ST, LEEDS LS1 5ES**

---

**Present:**

Councillor Denise Jeffery (Chair)	Wakefield Council
Amir Hussain (Deputy Chair)	Yeme Architects / LEP Board Member
Councillor Helen Hayden	Leeds City Council
Andrew Latchmore	Royal Armouries
Councillor Jane Scullion	Calderdale Council
Tamsin Hart Jones (Advisory Representative)	Homes England
Helen Lennon (Advisory Representative)	West Yorkshire Housing Partnership

**In attendance:**

Melanie Corcoran	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority

**1. Apologies for Absence**

Apologies for absence were received from Cllr Peter McBride, Cllr Darren Byford, Cllr Denise Craghill and Cllr Alex Ross Shaw

**2. Declarations of Disclosable Pecuniary Interests**

There were no items of disclosable pecuniary interest declared at the meeting.

**3. Exempt Information - Possible Exclusions of the Press and Public**

**RESOLVED** – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 1 of Agenda Item 6 on the grounds that they are likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the

information.

#### 4. Governance Arrangements

The Committee considered a report and overview from the Director of Delivery to advise of the governance arrangements approved by the West Yorkshire Combined Authority (the Combined Authority) at the Annual Meeting on 24 June 2021 in respect of the Place, Regeneration and Housing Committee and the terms of reference for the Committee attached at Appendix 1 of the report.

It was advised that the Place, Regeneration and Housing Committee is a decision-making Committee, and the **quorum** is 3 voting members to include 2 Combined Authority members or Local Authority co-optees.

The Combined Authority also appointed Councillor Denise Jeffery as Chair of the Committee and Amir Hussain as Deputy.

**Resolved:** That the Governance Arrangements for the Place, Regeneration and Housing Committee approved by the Combined Authority at the Annual Meeting on 24 June 2021 be noted.

#### 5. Housing Pledge Report

The Committee considered a report and summary by the Director of Policy and Development setting out the opportunities and challenges of the Mayor's pledge to support the delivery of 5,000 affordable homes in West Yorkshire over the next three years.

The report outlined The Mayor's primary ambition for housing over the next three years, with an aim for those to also be well connected, located in sustainable places, and built to address the climate emergency. Affordable housing includes properties available through social rent, affordable rent, intermediate rent, affordable home ownership and shared ownership.

With many sites still to be secured and planning permission confirmed, it is too early to say with confidence exactly when and where affordable housing will be built over the next three years. However, detailed work with partners has identified indicative financial and delivery capacity across the affordable housing sector for an estimated maximum of 8,276 affordable homes.

The housing pledge has been discussed with Leaders and relevant officers of partner Councils. Officers met with West Yorkshire Directors of Development on 3 September to develop an action plan for delivery of the pledge and a verbal update was given to the Committee on any significant points arising.

In noting, the Committee discussed the contents of the report and summary and recognised that the delivery of affordable homes sits at the heart of place based regeneration. The housing pipeline will be developed further, and the private sector can really help to bring ideas and achieve targets. It is an

ambitious programme that can be achieved through collaboration between all sectors.

**Resolved:**

- (i) That the contents of the report and verbal summary be noted.
- (ii) That the approach to delivery of the Mayor's housing pledge working with Partners, including Districts through their Directors of Development be endorsed.

**6. Brownfield Housing Fund Update**

The Committee considered a report and verbal summary by the Director of Delivery to provide members with an update on delivery of the Brownfield Housing Fund.

The report outlined that In July 2020, the Combined Authority received a funding allocation letter from the 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. The Combined Authority was allocated this fund, without the need to bid, due to the organisation becoming a Mayoral Combined Authority in 2021.

Government has placed several conditions on the funding, including demonstration of market failure (i.e. that without public sector funding the scheme could not progress) and homes to have started on site by 31 March 2025 when the BHF funding stream will come to an end.

A programme level Strategic Outline Case was approved at the Combined Authority meeting in September 2020. The approval provided the assurance pathway and approval route for the individual projects that come forward under the BHF programme.

At its meeting on 29 July 2021 the Combined Authority endorsed the initial waves of projects to be included within the fund following work undertaken in conjunction with partner councils since summer 2020 and a wider 'Call for Projects in early 2021, contained in Exempt Agenda item 1. There has been an emphasis on deliverability and encouraging projects which meet Strategic Economic Framework (SEF) objectives, with a particular focus on Inclusive Growth and Clean Growth priorities and contributing to the Mayor of West Yorkshire's pledge to Build 5000 sustainable homes including council houses and affordable homes. All projects will be subject to approval of business cases through the Assurance Framework.

In noting the Committee provided feedback and discussed there would be a massive impact working through the regeneration challenges with time pressured deadlines, along with the challenge of skill development. It was felt that the Brownfield Fund had been very welcome.

**Resolved:**

- (i) That the contents of the report be noted.
- (ii) That the work undertaken so far on the Brownfield Housing Fund be noted.

**7. Planning Review Recommendations**

The Committee considered a report and verbal summary by the Director of Policy and Development to update and seek approval of the revised Strategic Planning Review Recommendations.

The report outlined the Planning Review document which was established in 2015 and updated in 2019. The purpose of the document is to explore the potential roles of the Combined Authority and LEP in adding value to the Duty to Cooperate process and strategic planning and summarised the proposed changes to the planning review recommendations.

Key objectives of the review are to:

- Provide clarity on the role of the Combined Authority and LEP on planning matters, which is important for transparency, and for partners and the Public to engage on strategic planning matters.
- Identify opportunities to strengthen joint-working arrangements and shared resources on planning matters including identifying potential cost savings and efficiencies.
- Identify whether there are gaps in our strategic planning approach and recommend a way forward to address these gaps if required

In noting, members discussed local planning timescales, flood risk, the shortage of local planning officers including the loss of experienced planning officers which each Local Authority are trying to address. It was confirmed that while Local Authorities remain in charge of planning, proposals for changes to the planning system are awaited from Central Government.

**Resolved:**

- (i) That the contents of the report be noted.
- (ii) That the revised Strategic Review Recommendations contained at Appendix 1 be approved.



**Report to:** Place, Regeneration and Housing Committee

**Date:** 25 November 2021

**Subject:** **Statement of Intent on Mass Transit**

**Director:** Liz Hunter, Director, Policy and Development

**Author:** Michael Long, Policy Officer

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

## 1. Purpose of this report

- 1.1. For the Committee to consider and approve the first version of the West Yorkshire Mass Transit Statement of Intent, a document that provides a foundation for cross-boundary working on planning matters relating to mass transit.

## 2. Information

- 2.1 This first version of a non-statutory Statement of Intent (SOI) provides a clear statement of how planning in West Yorkshire will be supportive of a West Yorkshire mass transit scheme.
- 2.2 The planning process needs to achieve the following outcomes to support mass transit:
- 1) Mass transit corridors to be in conformity with statutory spatial strategy and policy in advance of examination through Transport and Works Act / Development Consent Orders (DCO) processes.
  - 2) Detailed route alignments to be protected through statutory plans (safeguarded) as early as possible.
  - 3) Support place making and design principles of the mass transit scheme.

- 2.3 Until the Mass Transit scheme is further developed (including route options, and place-shaping workstreams), local planning authorities are limited to what they can include in local plans in meeting the above outcomes. Even when this information is available, incorporating consistent policy into local plans at pace is a challenge, given review cycles across the five authorities.
- 2.4 Recognising the challenges described, the SOI provides expressions of support from all parties on planning matters. The Statement contains planning related content relevant to the mass transit project, set out as 'matters that the local authorities agree.' The document is structured to include information on the Strategic Case, Corridors, Route Alignments and Place-making and Design Principles.
- 2.5 The content of the SOI will be updated as new information becomes available, for example details of mode, routes and phasing. If public consultation is a requirement, this will be undertaken as part of the wider mass transit programme in advance of any new content being included in the SOI. The SOI will be kept under review and updated as required to reflect the progress of the mass transit programme. Any future updates of the Statement will require approval from all listed parties (paragraph 1.7 of the Statement). The SOI document is intended to be used to inform the development of local planning policy as appropriate.
- 2.6 The SOI draws from the objectives and benefits of mass transit set out in the draft Connectivity Infrastructure Plan, Mass Transit Vision and local authority development plans (information already in the public domain).
- 2.7 Heads of Planning and Directors of Development in the West Yorkshire local authorities have steered the development of the SOI. Planning portfolio members have been briefed and signatures have been secured from all West Yorkshire partner Councils.

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

- 3.1 Transport releases the highest amount of carbon emissions in West Yorkshire, mostly from vehicles and people using their own cars. To reduce emissions from transport, there is a need to change how we travel, which we will do by making it easier to take journeys by public transport, cycling and walking.
- 3.2 The introduction of a range of mass transit routes across the region will improve the connectivity of West Yorkshire and therefore help influence sustainable travel choices to reduce the reliance on the car. The SOI provides the framework for the West Yorkshire planning authorities to begin establishing future planning policies to enable the delivery of a mass transit scheme for West Yorkshire.

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

- 4.1 As set out in the Mass Transit Vision, the mass transit scheme will enable inclusive growth through improving the public transport system for up to 675,000 people within the top 20% most deprived communities within West Yorkshire.
- 4.2 As set out in the SOI, an Approach to Placemaking document for Mass Transit is currently in early stages of development and will inform and set the approach to the design development work for the Mass Transit scheme. The approach will be in alignment with our inclusive growth ambitions and will prioritise place-making in the emerging scheme ensuring that it compliments and enhances development and regeneration opportunities.

## **5. Equality and Diversity Implications**

- 5.1. The West Yorkshire Connectivity Infrastructure Plan and Mass Transit Vision document take evidence led approach identifying our transport priorities which focuses on how transforming connectivity in the communities of greatest economic need can help to raise productivity, living standards and environmental quality for all.
- 5.2. A new mass transit system for West Yorkshire will be a key element, linking communities with a quick and reliable service and integrated with cycling, walking, bus and rail. Our approach to identifying 'places to connect' considers a number of characteristics including our most deprived communities. Additional work has commenced to develop further evidence around the places to connect and the relationship with the protected characteristic groups identified in the Equality Act 2010. As this evidence is developed, we will update the SOI accordingly.

## **6. Financial Implications**

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

## **7. Legal Implications**

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

## **8. Staffing Implications**

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

## **9. External Consultees**

- 9.1. No external consultations have been undertaken.

## **10. Recommendations**

- 10.1. For the Place, Regeneration and Housing Committee to approve the signing of the first version of the Mass Transit Statement of Intent. The document

provides a foundation for cross-boundary working on planning matters relating to mass transit.

## **11. Background Documents**

11.1. There are no background documents referenced in this report.

## **3. Appendices**

Appendix 1 – FINAL DRAFT Mass Transit – Statement of Intent



# Mass Transit Statement of Intent

**Final Draft**

Version 1 – June 2021



# 1. Introduction

- 1.1 The purpose of the Statement of Intent (SOI) is to promote effective co-ordination and co-operation between the organisations with respect to the development of a 'Mass Transit' scheme in West Yorkshire including an agreed approach to incorporating the Mass Transit scheme into the plan making process.
- 1.2 The SOI sets out how Mass Transit can fit with planning strategy by setting the agreed broad policy positions that adopted policy is reviewed against and providing a policy framework for emerging local plan policy to be developed.
- 1.3 The outcomes to be facilitated by the planning process in support of Mass Transit are:
  - 1) Mass Transit Corridors to be in conformity with statutory spatial strategy and policy in advance of examination through Transport and Works Act / Development Consent Orders (DCO) process
  - 2) Detailed route alignments to be protected through statutory plans (safeguarded) as early as possible
  - 3) Place making and design principles of the Mass Transit scheme are consistent and align with district aspirations.
- 1.4 Mass Transit is proposed to cover a West Yorkshire geography. Statutory planning in West Yorkshire is undertaken by the five Local Planning Authorities<sup>1</sup>. The wide geographic scope of Mass Transit will result in a phased delivery programme for the scheme and the different local plan review cycles, will mean that the content of this SOI is likely to be implemented at different times across the West Yorkshire authorities. However, the SOI can be flexibly applied to local authorities to align with local plan reviews (or through a Supplementary Planning Document that provides additional detail to Local Plan policy) depending on the local circumstances of that relevant authority and its position in the plan review cycle.
- 1.5 It is intended that this SOI is kept under review and is further developed as information becomes available, this includes place-making and design principles and details of preferred route alignments and phasing. It will also be kept under review in the context of planning reforms<sup>2</sup> including any future development of a Spatial Development Strategy for West Yorkshire.

## Geographical Area

- 1.6 It has been jointly determined that this Statement of Intent will cover the geographical area of West Yorkshire.
- 1.7 The Partner Councils are 'parties' responsible for developing and maintaining the

---

<sup>1</sup> City of Bradford Metropolitan District Council, The Borough Council of Calderdale, The Council of the Borough of Kirklees, Leeds City Council, The Council of the City of Wakefield

<sup>2</sup> Planning For the Future, White Paper, August 2020 ([Planning for the future \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/90422/planning-for-the-future-white-paper.pdf))

Statement of Intent and are listed below.

## Parties

- City of Bradford Metropolitan District Council
- The Borough Council of Calderdale
- The Council of the Borough of Kirklees
- Leeds City Council
- The Council of the City of Wakefield
- West Yorkshire Combined Authority

1.8 Also listed below are the Prescribed Bodies as identified in NPPF. These bodies (where relevant) will be notified of the publication of this Statement of Intent and invited to support its objectives.

## Prescribed Bodies

- The Environment Agency
- The Historic Buildings and Monuments Commission for England (known as Historic England)
- Natural England
- The Homes and Communities Agency
- Each clinical commissioning group established under section 14D of the National Health Service Act 2006
- The National Health Service Commissioning Board
- The Office of Rail Regulation
- Each Integrated Transport Authority
- Each highway authority within the meaning of section 1 of the Highways Act 1980 (including the Secretary of State, where the Secretary of State is the highways authority)
- The Marine Management Organisation

## Monitoring and Review

1.9 The content of this SOI will be kept under review by the parties as listed in Section 1.7 of the Statement and maintained to reflect the most up-to-date and readily available information.

1.10 The need to update the SOI will be considered quarterly through Mass Transit Board meetings, likely triggers for review will be additional content on preferred routes, phasing or placemaking.

1.11 Any proposed changes will be discussed at the West Yorkshire Transit Planning Strategy Group with any recommendations being presented to the West Yorkshire Heads of Planning, Directors of Development before seeking approval.

1.12 Parties will be requested to sign off any agreed changes on an annual basis or sooner if a significant milestone is reached in the programme that requires the change to be approved.

## 2. The Case for Mass Transit

- 2.1 The Combined Authority Connectivity Infrastructure Plan<sup>3</sup> and supporting Mass Transit Vision<sup>4</sup> (2021) focuses on how transforming connectivity can help raise productivity, living standards and environmental equality for all.
- 2.2 The Mass Transit Vision sets out how mass transit has the potential to re-shape local transport networks around high-quality, high-capacity public transport. As a new public transport option and an attractive alternative to car travel mass transit will not only move more people but will accelerate and shape future clean growth in the region. It will support and facilitate: a low emission, low carbon future, sustainable development and regeneration of neighbourhoods, district centres, towns and cities. It will also support and facilitate a bigger, stronger and rebalanced economy, delivery of new housing and an enhanced quality of life for West Yorkshire's residents and visitors.
- 2.3 The Connectivity Infrastructure Plan identifies important places we need to connect. Based on the evidence, nine corridors are identified where there is an important opportunity for mass transit, linking communities with a quick and reliable service and integrated with cycling, walking, bus and rail. Mass transit will sit alongside other forms of public transport investment to ensure the aspirations for connecting places across West Yorkshire, including less populated areas, are achieved.
- 2.4 It will represent a bold investment; a transformational transport system that will benefit many generations to come.

---

<sup>3</sup> Connectivity Infrastructure Plan [WYCA Connectivity Plan v13 \(spreads\).pdf 7406b6bb8c6a9a958317137e5679e395 \(amazonaws.com\)](#)

<sup>4</sup> Mass Transit Vision [Mass Transit Vision 2040 - 2 page spreads.pdf 4c037ef645e631e67d24deba5c0f4228 \(amazonaws.com\)](#)

## 3. Local and Strategic Planning

### Local Plans

- 3.1 The preparation of Local Plans provides an opportunity to support a pattern of development that minimises the need for travel, minimises journey lengths, encourages multi-modal sustainable travel, and promotes accessibility for all. This can contribute to the achievement of environmental objectives and reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion, whilst also ensuring that economic growth and housing supply can continue to be maintained.
- 3.2 To achieve the region's ambitions around cutting carbon, improving air quality and enabling inclusive growth, it is essential to transform the transport system from one which is currently car dominated to one which offers real alternatives for people in all parts of the region – cities, towns and rural areas. This means investing to create an efficient and integrated transport system which includes walking, cycling, bus, light rail and heavy rail, coupled with meaningfully managing down car travel into dense urban areas in order to create people focused, vibrant neighbourhoods with well-connected district, town, and city centres.
- 3.3 Local Plan policies across West Yorkshire directly support Mass Transit to varying degrees due to the timing of Plan Reviews and the stage of development of the Mass Transit project.
- 3.4 Bradford, Calderdale and Wakefield councils are currently in the consultation / examination phase of their emerging local plans. Leeds City Council are intending to begin consultation on the scope of the next Local Plan update in mid-2021. Kirklees has an adopted Local Plan and is not currently undertaking any formal review at the time of writing this SOI v1.

### Strategic context

- 3.5 The Combined Authority has a statutory duty to produce and keep under review a Local Transport Plan for West Yorkshire. This overarching transport strategy, accompanied by constituent documents, provides detail for bus, rail and other forms of transport.
- 3.6 In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040<sup>5</sup> setting out our policy framework for improving transport. The Connectivity Infrastructure Plan is an extension of this Strategy, setting out a proposed delivery pipeline of infrastructure improvements for the region's transport network up to the 2040s.
- 3.7 These interventions will allow us to meet our collective targets and priorities. The development of a Mass Transit Vision forms part of the Connectivity Infrastructure Plan.

---

<sup>5</sup> West Yorkshire Transport Strategy 2040 - <https://www.westyorks-ca.gov.uk/media/2379/transport-strategy-2040.pdf>

- 3.8 The Combined Authority provides oversight on joint-working on planning matters but is not a statutory consultee on local plans. There is a collective interest across partner councils in the success of the most strategically important places of growth, regeneration and change, including growth corridors that will drive the City Region's economy. Local policy development cannot be undertaken in isolation, partner councils within West Yorkshire are actively engaged in identifying and promoting / delivering strategic priorities.
- 3.9 Planning policy at a local authority level relies, to some extent, on an evidence base and technical work developed across local authority boundaries because the matters being considered have cross boundary implications. The Leeds City Region Statement of Common Ground (SoCG)<sup>6</sup> sets out the matters to which we agree in relation to planning.
- 3.10 This Statement builds on the commitments in the SoCG, specifically the following matters on which we agree:
- 14) ensure housing and employment growth are planned holistically in order to ensure sustainable patterns of development across the city region.
  - 18) support the delivery of objectives and targets in the Transport for the North Strategic Transport Plan (2019), West Yorkshire Transport Strategy 2040, North Yorkshire Local Transport Plan (2016-2045), Leeds City Region HS2 Growth Strategy (2018), West Yorkshire Low Emissions Strategy (2016 – 2021), Sheffield City Region Transport Strategy 2040, emerging rail strategy and emerging Leeds City Region Connectivity Strategy.
  - 19) support the safeguarding and delivery of critical strategic routes and collaborate across boundaries (including beyond the Leeds City Region) to make best use of inter-regional road, rail and water transport networks including for the purposes of freight movements and to enable use of the most sustainable modes.
  - 20) plan for significant transport infrastructure in the Leeds City Region including planning for an integrated Mass Transit system for West Yorkshire.
  - 21) align funding opportunities to deliver strategic growth objectives to ensure that development plans are deliverable; with a particular focus on SPAs as identified in the Leeds City Region SEP and where significant growth is identified in emerging local plans.
  - 22) maintain support for strategic transport infrastructure that directly underpins housing and employment growth, particularly where this enables allocations to be fully developed contributing to the supply of new homes and/or jobs.
  - 26) work towards contributing to the national target of being carbon neutral by 2050 alongside local targets and targets in national and local climate emergency declarations, and collaborating where appropriate to accelerate progress towards a carbon neutral city region.

---

<sup>6</sup> Statement of Common Ground 2020 [Item 11 - Appendix 1.pdf \(moderngov.co.uk\)](#)

## 4. Mass Transit matters on which we agree

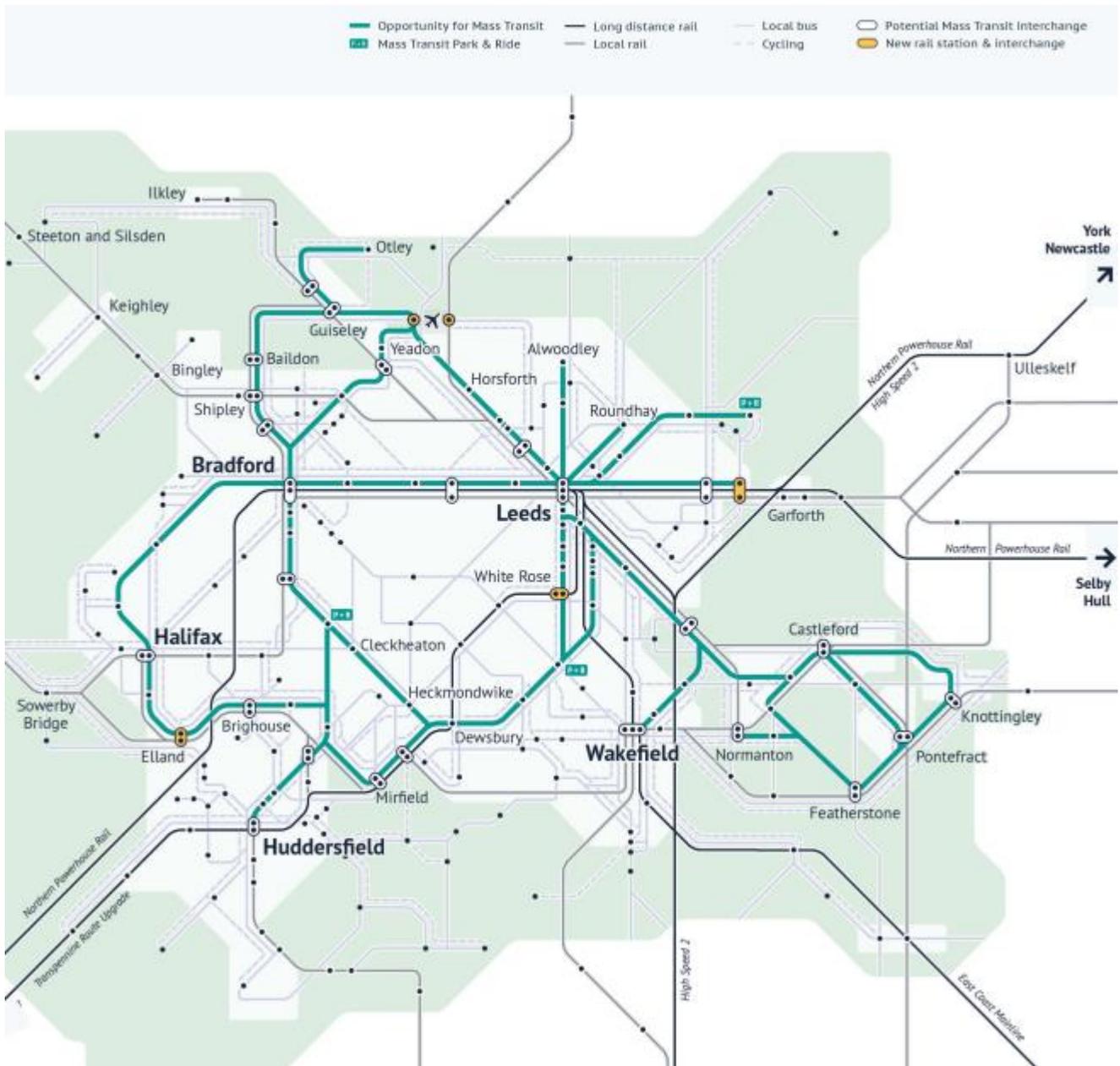
- 4.1 The following have been identified as matters on which the parties agree relating to Mass Transit. It is agreed that local policy will consider these matters as the opportunity arises to enhance local policies through Local Plan reviews.

### Strategic Case

1. **Advocate that public transport and active travel are the natural first choice for our daily activities. An important aspect of reducing emissions from transport will be to use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.**
2. **Transport is the largest CO2 emitting sector in West Yorkshire, with emissions currently dominated by road transport, primarily private vehicle use. The introduction of new modern forms of public transport, such as Mass Transit, will be supported to reduce the use of the private car.**
3. **Transport projects should take every opportunity to improve outcomes for the environment, not least through improving local climate, by incorporating sustainable urban drainage, expansion of tree cover, and other such opportunities to bring greenery into environments affected by transport developments.**
4. **Support and enable sustained economic performance and Covid 19 recovery through the delivery of a comprehensive and high-performing transport system.**

### Corridors

5. **Support the delivery of designated right of way for Mass Transit corridors to facilitate inter- and intra-urban linkages, including those currently set out in the Mass Transit Vision:**
  - **East Leeds**
  - **Leeds – Bradford**
  - **South Leeds – Dewsbury**
  - **Bradford – Dewsbury**
  - **Huddersfield – Dewsbury**
  - **Bradford – Halifax**
  - **Wakefield and Five Towns**
  - **Bradford – North West Leeds**
  - **North Leeds**
6. **Moving forward corridors confirmed with potential for Mass Transit serving West Yorkshire will be investigated and, where appropriate, brought forward for implementation. Investment in mass transit will be complemented with investment in other modes of public transport to ensure integrated connectivity across West Yorkshire and beyond.**



**7. Support the delivery of associated infrastructure to facilitate adaptation of service patterns, servicing new developments, stabling and maintenance of vehicles.**

### Route Alignment

4.2 As the development of the Mass Transit scheme progresses, the protection of corridors and routes is a priority to assist any future Transport and Works Act Orders (including planning consent). There are currently no details of preferred routes, therefore this statement will be updated as information becomes available. It is the intention that updates to this statement will:

- 8. Set out desired levels of safeguarding depending on priority and certainty of route options in agreement with affected parties to this statement.**
- 9. Obtain commitment of affected parties to this statement to propose agreed routes in their future Local Plans and safeguard routes from development that would impede Mass Transit.**

## 10. Set out regional guidance on blight and compensation.

### Place-making and Design Principles

4.2 An Approach to Placemaking document for Mass Transit is currently under development that will inform and set the approach to the design development work for the Mass Transit scheme. The approach will be in alignment with our inclusive growth ambitions and will prioritise place-making in the emerging scheme ensuring that it compliments and enhances development and regeneration opportunities. It is the intention that this statement will build on the following place-making principles, taken from the emerging Approach to Placemaking document:

- **Health and Wellbeing:** *physical activity, air quality, safety, comfort, mental health and stimulation (artwork, sensory qualities), event spaces, natural features*
- **Connectivity:** *aligning the scheme with other projects/new development/areas adjacent, a seamless network of active travel/movement*
- **Identity:** *community, inclusivity, culture, opportunity for social interaction, history, character, materials*
- **Adaptable & Resilient:** *green and blue infrastructure, climate change adaptation, quality and robustness of construction, flexibility to adapt to changes of use and movement*

## Signatures

SIGNED by

Councillor Alex Ross-Shaw

for and on behalf of the City of  
Bradford Metropolitan District Council

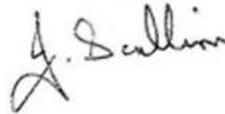


Portfolio Holder, Regeneration,  
Planning & Transport

SIGNED by

Councillor Jane Scullion

for and on behalf of the Borough  
Council of Calderdale

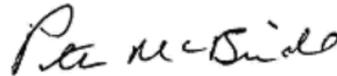


Deputy Leader

SIGNED by

Councillor Peter McBride

for and on behalf of the Council of the  
Borough of Kirklees



Cabinet Member for Regeneration

SIGNED by

Councillor Helen Hayden

for and on behalf of Leeds City Council



Executive Member for Infrastructure  
and Climate

SIGNED by

Councillor Mrs Denise Jeffery

for and on behalf of the Council of the  
City of Wakefield



Council Leader

Additional Signatories

SIGNED by

.....  
for and on behalf of West Yorkshire  
Combined Authority

.....  
Signature

.....  
Title



## Find out more

[westyorks-ca.gov.uk](http://westyorks-ca.gov.uk)

### **West Yorkshire Combined Authority**

Wellington House  
40-50 Wellington Street  
Leeds  
LS1 2DE

All information correct at time of writing




---

**Report to:** Place, Regeneration and Housing Committee  
**Date:** 25 November 2021  
**Subject:** **Greater Manchester Planning For Places Statement of Common Ground**

---

**Director:** Liz Hunter, Director, Policy and Development  
**Author:** Michael Long, Policy Officer

---

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

## 1. Purpose of this report

- 1.1 To seek approval to sign the Greater Manchester Planning For Places Statement of Common Ground (SoCG) relating to matter 12 – Cross Boundary Transport. Signing of the Statement provides confirmation that we have engaged in the plan preparation process and that we agree to continuous joint working.

## 2. Information

- 2.1 The National Planning Policy Framework (NPPF) (February 2019) sets out that all local planning authorities are required to produce, maintain and update a SoCG.
- 2.2 A SoCG must be produced to support more effective joint working where planning issues need to be addressed by more than one local planning authority. The objectives of the policy are to:
- a) Increase certainty and transparency, earlier on in the plan-making process, on where effective co-operation is and is not happening;
  - b) encourage all local planning authorities, regardless of their stage in plan-making, to co-operate effectively and seek agreement on strategic cross-boundary matters, including planning for the wider area’s housing need;

- c) Help local planning authorities demonstrate evidence of co-operation by setting clearer and more consistent expectations as to how co-operation in plan-making should be approached and documented.

#### Greater Manchester Planning For Places Statement of Common Ground

- 2.3 Published by Greater Manchester Combined Authority (GMCA), Places for Everyone (the Plan) is a long-term plan of nine Greater Manchester councils (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.
- 2.4 The Plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.
- 2.5 The Plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF). The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the GMSF.
- 2.6 GMCA published the Plan on 9 August 2021. Alongside the Plan, the SoCG has been produced to support preparation of the Plan. The statement will be signed by the nine authorities plus additional signatories have been invited from the neighbouring authorities, including Calderdale Council, Kirklees Council and the West Yorkshire Combined Authority.

#### Matters relating to West Yorkshire

- 2.7 The Combined Authority have been invited to sign the SoCG relating to matter 12 – Cross Boundary Transport. This matter provides the evidence showing that the Plan builds in capacity for growth across the transport network. This is through transport interventions planned in the Greater Manchester Transport Strategy 2040 and the accompanying Delivery Plans and the Strategic Road Network programme.
- 2.8 The evidence in the SoCG focuses on the additional highway movements as a result of the Plan. While these additional movements are mostly contained within the Greater Manchester area, traffic flows on the M62 into and out of West Yorkshire is identified in the evidence.
- 2.9 Table 1 shows that the Plan will increase cross-boundary flows on the M62 between 1% and 4%, relative to the 2040 existing agreed land supply reference year. It is also worth reiterating, these are “Policy Off” tests so they don’t include any impacts of the initiatives that will come forward in the Greater Manchester 2040 Transport Strategy Delivery Plan or those identified in the West Yorkshire Connectivity Infrastructure Plan. As a result, these figures are considered to be a worst-case assessment.

Table 1 - Cross Boundary Flow

M62	AM Peak (% growth)	PM Peak (% growth)	AM Traffic Generated (pcu/Hr)	PM Traffic Generated (pcu/Hr)
East Bound	2%	4%	90	180
West Bound	3%	1%	140	30

- 2.10 Whilst any capacity on the M62 taken up by this additional growth effectively leaves less capacity for West Yorkshire development, the flows and traffic generation are within the standard traffic fluctuations currently observed on the M62. Kirklees and Calderdale highways officers have confirmed that they are satisfied that the implications of this level of growth are not severe.
- 2.11 Additional traffic modelling data has been received from GMCA in relation to the non-motorway links into Kirklees that are not included in the SoCG. Kirklees highways officers are satisfied that the growth on non-motorway links between Greater Manchester and West Yorkshire are also not severe.

#### Other Matters

- 2.12 Additional matters that impact Calderdale and Kirklees are also identified in the SoCG. The Combined Authority have not been requested to be signatory on these matters. These matters will be addressed by the respective local authorities and taken through their own processes.

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

- 3.1 The transport sector is the highest emitting sector of carbon emissions within West Yorkshire and is dominated by road-transport and the private car. The M62 motorway plays a major role as a cross country artery providing a motorway route between West Yorkshire and the North West. This route currently faces congestion during peak travel hours caused by the volume of traffic using the network. The SoCG recognises that the Plan, based on a worst-case scenario, will see traffic growth on the M62, albeit described as 'not severe'.
- 3.2 The West Yorkshire Connectivity Infrastructure Plan sets out a long-term transport infrastructure investment programme for the next 20 years. Our 'Pan Northern Connectivity' priorities include the Trans Pennine Route Upgrade (TPU), increasing capacity and reducing journey times by upgrading and electrifying the existing rail line between Manchester, Leeds, Huddersfield and York. In addition, we support Transport for the North's vision for Northern Powerhouse Rail (NPR) - a Trans-Pennine new railway line which connects Manchester and Leeds via Bradford city centre.
- 3.3 Through offering more sustainable travel options, our objective is to take unnecessary trips off the road and through considering options to reduce car demand, we will contribute to a more efficient road network for those trips and services that need it. Signing the SoCG gives us the basis for continued joint working with Greater Manchester to mitigate the impact of any increased cross boundary travel as a result of the Plan.

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

- 4.1 The Plan seeks to deliver sustainable, inclusive growth through significant growth in houses and jobs in Greater Manchester. Whilst our focus remains on improving the opportunities in West Yorkshire, the Plan will create opportunities for West Yorkshire residents to access employment and services.

#### **5. Equality and Diversity Implications**

- 5.1 Transport affects all our lives. We use it to get to work, to access services and to take part in leisure activities. The additional traffic growth on the M62 because of the Plan and identified in the SoCG is unlikely to have any disproportionate impact on any of the protected characteristic groups identified in the Equality Act.

#### **6. Financial Implications**

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

#### **7. Legal Implications**

- 7.1 Greater Manchester Combined Authority may rely on Statement of Common Ground document at planning inquiry / examination of the Plan.

#### **8. Staffing Implications**

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

#### **9. External Consultees**

- 9.1 No external consultations have been undertaken.

#### **10. Recommendations**

- 10.1 That the committee approves the signing of the Greater Manchester Planning For Places Statement of Common Ground relating to matter 12 – Cross Boundary Transport. Signing of the Statement provides confirmation that we have engaged in the plan preparation process and that we agree to continuous joint working.

#### **11. Background Documents**

There are no background documents referenced in this report.

#### **12. Appendices**

Appendix 1 – Greater Manchester Planning For Places Statement of Common Ground - Extract Statement of Common Ground 12

This page is intentionally left blank

# Places for Everyone - Statement of Common Ground August 2021

## Extract Statement of Common Ground 12

Full Document available: <https://www.greatermanchester-ca.gov.uk/GMCAFiles/PFE/Supporting%20documents/01%20Duty%20to%20Co-operate/01.01.02%20PFE%20Statement%20of%20Common%20Ground%202021.pdf>

The PfE Connected Places and relevant allocations meets the Duty to Co-operate requirements to date and provides a basis for continued collaboration with Highways England and Network Rail.

## Neighbouring Authorities

**15.24** Transport is a key duty to co-operate cross boundary issue. A number of neighbouring authorities have raised transport concerns, relating to:

- Impact of growth in the PfE on commuting patterns
- Impact of allocations on key transport routes
- Impact of growth on rail and bus provision and improved connections between neighbouring areas and PfE area

**15.25** In September 2020, a series of duty to co-operate meetings took place between the Greater Manchester authorities, the GMCA and neighbouring authorities with the focus being the PfE transport evidence. Subsequent to these meetings and following the decision by the nine PfE districts to proceed with a joint plan, a further invite was sent to all offering to meet to update them on the PfE, its evidence and its relationship to the GMSF 2020.

**15.26** Attendees at the meeting included:

- Blackburn with Darwen Borough Council
- Calderdale Council
- Cheshire East Council
- Chorley Borough Council
- Derbyshire County Council
- High Peak Borough Council
- Kirklees Council
- Lancashire County Council
- Liverpool City Region
- Peak District National Park
- Rossendale Borough Council
- St. Helen's Council
- Warrington Council
- West Lancashire Borough Council and
- West Yorkshire Combined Authority.

**15.27** It provided an opportunity to explain the approach to the transport evidence and how the various elements provided a comprehensive approach to understanding impact and managing growth on the transport network. At this point Stockport MBC was one of the strategic plan making authorities and attended the relevant meetings.

- 15.28** The allocations in the key growth corridors have required transport improvements to complement growth and these are set out below.

### **North East Growth Corridor**

- 15.29** This is focused on the M62 corridor from junction 18 (the confluence with the M60 and M66) to junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham. Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth corridor, including improvements to Junctions 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester.
- 15.30** Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed rapid bus transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.
- 15.31** Consideration is being given to delivering infrastructure that will benefit the wider area, including options for tram-train operation along the route of the East Lancashire Rail line, alongside the Heritage Railway and options for a Metrolink or Bus Rapid Transit extension to Middleton.

### **Duty to Co-operate Comments**

- 15.32** Rossendale and Lancashire County Council have previously raised concerns about increased congestion on the A56/M66 due to identifying Pilsworth for further economic development and the wider impact of the Northern Gateway sites.
- 15.33** Rossendale are seeking a rail link between Rawtenstall and Manchester via Ramsbottom – Bury an Haywood, called Valley City Link. They are exploring a tram-train connection with GM Metrolink at Bury/Buckley Wells or National Rail at Castleton South Junction.
- 15.34** At the Duty to Co-operate meeting in September 2020 Rossendale raised concerns about whether the linkages between the Northern Gateway site and Rossendale have been recognised in terms of commuter flows, including along the M66. It was acknowledged there is a strong connection with the Northern Gateways site for employment opportunities: new residents in the area will commute to work in Rossendale and residents in Rossendale will want to go to the Northern Gateway area to work. It is important to improve the rail commuter route from Rossendale into Greater Manchester. TfGM recognise this and will work more closely with Rossendale around the transport connections.

## **Wigan-Bolton Growth Corridor**

- 15.35** The M6 logistics hub in Wigan (extending into Warrington, St Helens and West Lancashire) provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58. This growth corridor is focused around improved transport links. These include new roads and a Wigan to Bolton Quality Bus corridor and, the more intense use of the Wigan – Atherton – Manchester and the Wigan – Bolton – Manchester rail lines.
- 15.36** New road infrastructure will improve east-west connectivity between junction 26 of the M6 (which is also the junction for the M58 motorway that provides a direct connection to the Port of Liverpool) and junction 5 of the M61. This transport infrastructure will significantly improve highway connections in the north-west of Greater Manchester, and better integrate the strong logistics functions along the M6 and M61 into the wider city region, as well as helping to address local congestion issues.
- 15.37** The increased use of the existing rail lines could include conversion to tram-train use on the Atherton line and electrification on the Bolton line. This would increase capacity and, along the Atherton line, has the potential to increase the number of stations.

## **Duty to Co-operate Comments**

- 15.38** Lancashire County Council has raised the issue of the upgrade and electrification of the railway linking Manchester, Bolton and Preston. They wish to work with TfGM regarding the growth in demand on this line to ensure there is capacity on the railway and trains.
- 15.39** Blackburn with Darwen have raised concerns about the need for improved rail connections into Greater Manchester and especially Manchester Airport. They raised the possibility for a joint approach between TfGM and Blackburn with Darwen over the A666 upgrade.
- 15.40** At the September 2020 Duty to Co-operate meeting Lancashire County Council stated they are exploring the possibility of connecting Skelmersdale into the rail network. This would involve diverting the existing Wigan-Kirby service into, and terminating at, Skelmersdale and extending the Liverpool-Kirby Merseyrail service to Skelmersdale, with new track alignments in to Skelmersdale. It would provide a town centre station and a ‘y’ shaped arrangement connection to Liverpool and Wigan.
- 15.41** Lancashire County Council have also agreed to contribute towards the North-West quadrant rail study. The study area has been extended, going out to Blackpool and reaches Lancaster & Morecambe. There is concern that PfE growth near the Chorley corridor could have a significant increase on railway demand, with new trains being over-capacity.

## Sustaining Southern Competitiveness

- 15.42** Significant levels of transport investment are planned for the southern areas of Greater Manchester. The completion of HS2, new HS2 Stations and Northern Powerhouse Rail, extension of Metrolink will ensure the City Centre and Manchester Airport will be amongst the best-connected locations in the country.
- 15.43** The southern areas benefit from their proximity to prosperous locations just outside Greater Manchester, such as Cheshire East and Warrington, and taking opportunities to increase further the economic and functional connections between these areas supports their mutual success. Given the proximity of development outside the GM boundary to the south, the need to work with our partners to coordinate major development close to the boundaries of Places for Everyone.

## Duty to Co-operate Comments

- 15.44** Previously Cheshire East raised comments about the growth planned in the Southern Competitiveness area on the A34. Cheshire East request the SEMMMs study should be refreshed and Stockport MBC agreed with this and led on the update with involvement from Cheshire East, it has now completed. The majority of the interventions relate to the Stockport Council area within Greater Manchester and they are no longer part of the PfE plan. Therefore the key cross boundary transport issues remaining of note to Cheshire East relate to the area around Manchester Airport.
- 15.45** Derbyshire County Council and High Peak Borough Council have also raised concerns about the growth ambitions around employment in PfE driving demand for housing in High Peak and increasing commuting on the A57 and A628. High Peak were also engaged in the SEMMMs refresh led by Stockport MBC.

## PfE Statement of Common Ground 12

### Cross Boundary Transport

Neighbouring authorities: Blackburn with Darwen Borough Council, Calderdale Council, Cheshire East Council, Chorley Council, Derbyshire County Council, High Peak Borough Council, Kirklees Council, Lancashire County Council, Liverpool City Region, Peak District National Park, Rossendale Borough Council, St. Helen's Council, Stockport Metropolitan Borough Council, Warrington Borough Council, West Lancashire Council and West Yorkshire Combined Authority agree that the evidence listed above and in particular the:

- PfE Existing Land Supply and Transport Technical Note
- PfE Plan: Allocation Transport Locality Assessments
- PfE Plan: Allocations Strategic Modelling Technical Note

provides the evidence showing that the Places for Everyone Plan builds in capacity for growth across the transport network through transport interventions planned in the Transport Strategy 2040 and the accompanying Delivery Plans and the SRN work programme. The modelling was based on the worst case scenario and indicate the impact on the transport network is not considered severe. Further interventions through the implementation of the strategies outlined above, including the Right Mix Technical Note, should increase sustainable travel modes and deliver growth supporting sustainable patterns of growth. The evidence above informs the policies throughout the Plan, especially:

- The strategic growth areas - North East Growth Corridor, Wigan-Bolton Growth Corridor, Sustaining Southern Competitiveness-;
- Allocation's and their associated transport interventions; and,
- The Connected Places chapter.

It also enables neighbouring authorities (listed above), to fully consider the impact of growth proposed in the Places for Everyone Plan 2021 and provide the basis for continued working.

The studies, strategies and delivery plans also provides information on the planned investment in transport across the PfE Plan and mitigation measures proposed for each allocation. It informs neighbouring authorities and Highways England of all the proposed transport schemes from walking, cycling, rail, bus, tram/train, HS2, highways improvements in the short, medium and long-term. This provides a basis for continued collaborative working between, the nine PfE districts, neighbouring authorities, TfGM and Highways England, on transport improvements within PfE and across boundaries.

The preparation of Connected Places and allocations in PfE meets the requirements of duty to co-operate with neighbouring authorities.

**West Yorkshire Combined Authority**

I agree to sign the Statement of Common Ground accompanying the Places for Everyone Plan. It was prepared on behalf of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (nine Greater Manchester authorities) who have agreed to prepare a Joint Development Plan Document.

I confirm that the nine Greater Manchester authorities listed above collaborated effectively over preparation of the Places For Everyone Plan and agree to continuous joint working as set out in this document.

The relevant statements my authority is signing are set out below:

Statement No.	Statement Title
12	Cross Boundary Transport

**Signature**

Organisation	
Name	
Position	
Signature	
Date	

This page is intentionally left blank



**Report to:** Place, Regeneration and Housing Committee

**Date:** 25 November 2021

**Subject:** Paper for information – Housing market dashboard

**Director:** Alan Reiss, Director of Strategy, Communications and Policing

**Author:** Hamzah Shami, Economic Analyst Team Leader

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

## 1. Purpose of this report

- 1.1 To provide the committee with the latest data on the performance of the region’s housing market.

## 2. Information

- 2.1 Please see the appended Housing Market dashboard.
- 2.2 Further analysis of the issues raised in the dashboard will be presented to the Committee in due course, in support of a revised West Yorkshire Housing Strategy, which will be developed by the Committee during 2022.

## 3. Tackling the Climate Emergency Implications

- 3.1 There are no climate emergency implications directly arising from this report, although future dashboards may include relevant analysis e.g. relating to energy efficiency of region’s housing stock.

## 4. Inclusive Growth Implications

4.1 The analysis considers indicators of housing affordability, which are a key measure of inclusive growth.

## **5. Equality and Diversity Implications**

5.1 There are no equality and diversity implications directly arising from this report. However, future analysis presented to the committee may consider the housing market through an equality and diversity lens.

## **6. Financial Implications**

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

## **7. Legal Implications**

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

## **8. Staffing Implications**

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

## **9. External Consultees**

9.1 No external consultations have been undertaken.

## **10. Recommendations**

10.1 That the Committee notes the analysis contained in the dashboard.

## **11. Background Documents**

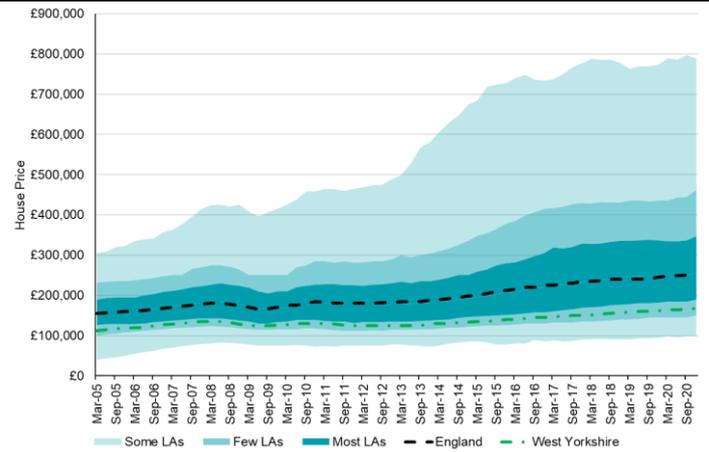
There are no background documents referenced in this report.

## **12. Appendices**

Appendix 1 – Housing Market Dashboard

### Median House Price for West Yorkshire and local authorities across England

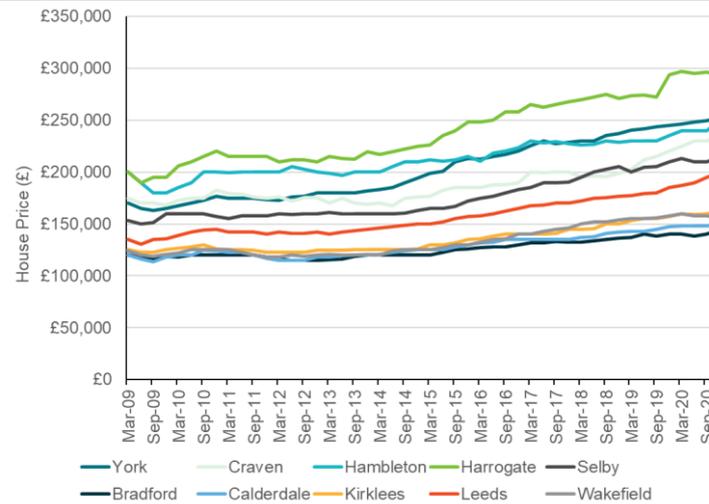
The latest data shows that the median house price in West Yorkshire was £168,000 in the year ending December 2020. In recent years West Yorkshire has followed a largely similar pattern to wider trends across England.



### Median House price by local authority in the wider Leeds City Region

Across the Leeds City Region house prices are generally higher in the North Yorkshire local authorities, with Harrogate and York having the highest median house prices. Over the last year the median price in Harrogate has seen a step change, increasing from around £270,500 in 2019 to £295,000 in 2020.

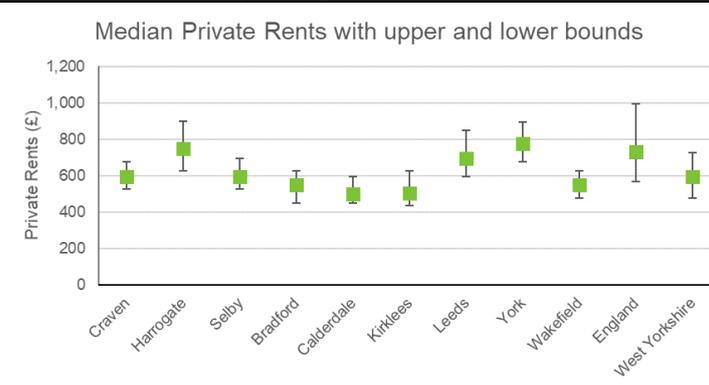
All districts in North Yorkshire have median house prices of above £200,000. In West Yorkshire Leeds has seen the largest growth in median house prices with a median house price of £200,000 at the end of 2020.



### Private rental price by local authority in the wider Leeds City Region

The chart shows the private rental prices for the 2020/2021 financial year, with upper and lower quartiles by districts.

The spatial pattern of local house price levels is largely replicated in terms of private sector rental values, with higher levels being found in areas where house prices are highest i.e. Harrogate, York, Craven and Selby – as well as in Leeds

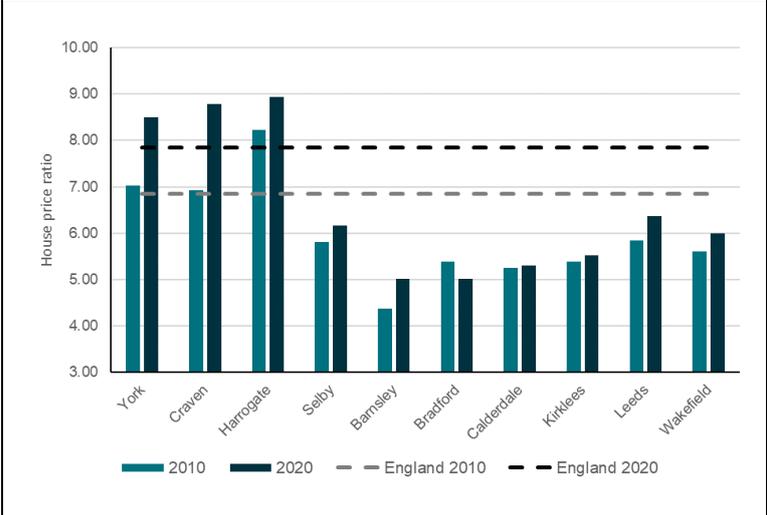


## Housing affordability by local authority in the wider Leeds City region

Excluding York, Harrogate and Craven, all districts in the Leeds City Region are more affordable than the national figure based on the ratio of median house price to median annual wage. Due to house prices outpacing wage growth the national figure of affordability is worse in 2020 than it was in 2010.

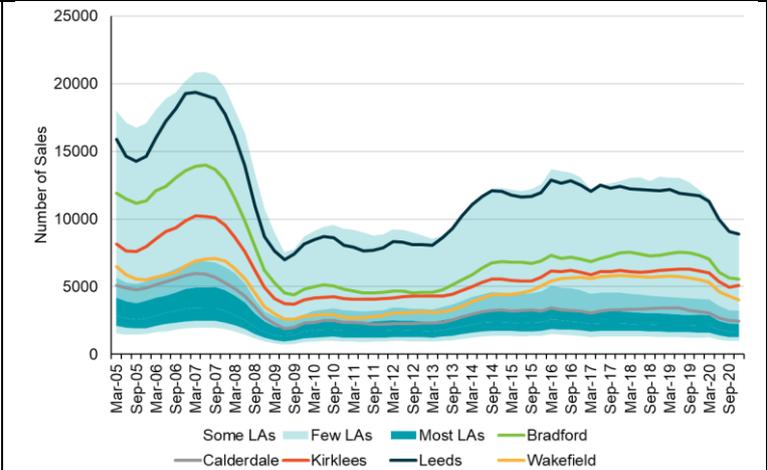
Within the Leeds City Region, Craven has seen the biggest decrease in affordability and Bradford is the only local authority to see an improvement.

There appears to be an increased polarisation in affordability of housing across the wider City Region where the gap between the least and most affordable authority areas appears to be widening



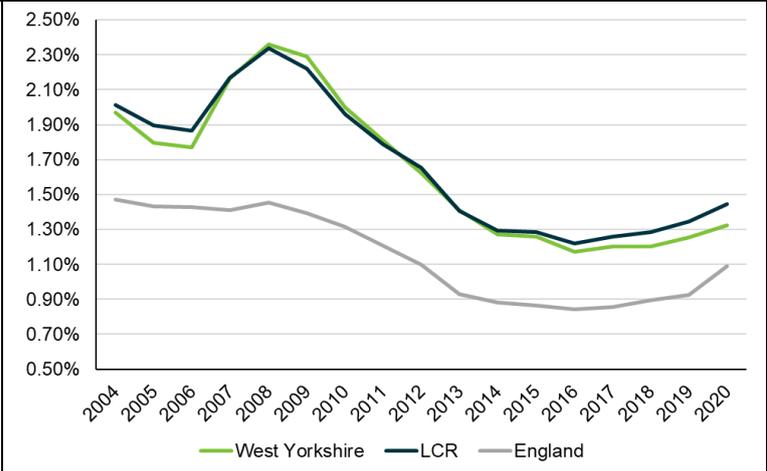
## Number of residential house sales by local authority across England and West Yorkshire

The chart shows the numbers of residential house sales. These saw a significant reduction after 2008 across the country, before recovering in 2014 but with levels much lower than pre-2008. There rate of house sales had been steady up until 2020 when the pandemic caused a sharp drop in sales in most places. Kirklees is an outlier with a strong recovery at the end of 2020. All districts in West Yorkshire are above the average local authority in terms of number of house sales per month. Leeds is consistently in the top 1% of local authorities by number of house sales.



## Percentage of Long Term Vacant properties in Leeds City Region and West Yorkshire

Positively, numbers of vacant and long-term vacant housing have reduced across the wider City Region and in West Yorkshire in the past decade, though levels remain higher than the national average. This trend seems to have stalled locally and nationally since 2016, with the number of long-term voids increasing slightly. The increase in long term vacant dwellings has been faster in the Wider Leeds City Region than in West Yorkshire over the last 3 years.





**Report to:** Place, Regeneration and Housing Committee

**Date:** 25 November 2021

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

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

**Author:** Craig Taylor, Head of Portfolio Management and Appraisal

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

## 1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.
- 1.2 The Place, Regeneration and Housing Committee has delegated decision making authority approved by the Combined Authority on 9 September 2021. Where the Place, Regeneration and Housing Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 13 of this report.

## 2 Impact of COVID-19

- 2.1 With the impact of COVID-19 on the region and its economy, 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.

- 2.2 Although it is generally expected that in the medium and long-term behaviours will return to the pre COVID-19 position, the impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal and any assumptions made to address issues identified prior to the pandemic will be re-tested.

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

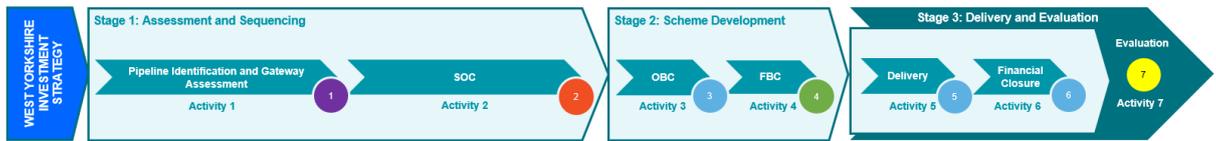
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
  - 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 the assurance process. Draft results of the outcomes of these assessments, including any potential mitigation of carbon impact, are currently being prepared and will be presented to the Combined Authority before the end of the calendar year. This represents a delay due to difficulties encountered carrying out carbon impact assessments on an initial subset of schemes. This has allowed the consultants to take these challenges into account in making improvements to the methodology. 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 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 9 schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. These schemes have a funding value of £328,409,768 when fully approved, of which £56,743,988 will be funded by the Combined Authority. A total expenditure recommendation to the value of £29,720,988 is sought as part of this report for the development and

delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

- 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 WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (decision point 1).
- 4.5 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. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (decision point 2).

Stage 2: Scheme Development

- 4.6 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 OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency

with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (decision point 3) as set out in the approval pathway and route approved at decision point 2.

- 4.7 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 FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The economic case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (decision point 4) as set out in the approval pathway and route approved at decision point 2.
- 4.8 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. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (decision point 5) as set out in the approval pathway and route approved at decision point 2.
- 4.11 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 as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

#### **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. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.17 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.

### **Brownfield Housing Fund programme (BHF)**

- 4.19 The Brownfield Housing Fund programme received strategic outline case (decision point 2) approval by the Combined Authority in September 2020. Each scheme will now progress through the Assurance Process individually, for approval at outline or full business case. A proposed pipeline of schemes, subject to the assurance process, was presented to the Combined Authority in July 2021 following engagement with partner Councils and the private sector. The 5 schemes outlined in this report, are part of that pipeline of projects.
- 4.20 The schemes will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will create more homes in the region by bringing forward more brownfield land into development through targeted investment in activities such as making former industrial land safe.
- 4.21 The programme will contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
- 4.22 One of the high-level objectives of the Brownfield Housing Fund as set by the Government is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, and it will also be important to take account of the wider social, economic, and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.
- 4.23 Schemes also need to demonstrate market failure (i.e. that without public sector funding the scheme could not progress) and the construction of homes to have started on site by 31 March 2025 when the funding stream will come to an end.
- 4.24 Due to the emphasis on Clean and Inclusive Growth criteria in the project selection process, the Brownfield Housing Fund schemes seeking approval in this report will help positively contribute to the Mayor of West Yorkshire's pledge to build 5,000 sustainable homes including council houses and affordable homes.
- 4.25 On its own, BHF will only take the ambition to a certain stage but BHF is expected to contribute as follows:

- All sites are on brownfield land and the target is to deliver a minimum of 4500 start on sites by March 2025. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
- The BHF Programme will help to deliver an estimated 4563 sustainable homes.
- The BHF Programme will help to deliver an estimated 1900 affordable homes.
- The current pipeline of projects being considered in the programme offers the ability to work with a range of housing providers, including Registered Providers, the public and the private sector, and also the potential to co-invest with Homes England on major regeneration initiatives.
- A number of projects support the Combined Authority's ambitions for sustainable development through promotion of low carbon homes, Modern Methods of Construction, early adoption of the Future Homes Standard and opportunities for Passivhaus<sup>1</sup> development.
- The nature of brownfield sites means that the majority are in more sustainable locations, e.g. close to local public transport hubs, reducing reliance on car ownership and usage, and providing closer access to employment and educational centres and opportunities. The current pipeline of projects also includes opportunities for refurbishment of a small number of heritage buildings, bringing new purpose to important buildings of local identity.

4.26 Due to the commercial nature of these projects some of the details of the schemes are outlined in the exempt **appendix 10**.

---

<sup>1</sup> A voluntary standard for energy efficiency in a building, which reduces the building's ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

## Scheme Summaries

<p><b>Rail Parking Package - Outwood</b> Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is part of the Rail Park &amp; Ride Programme, a package of car park extensions which aims to increase access to train services in West Yorkshire and beyond.</p> <p>The scheme will increase car parking capacity at Outwood Rail Station to support increased access to train services. This will help reduce congestion, improve local air quality and enhance people's access to jobs, training and apprenticeship opportunities, as well as leisure and family/caring responsibilities.</p> <p>The scheme is to be funded by the West Yorkshire plus Transport Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme's wider social benefits include noise reduction, air quality improvement and greenhouse gas emission associated with the reduction in car use as a result of the car parking provision provided. Enhanced landscaping will counterbalance the loss of some greenfield land while improving drainage and reducing flood risks.</p> <p>The scheme represents very high value for money with a benefit to cost ratio of 4.5:1.</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 - £2,731,000</p> <p>Total value of Combined Authority funding - £2,731,000</p> <p>Funding recommendation sought - £296,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
--	---

<p><b>TCF - North Halifax Improved Streets for People</b></p> <p>Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will encourage walking and cycling in north Halifax through a series of improvements including 4 kilometres of new cycle lanes, walking pathway improvements and traffic calming measures, providing improved access between Ovenden in north Halifax and the town centre.</p> <p>The scheme will be funded by the Transforming Cities Fund (TCF).</p> <p><b><u>Impact</u></b></p> <p>By improving journeys by bike and on foot, the scheme will improve access to training, education, employment, retail and leisure for local residents.</p> <p>By encouraging walking and cycling, the scheme will help to increase physical activity and contribute to improved health for local residents. Reduced reliance on private vehicles will reduce transport related emissions and improve local air quality.</p> <p>The scheme's value for money reflects a benefit cost ratio (BCR) of 1.81:1 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 – £10,958,000</p> <p>Total value of Combined Authority funding – £10,958,000</p> <p>Funding recommendation sought – £1,350,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
---	---

<p><b>TCF - West Halifax Improved Streets for People</b></p> <p>Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will improve journeys made by bus and on foot, in the Park ward area in west Halifax, through a series of improvements, including new pedestrian crossing facilities, traffic calming and parking restrictions, along with bus priority measures at key junctions. The scheme will improve access on foot and by bus between the Park ward area in west Halifax and the town centre.</p> <p>The scheme will be funded jointly by the Transforming Cities Fund (TCF) and the Integrated Transport Block (Streets for People Demonstration Project).</p> <p><b><u>Impact</u></b></p> <p>By improving journeys made by bus and on foot, the scheme will improve access to training, education, employment, shops and leisure for local residents.</p> <p>By encouraging walking and cycling, the scheme will also help to increase physical activity and contribute to improved health for local residents. Reduced reliance on private vehicles will reduce transport related emissions and improve local air quality.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 1.37:1 which represents low value for money. However, when considering the sensitivity test results and given additional modelling work to be undertaken at the next stage to better capture the scheme's benefits, it is likely that the scheme's value for money will fall into the medium category.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £9,240,000</p> <p>Total value of Combined Authority funding - £8,240,000</p> <p>Funding recommendation sought - £1,275,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
--	---

<p><b>BHF West Leeds Phase 1</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 623 new homes and 362 student residential accommodation on brownfield land located southwest of Leeds city centre.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 230 affordable homes.</p> <p><b><u>Impact</u></b></p> <p>This scheme will deliver a new riverside walkway and cycle/footbridge across the River Aire to encourage cycling and walking, improving health of local residents and encourage less reliance on private cars, therefore improving local air quality. The development includes provisions for cycle parking spaces, a resident's car club, and a number of energy efficiency measures will be included in the building designs, including air source heating pumps, along with new green outdoor space.</p> <p>The scheme will provide 10 homes for homeless people on the site. It is proposed that nine of the units will be occupied and the one will be used for healthcare and training.</p> <p>The benefit cost ratio for this scheme has been identified as 2.2:1 representing 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>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
---	---

<p><b>BHF Hebden Bridge</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will build 20 new homes in Hebden Bridge.</p> <p>This scheme will be funded from the Brownfield Housing Fund and provide 20 affordable homes.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing 100% affordable homes.</p> <p>This scheme will deliver energy efficient homes with zero-carbon-ready heat technology. Cycle storage and electric vehicle charging points will be built in, and where possible, on-site renewable energy provision with battery storage will be installed to enhance the scheme's low carbon credentials. The homes will also help tackle fuel poverty.</p> <p>The benefit cost ratio for this scheme is expected to be around 1:1. This will be confirmed at the next stage of the assurance process.</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>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
--	---

<p><b>BHF Leeds Central</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 185 new homes on brownfield land located on a derelict corner site in Leeds.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 37 affordable homes.</p> <p><b><u>Impact</u></b></p> <p>The new homes will have a significant amount of external and internal leisure and workspace. The development will also include cycle spaces, which will encourage cycling and walking thereby improving health of local residents, reducing reliance on private vehicles, therefore improving local air quality.</p> <p>The scheme will connect to the Leeds Pipes District Heating Network. This will provide low carbon heating and hot water and open up the possibility for other surrounding new and existing developments to also benefit from being connected, driving investment in locally generated secure, sustainable, and low carbon energy, contributing to the Combined Authority 'Tackling the climate emergency' priority.</p> <p>The benefit to cost ratio for this scheme is 3.8:1, representing high value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
--	---

<p><b>BHF Leeds South 1B</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 142 homes on brownfield land in the South Bank area of Leeds city centre.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 13 affordable homes.</p> <p><b><u>Impact</u></b></p> <p>The scheme will deliver homes that are seven to ten times more energy efficient than current building regulations. This is based on the technology used in the properties, their airtightness and the installation of mechanical ventilation with heat recovery, removing the need to artificially heat the properties. This will support the scheme to deliver an estimated carbon saving of 490 tonnes per year.</p> <p>The benefit to cost ratio for this scheme is 4.9:1, representing very high value for money.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
---	--

<p><b>BHF Knottingley</b></p> <p>Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will build 175 new homes and two retail units on the site of a former industrial site in the Wakefield area.</p> <p>The scheme will be funded from the Brownfield Housing Fund. No affordable homes are provided, however it is hoped the scheme will help stimulate regeneration in the locality.</p> <p><b><u>Impact</u></b></p> <p>The scheme will help stimulate regeneration in the Wakefield area by increasing attractiveness of the area and encourage investment of one of the most deprived areas in Wakefield.</p> <p>The scheme will lead to reduced energy consumption by the installation of photovoltaic panels, which transform solar energy into electricity, to a number of the housing units. The scheme aims to reduce average domestic carbon emissions of the new housing units by 20%.</p> <p>Development of the site also includes the delivery of a large, public access ecology area with four ponds to enhance public space and provide suitable habitat for great crested newts.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.3:1 representing acceptable value for money. The wider benefits of the scheme relate to the transformation an area in one of the most deprived parts of Wakefield.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
--	--

<p><b>White Rose Station</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will deliver a new rail station on the Leeds-Huddersfield line. The proposed station will sit between Morley and Cottingley on this section of the Transpennine route. The scheme will enable a shift from road to rail journeys.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Programme, Transforming Cities Fund, New Stations Fund and other public and private sector match funding.</p> <p><b><u>Impact</u></b></p> <p>The scheme contributes to the delivery of the Strategic Economic Framework priority of Delivering 21<sup>st</sup> Century Transport.</p> <p>The scheme's wider social benefits include enhanced access to employment and training opportunities at the White Rose Office Park, together with enhanced transport services for local people and businesses to Leeds city centre, Dewsbury, Huddersfield and across the north of England. The station will provide the catalyst for continued expansion of the office park and wider economic development in the area, contributing to regeneration in south Leeds. The scheme will provide an accessible rail station for commuters and shoppers, including the provision of step free access between platforms. A reduction in emissions is also expected because of the shift from road to rail journeys.</p> <p>The scheme has a benefit cost ratio of 2.25:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through full business case with finalised costs and work commences on delivery.</p> <p>Total value of the scheme - £26,500,000</p> <p>Total value of Combined Authority funding - £22,000,000</p> <p>Funding recommendation sought - £22,000,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
---	---

**Decisions relevant to this thematic committee made through other delegations**

- 4.27 This is the first meeting of the Place, Regeneration and Housing Committee. Since the Combined Authority meetings on 9th September and 22nd October and the Finance, Resources and Corporate Committee's meeting on 3 November 2021, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process.

## Decisions made by the Combined Authority

- 4.28 The following schemes have recently been assessed in line with the Combined Authority's assurance process and approved by the Combined Authority due to expediency of delivery.

<p><b>Department for Transport Capability Fund (Revenue)</b> West Yorkshire 9 September 2021</p>	<p><b><u>Scheme description</u></b></p> <p>The Department for Transport's Capability Fund (Revenue) allocated to the Combined Authority will promote and enable more people to walk and cycle across West Yorkshire.</p> <p>The scheme also includes funding to support the development of the region's Local Cycle and Walking Implementation Plans (LCWIPs) which will set out the programme of future cycling and walking schemes.</p> <p><b><u>Impact</u></b></p> <p>Enabling more people to walk and cycle, and reduced car use, through behaviour change activity, to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>Increased levels of physical activity leading to improved health, particularly in urban communities in areas of higher deprivation.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £1,351,341</p> <p>Total value of Combined Authority funding - £1,351,341</p> <p>Funding approval - £1,351,341</p>
<p><b>Active Travel Fund: Local Authority Capital Funding 2021/22</b> West Yorkshire 22 October 2021</p>	<p><b><u>Scheme description</u></b></p> <p>The Active Travel Fund: Local Authority Capital Funding for 2021/22 programme was developed in partnership with partner councils and the fund will improve walking and cycling infrastructure to better support safe walking and cycling in line with district, regional and national strategies.</p> <p>The Active Travel Fund 21/22 will fund a programme of permanent walking and cycling infrastructure delivery across West Yorkshire to enable more people to feel safe and comfortable to walk and cycle more of their journeys.</p> <p><b><u>Impact</u></b></p> <p>Enabling more people to walk and cycle to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>The programme will encourage increased levels of physical activity leading to improved health, particularly in urban communities in areas of higher deprivation, reduce air and noise pollution and reduce isolation.</p>

	<p><b>Decision sought</b></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery), subject to a successful funding bid to the Department for Transport</p> <p>Total value of the scheme - £12,361,310</p> <p>Total value of Combined Authority funding - £12,361,310</p> <p>Funding approval - £12,361,310</p>
--	---

**Decisions made through the delegation to the Managing Director**

4.29 The following schemes have recently been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director.

<p><b>Corridor Improvement Programme: A62 Smart Corridor</b></p> <p>Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will improve the A62 Leeds Road corridor in Huddersfield between the junction of Huddersfield Ring Road, Southgate, Northumberland Street and Old Fieldhouse Lane - a corridor length of approximately 2km.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>This scheme will increase the highway capacity and reduce congestion along the A62 Leeds Road corridor in Huddersfield, supporting improved journey times for all road users and the access to existing employment and housing as well as facilitating future developments, supporting the Local Plan. Upgrading of the junction layouts will also improve safety for pedestrians, cyclists, and motorists.</p> <p>The scheme has a Very High value for money BCR of 6.01:1</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 8 October 2021 for this scheme to proceed through decision point 5 (on the previous assurance pathway) and for work to commence on Delivery.</p> <p>Total value of scheme: £10,503,000</p> <p>Total value of Combined Authority funding: £7,500,000</p> <p>Combined Authority funding previously approved: £1,282,000</p> <p>Funding approved: £6,218,000</p>
<p><b>Leeds City Centre Grey to Green Stages 3 &amp; 4</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The full scheme will deliver a series of public space, greenspace and walking and cycling connectivity improvements between Leeds South Bank and the city centre. It consists of:</p>

	<ul style="list-style-type: none"> <li>• A new green space on Meadow Lane (replacing an existing surface car park) that will form an entrance to the planned “Aire Park” on the former Tetley site.</li> <li>• Additional public space improvements in the area linked to the Corn Exchange Gateway.</li> <li>• A new footbridge across the River Aire from Sovereign Square to connect the South Bank to the city centre and Leeds Railway Station</li> <li>• The redesign of Crown Point Road to improve links between Aire Park and key uses in the area including education facilities and transport hubs.</li> </ul> <p>This approval is for the third and fourth stages of the scheme – Sovereign Square Footbridge and Crown Point Road.</p> <p>The scheme is funded from the Getting Building Fund (GBF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will directly deliver 6,700 m<sup>2</sup> of new green space and public space, 1.4 kilometres of cycling and walking improvements and an annual reduction in CO<sub>2</sub> of 3,500 kilograms. When completed it has the potential to support up to 2,445 new/safeguarded jobs and provide 33,944 m<sup>2</sup> of new commercial floorspace and unlock the delivery of 1,150 new houses across Leeds South Bank.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 22 October 2021 for Stages 3 and 4 of the Grey to Green scheme (Sovereign Square Footbridge and Crown Point Road) to proceed through decision point 5 (on the previous assurance pathway) and for work to commence on delivery.</p> <p>Total value: £13,117,000</p> <p>Total value of Combined Authority funding: £8,600,000</p> <p>Combined Authority funding previously approved: £4,747,000</p> <p>Funding approved: £3,853,000 (Sovereign Square Footbridge - £1,906,000; Crown Point Road - £1,947,000)</p>
<p><b>Elland Rail Station</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme involves provision of a new railway station, park and ride car park and complementary walking, cycling and public realm enhancements in the town of Elland in Calderdale.</p> <p>The proposed station sits on the Calder Valley Line on a site adjacent to the A629 and close to Lowfields Business Park. The walking, cycling and public realm enhancements (collectively known as the Access Package) connect the station to the business park, the town centre and surrounding residential areas including West Vale.</p> <p>The scheme is funded from West Yorkshire plus Transport Fund (WY+TF), Transforming Cities Fund (TCF) and Calderdale Council Capital funds.</p> <p><b><u>Impact</u></b></p> <p>The overarching aim of the new station and associated access and public realm improvements is to serve as a catalyst to the</p>

	<p>transformational regeneration of Elland, achieving sustainable and inclusive growth.</p> <p>The scheme's benefits will include improving access to a wider labour market for existing and prospective businesses in Elland, improved accessibility of rail services for residents of Elland and surrounding areas, particularly those within the most deprived areas, supporting local housing growth and reducing road casualties.</p> <p>The climate change and environmental impacts will include reducing carbon emissions from motor vehicle use by 5% by 2030, which equates to 1864 tonnes of CO2 over the scheme's 60-year appraisal period, through promoting mode shift and increasing the number of walking and cycling trips in Elland by 26%, which in turn will reduce traffic congestion on strategic routes such as the A629.</p> <p>The scheme currently presents a benefit cost ratio (BCR) of 1.3:1</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 22 October 2021 to the change request to the Elland Station project to draw down an additional £1,500,000 of scheme development funding is approved</p> <p>Total value - £29,435,000</p> <p>Total value of Combined Authority funding: £29,385,000</p> <p>Combined Authority funding previously approved: £1,434,000</p> <p>Funding approved: £1,500,000</p> <p>Total approved Combined Authority funding with this approval: £2,934,000</p>
--	--

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

- 4.30 The following schemes 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>Wakefield City Centre Package phase 1 - Kirkgate</b></p> <p>Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme was the first phase of the Wakefield City Centre Package, with Phase 2 Ings Road still in development. The scheme has improved connectivity within the Kirkgate area, including to the rail station, attract new development to support economic growth and improve health and safety within the area.</p> <p>The main activities undertaken were carriageway works to include a bus priority approach on Kirkgate to the bus stops, closure of pedestrian underpasses and replace with at grade signal-controlled toucan crossings, extensive repaving of footways to match quality and style of existing footway in the vicinity and installation of a storm drainage system to mitigate against flooding in the area.</p> <p>The scheme was fully funded from the West Yorkshire plus Transport Fund (WY+TF)</p>
---	--

	<p><b><u>Impact</u></b></p> <p>The scheme has delivered 5700 m2 of enhanced public realm, one new road junction and 7 improved junctions, three new and three improved formal pedestrian crossings and 0.4km of new cycleway and 0.4km new shared use lane.</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> <li>• The project closure report for the Wakefield City Centre Package Phase 1 - Kirkgate is approved, the scheme proceeds through decision point 7 and the project is closed.</li> <li>• The project has met the key requirements / deliverables in accordance with the Funding Agreement, is financially complete and no further payment is due to Wakefield Council from the WY+TF Fund.</li> </ul>
<p><b>CityConnect Phase 3: Castleford to Wakefield Greenway Phase 4</b></p> <p>Wakefield /Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme delivered the construction of a greenway link to the Trans Pennine Trail from the existing Wakefield to Castleford routes being delivered through City Connect to provide a complete cycle route between Leeds, Wakefield, and Castleford.</p> <p>The scheme, which was delivered by Sustrans, consisted of 1.3km of off highway greenway to the south of Methley, 1.1km on disused railway line with the final 200 metres dropping off the railway alignment and through woodland to the rear of Embleton Road / Pinders Green Drive in Methley Junction and connects to the access track at the end of Pinders Green Walk</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme objectives were:</p> <ol style="list-style-type: none"> <li>1. To increase walking and cycling so that it becomes part of residents' healthy living plan</li> <li>2. To make cycling a natural and popular choice for short journeys</li> <li>3. To make cycling accessible to all low income and vulnerable groups</li> <li>4. Improve access to employment, skills, and education</li> <li>5. Reduce CO2 and improve local air quality</li> <li>6. Create a safe environment for active modes</li> </ol> <p>Objectives 4 and 6 can be considered to be met. The rest will be assessed, where possible, through post-scheme monitoring and evaluation.</p> <p>In the first 2 months of operation (April and May 2021) a total of 2,615 cycle trips were recorded by the cycle counter. Once 12 months of data has been collected the benefits will be able to be assessed and reported at decision point 7 stage</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery gave approval that:</p>

	<ul style="list-style-type: none"><li>• The project closure report (financial closure decision point 6) for the CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4 project is approved, and work continues on benefits realisation and evaluation as outlined in this report.</li></ul>
--	---

## **5 Information**

- 5.1 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
- The progression of a scheme through a decision point to the next activity.
  - Indicative or full approval to the total value of the scheme funding requested.
  - The Combined Authority's entry into a funding agreement with the scheme's promoter.
  - The assurance pathway and approval route for future decision points.
  - The scheme's approval tolerances.
- 5.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

### **Projects in Stage 1: Assessment and Sequencing**

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

## Projects in Stage 2: Scheme Development

<b>Project Title</b>	<b>Rail Parking Package - Outwood</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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

### Background

- 5.4 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Local Growth Fund enables the implementation of the priorities set out in the Strategic Economic Framework including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 5.5 This scheme is part of the £54,830,000 Rail Parking Package, delivered through the West Yorkshire plus Transport Fund. The package of car park extensions aims to improve travel to and from West Yorkshire, as well as travel within West Yorkshire. The purpose of the package is to increase car parking capacity at selected stations, providing people with increased access to train services. In turn this will help reduce congestion, improve local air quality, and improve people's access to jobs, training and apprenticeship opportunities, as well as leisure and caring commitments. To date, 5 sites have been completed providing an additional 447 spaces, 4 will be starting in 2021 to provide 372 spaces, and 6 are in development. Outwood is one of the priority sites currently in development.
- 5.6 The current car park at Outwood Rail Station can accommodate 130 cars. Audits carried out since January 2019 show that the car park reaches full capacity by 8am on most weekdays. Informal parking adjacent to the car park and close to nearby housing was also observed as part of the audits, which has resulted in complaints from residents.

- 5.7 This scheme will deliver 167 additional car parking spaces, including two Electrical Vehicle (EV) charging points, bringing the total of car spaces to 297, including an additional 8 blue badge bays. The additional car parking spaces will help address the capacity issues and the unauthorised parking in residential areas by commuters. The scheme will also include safety and security improvements to the lighting of the car park, CCTV and reduce flooding by improved drainage on the site.
- 5.8 The scheme meets several strategic drivers for investment, including contributions towards the Strategic Economic Framework (SEF) priorities by increasing the access to lower carbon travel and more sustainable form of transport. The key priorities this scheme will deliver include delivering 21st century transport – by creating efficient transport infrastructure to connect communities, making it easier to get to work, do business and connect with each other; tackling the climate emergency (Mayoral Pledge 10), by enabling the region to grow the economy while cutting emissions and caring for the environment, through the shortening of journeys made by car to work and leisure activities.
- 5.9 By increasing the parking provision, help will be given to those who may face barriers in accessing employment or learning/retraining opportunities as a result of a lack of accessible, reliable, and affordable public transport.
- 5.10 A summary of the scheme’s business case and location map is included in **Appendix 2**.

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

- 5.11 The scheme will contribute to the delivery of a low emission transport system with the station car park extension enabling a further 167 users to access free, secure parking and complete onward journeys to employment, education, or retail via the rail network and therefore a less carbon intensive mode of travel. This will reduce road congestion and improve air quality.

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

- 5.12 The scheme outputs, benefits and inclusive growth implications include:
- Improved access to rail services, including journey times, through the provision of 167 additional car parking spaces.
  - Provision of 8 Blue Badge Bays to meet minimum Department for Transport criteria.
  - Two electrical vehicle charging points will be installed with the potential to include further charge points as demand increases.
  - Provision of a new pathway between the new carpark and station.
  - New CCTV and lighting will be added to the site and along the new pathway created between the carpark and platform, creating a safer environment for all transport users.

- Reduction of on-street parking around the station in nearby residential streets.
- Value for Money is rated as Very High with a Benefit to Cost Ratio of 4.5:1.
- The scheme's wider social benefits include noise reduction, air quality improvement and greenhouse gas emission reduction benefits associated with the reduction in car use as a result of the car parking provision provided. New landscaping will counterbalance the loss of some greenfield land, while improving drainage and reducing flood risks.
- Enabling inclusive growth by enabling as many people as possible to contribute to, and benefit from, economic growth in the region's communities, towns, and cities.

### **Equality and Diversity Implications**

5.13 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development. As the full business case develops, equality and diversity impacts will be further taken account of.

### **Risks**

5.14 The scheme risks include:

- Land acquisition - parts of the proposed route along Colliery Approach is shown on unadopted highway. This risk is mitigated by early and on-going discussions with landowners and legal services.
- Funding - unforeseen or additional survey works undertaken for feasibility exceed approved funds. This risk is mitigated by accurate budgeting of feasibility spend by the project team.
- Feasibility - increase in land acquisition costs and / or utility diversions causing greater than anticipated scheme costs and / or contingency allowance exceedance. This risk is mitigated by reassessing Value for Money at full business case.
- Funding - utility diversions may be required incurring additional costs not budgeted. This risk is mitigated by allowance in the feasibility budget for surveys and ensuring adequately detailed costs are obtained in next phase of business case development.

### **Costs**

5.15 The scheme costs are:

- The current total forecast cost of the scheme is £2,731,000
- The current, indicative, Combined Authority contribution to the total scheme costs at this decision point is £2,731,000 allocated from the West Yorkshire plus Transport Fund.

- Previous total forecast and Combined Authority cost of the scheme:
  - £1,106,000 at decision point 2 (strategic outline case) on 29 June 2017
  - £1,540,000 in a change request on 13 December 2018
  - £2,660,000 at the West Yorkshire plus Transport Fund Review on 2 December 2020
- The total scheme costs approved to date is £2,660,000; the scheme is now seeking outline business case indicative approval of £2,731,000 with an increase in total scheme costs of £71,000. The reasons for the increase include the addition of a drainage scheme, new LED lighting, extensive land stabilisation, along with increased project design and procurement costs. The cost increase is being managed within the wider Rail Parking Package programme and has been confirmed by the Senior Responsible Owner as affordable.
- Development costs approved to date stand at £210,000 with a request for additional development costs of £86,000 taking the total scheme development cost to £296,000 which is a little over 10% of the total scheme costs. This additional funding will be used for staffing and survey costs taking the scheme to full business case.
- The Combined Authority will need to enter into an amendment to the existing Funding Agreement with Wakefield Council for expenditure of up to £286,000.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/06/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/06/2023

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/12/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/12/2024

### Other Key Timescales

- Construction starts – October 2022
- Construction ends – May 2023

### Assurance Tolerances

<b>Assurance tolerances</b>
Combined Authority costs remain within +5% of those outlined in this report
Delivery (decision point 5) timescales remain within 3 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

### Appraisal Summary

- 5.16 A good strategic fit and case for change were evidenced in the business case, supporting policy at national, regional, and local levels.
- 5.17 Further detailing of constraints, interdependencies and a comprehensive outline of stakeholder engagement plans for future consultation would be beneficial at the next decision point. This scheme meets three of the five Strategic Economic Framework (SEF) priorities.
- 5.18 A summary of the demand forecast undertaken as part of this scheme was provided and in light of COVID-19.
- 5.19 The management case provides a broad structure of scheme governance and delivery. A benefits realisation schedule was provided; however, a comprehensive plan would be beneficial alongside the Monitoring & Evaluation Plan to be delivered at full business case.
- 5.20 The scheme has been deemed affordable and represents very high value for money.

## Recommendations

5.21 The Place, Regeneration and Housing Committee approves that:

- (i) The Outwood Park and Ride 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 £2,731,000. The total scheme value is £2,731,000.
- (iii) Development costs of £86,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £296,000. The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £296,000.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>TCF - North Halifax Improved Streets for People</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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.22 This package 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.
- 5.23 At strategic outline case (decision point 2), the North Halifax Improved Streets for People project, alongside four other schemes, comprised part of the TCF Halifax Walking, Cycling, Rail and Bus Transformation Package with an indicative approval of £53,900,000 granted from TCF funds to fund the 'more ambitious' scenarios of all schemes included in the package.
- 5.24 Calderdale is amongst the 30% most deprived Local Authority areas in the country, and five areas in north Halifax are in the top 10% most deprived nationally. More than a quarter of people in the Ovenden ward in north Halifax, and a fifth of people in the Illingworth & Mixenden ward live in poverty. Unemployment in north Halifax is higher than the Calderdale and West Yorkshire average, and 39% of households have no access to a car or van within north Halifax. Low car ownership levels in some of the most deprived wards, combined with limited public transport services, and unappealing walking environments exacerbate inequality and poor health. Life expectancy in the Ovenden ward in north Halifax is significantly lower than for Calderdale.

Although car ownership is lower in north Halifax, there are areas where parked vehicles and footpaths combine to create barriers to walking and cycling. This, combined with obstructions and limited footpath widths, restricts pedestrians, pushchair and wheelchair users passing each other safely in several areas.

- 5.25 The project comprises a series of prioritised walking and cycling improvements including 4 kilometres of new segregated cycleway and walking route improvements, and traffic calming measures to link the communities of north Halifax to employment, retail, and leisure opportunities in the town centre. These activities will be complemented by planting, lighting, artwork, and street furniture. These measures will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers, and visitors to reach the town centre from north Halifax, and lead to an increase in the proportion of journeys made by walking and cycling, reducing reliance on private vehicles and improve residents' health.

- 5.26 The scheme will deliver:

#### **Cousin Lane Active Travel Corridor**

- A two-way cycle track on the western side of the road, junction improvements at Moor Lane and Club Lane, and improved footpaths and pedestrian crossings. New pedestrian and cycling crossing points at Ovenden Way/Cousin Lane/Nursery Lane roundabout and a new zebra crossing close to Moor Lane.

#### **Ovenden Way & Ovenden Road Active Travel Corridor & Liveable Neighbourhood**

- Dedicated cycleway on Ovenden Way
- Shared walking and cycling route on Ovenden Road and traffic calming measures including speed limit change from 40mph to 30 mph, provision of a new pedestrian and cycling crossing.
- A new traffic light operated crossing, to benefit people walking and cycling on Shroggs Road.

#### **Dean Clough and Lee Bridge Active Travel Corridor**

- Lee Bridge: Dedicated cycleway from Dean Clough Gate 9 (the entrance to the main car park) to Corporation Street. Shared walking and cycle route from Shroggs Road to Dean Clough Gate 9. New pedestrian and cycling crossing points at Lee Bridge/Lee Bank junction. Safety and local area improvements including lighting, plants, and artwork on flyovers along Lee Bridge.
- New lighting to improve the sense of security underneath the overpasses at the Lee Bridge / Lee Bank junction and over Cross Hills.
- Akroyd Place: separate cycleway.

- Separate walking and cycle route on the path around Crib Lane car park and a cycleway on Corporation Street.
- Dean Clough: improvements to footpaths and safe crossing points, planting, sustainable drainage, and improved bus waiting areas. Speed limit reduction from 30mph to 20 mph.

5.27 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), contributing to deliver 21st century transport infrastructure through improving connections for cyclists and pedestrians between Halifax Town Centre and north Halifax, as well as within north Halifax. It contributes to tackling the climate emergency and reducing carbon emissions by supporting a transformed transport network which delivers access to high quality walking and cycling infrastructure. By delivering improved access to cycling and walking, the scheme promotes inclusive growth as it ensures that residents are better connected to employment, education and training opportunities in Halifax town centre, Calderdale, and the wider city region.

5.28 A summary of the scheme's business case and location map is included in **Appendix 3**.

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

5.29 The scheme will deliver clean growth and reduce levels of carbon emissions from vehicles by encouraging more walking and cycling, by making them more appealing alternatives to the private car for short and medium distance journeys.

5.30 A reduction in greenhouse gas emissions equal to 430 tonnes of CO<sub>2</sub>e over a 60-year period, following the scheme's opening in 2023, is anticipated, as a result of taking approximately 92,000 car kms off the north Halifax Road network each year. The planting of 156 new trees is expected to bring about an additional reduction of 78 tonnes of CO<sub>2</sub>e over 60 years. Meanwhile, a significant increase in embodied carbon emissions of about 563 tonnes of CO<sub>2</sub>e is anticipated during the scheme's construction that will slightly outweigh emission reductions from reduced vehicle kms travelled and tree planting. As a result, the scheme is expected to induce an overall slight adverse carbon impact of approximately 55 tCO<sub>2</sub>e over a 60-year period.

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

5.31 The scheme outputs and benefits include:

- Improve walking and cycling access from north Halifax to Halifax town centre through the delivery of a 4 km cycle track, 1 km of widened footpaths and 16 pedestrian crossings in combination with improvements to the local area through improved lighting and new plants by 2023.
- Increase levels of walking on the scheme corridor by 15% by 2025 through the provision of a high-quality walking route between north Halifax and Halifax town centre, alongside safety enhancements through traffic calming and speed reduction measures.

- Increase levels of cycling on the scheme corridor by 138% by 2025.
- Improve road safety for all users within the scheme area through the provision of 16 new, safe pedestrian and cycling crossing facilities; the implementation of about 3.5 kilometres of traffic calming measures and reductions on speed limits. Target to achieve a 3% reduction in deaths and serious injuries on the roads rate by 2025.
- Improve the attractiveness and perception of the north Halifax area by enhancing the local environment through tree and shrub planting, lighting, and artwork.
- Support local residents in north Halifax to access employment opportunities in Halifax town centre and beyond by improving walking and cycling access.

### **Equality and Diversity Implications**

5.32 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

### **Risks**

5.33 The scheme risks include:

Risk of cost increases due to:

- Requirement for compulsory purchase of land extending project timescales. Engagement with identified landowners will continue, and the next stage of detailed design will ensure scheme elements are designed such that the risk of compulsory purchase is removed.
- Utility diversion requirements underestimated during design. Unidentified and inaccurate location of utilities likely to be encountered within the scheme area that would require changes to scheme design, to be undertaken as part of next stage design, and further mitigated by a budget allowance included within the construction costs.
- Increases in the costs of materials due to inflation, lack of competition in the construction market and or limited availability from Brexit and COVID-19. Mitigated by the total cost estimate including allowances for risk as derived by a Quantitative Risk Assessment (QRA) and contingency at 10% of direct delivery costs.

Risk of significant programme delays due to:

- Limitations of capacity and resources within the construction market to carry out the project as multiple TCF projects are working towards the same delivery timelines. Mitigated by the Combined Authority teams reviewing the alignment of construction activities across the TCF programme.
- Underestimation of statutory works' requirements, adverse weather conditions, other works to the Strategic Road Network and/or reduced

workforce due to COVID-19. Mitigated by early engagement with statutory services. Aim for construction to take advantage of seasonal weather periods. Early contractor involvement to be undertaken to validate cost estimates and construction programme.

## Costs

5.34 The scheme costs are:

- Total scheme costs amount to £10,958,000 and will be funded through the Transforming Cities Fund with the Combined Authority's contribution capped at this amount.
- This is an increased request of £2,958,000 to the Combined Authority's funding since decision point 2 (strategic outline case), when an indicative approval of £8,000,000 was given. The increase in costs is due to a requirement to include Combined Authority costs associated with delivering the scheme, significant increase in general construction market costs in 2021 compared to 2020 when the previous estimates were undertaken; allowing a greater allowance for risk and contingency; ensuring the updated design proposals align with the higher standards required by Department for Transport and addressing feedback from public consultation support for greater more improvements to the local area e.g. provision of cycling paths on Cousin Lane to serve the most disadvantaged areas, planting, lighting artwork. The additional work will be funded through the TCF programme level risk and contingency fund, in accordance with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.
- Development costs of £630,000 were approved by the Investment Committee in June 2020.
- Approval of additional development funding of £1,350,000 is sought to enable the scheme's progression to Full Business Case.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Discharge of outline business case conditions	Combined Authority's Programme Appraisal Team	30/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	23/09/2022

	Decision: Combined Authority's Managing Director	
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	07/10/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2028

### Other Key Timescales

- Public consultation (feasibility designs): November to December 2021
- Planning application determination: March to April 2022
- Enabling works: August – October 2022
- Start of main construction works: November 2022
- End of main construction works: August 2023

### Assurance Tolerances

<b>Assurance tolerances</b>
Combined Authority costs remain within 0% of those outlined in this report
Delivery (DP5) timescales remain within 3 months of those outlined in this report.

### Appraisal Summary

- 5.35 The scheme has a sound strategic case and the proposed activities have been developed in response to local needs, as identified through early engagement with local communities and ward members. Support to date from key stakeholders has been adequately demonstrated.
- 5.36 Public consultation on concept designs undertaken in April 2021 suggested that the scheme is overall well received and supported by the public. Less support was received for proposals involving changes in parking provision to accommodate the new cycleways and widened footpaths. It is

acknowledged, though, that most of the parking spaces to be affected by the scheme are primarily used for business purposes and in areas where there is adequate off street parking provision. The next round of consultation on feasibility designs is planned for November – December 2021. Outcomes will be reported to demonstrate ongoing public support and concerns raised.

- 5.37 The preferred option at this stage includes cost increase from decision point 2 and a notable cost difference of £2,650,000 from the less ambitious option. The conditions attached to this approval will confirm the justification of the cost increases. The case for inclusion of Cousin Lane cycleway and pedestrian improvements in the core scheme scenario is well supported. The continuation of the Ovenden Way cycleway along Cousin Lane will link the deprived and densely populated communities of Ovenden to the town centre. Two future housing development sites are planned in proximity to Cousin Lane corridor (234 new homes anticipated) and if they would also benefit from the proposed improved walking and cycling links in this scheme.
- 5.38 Under the current scheme designs, it is possible that a Compulsory Purchase Order (CPO) will need to be raised to acquire several unregistered parcels of land required for the delivery of various scheme elements. There is a risk that the current completion date of August 2023 will slip due to delays associated with the compulsory purchase of land. Certainty needs to be provided over land requirements and CPO implications, design to be informed by further engagement with landowners and deliverability to be demonstrated before the next decision point.
- 5.39 Further work on the economic case is recommended before the next decision point, particularly in relation to the anticipated levels of demand for walking and cycling.
- 5.40 Overall, the scheme is at an early stage for an Outline Business Case submission as changes in scope, cost estimates and construction programme may occur as it progresses at the next stage. As such, an update report will be submitted to PAT prior to the submission of the full business case.

### **Recommendations**

- 5.41 The Place Regeneration and Housing (PRH) Committee approves that:
- (i) The North Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (ii) An indicative approval to total scheme costs of £10,958,000 is given, to be funded by the Combined Authority's Transforming Cities Fund (TCF).

- (iii) Additional development costs of £1,350,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,980,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,980,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
  - Outcome of public consultation on feasibility designs and demonstrate continued political support for the scheme.
  - An update on the progress of land acquisition.
  - Preliminary designs for the scheme.
  - Progression of statutory undertaker work requirements and associated costs.
  - Updated costs, QRA and programme.
  - Updated economic case.
  - Demonstrate project affordability within the overall Transforming Cities Fund's programme.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>TCF - West Halifax Improved Streets for People</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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.42 This package will be funded jointly through the Department for Transport's Transforming Cities Fund (TCF) and the Integrated Transport Block (ITB). 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.
- 5.43 At strategic outline case (decision point 2), an indicative approval of £53,900,000 from TCF funds was given to fund the more ambitious scenarios of all five schemes included as part of the TCF Halifax Walking, Cycling, Rail and Bus Transformation Package. Following decision point 2, the Park Ward Healthy Streets and West Halifax Bus Efficiency projects, included in the package, were combined into a single scheme renamed as "West Halifax Improved Streets for People".
- 5.44 Historically, there has been an under-investment in sustainable transport in west Halifax. In particular, the Park Ward in west Halifax is amongst the 20% most deprived areas in the UK with an unemployment rate of 21% and a significantly lower life expectancy compared to the rest of Calderdale District and the country average. Car ownership is particularly low with 44% of people having no access to a private vehicle. Local residents face significant barriers to walking mainly due to inconsiderate parking on pavements, lack of continuous footways and pedestrian crossing points that, alongside the high traffic volumes, high speeds and antisocial driving behaviour cause serious safety concerns and create an unwelcoming

walking environment. Bus users travelling between West Halifax and the town centre also experience slow journey times and delays during peak hours.

- 5.45 In response to these barriers, the West Halifax Improved Streets for People scheme proposes improvements to walking routes, provision of new pedestrian crossing facilities alongside traffic calming measures, parking restrictions and improvements to the local environment including pocket parks, planting and street furniture. The scheme also proposes bus priority measures through signal upgrades at junctions aiming to improve journey times on key bus routes connecting west Halifax to the town centre. The scheme will deliver:

### **Gibbet Street**

- Footpath improvements (north side) and bollards to prevent parking on the footpaths. Car parking formalisation (south side). New crossing locations. Two metre cycle lane between Hall Street and Lister Court; planting; speed limit of 20mph between Queen's Road and Lightowler Road; traffic calming through speed cushions; eight new on street parking bays and one-way traffic system at Grape Street and Hope Street.

### **Gibbet Street Monument and A58 Bridge**

- Small park; surface improvements and plants; artwork and lighting to the A58 bridge.

### **Lister Court**

- Small park between Pellon Lane and Lister Court; ramp to provide disabled access (linked to new pedestrian crossing as part of A629 Phase 2 scheme); new footpath between the building and the car park and road narrowing.

### **Model Village**

- One way traffic system at Hanson Lane and Gibbet Street to accommodate changes to residential parking; traffic calming measures; Gladstone Road, Cavendish Terrace, Cromwell Terrace to be closed to traffic; access to model village only via Grosvenor Terrace and Milton Terrace. New pedestrian and cycle crossing locations; small park adjacent to Grosvenor Terrace, planting on Gladstone Road and increasing priority for cyclists and pedestrians at Hanson Lane / Lightowler Road.

### **Queen's Road**

- Restrictions/bollards to prevent parking on footways, new crossing locations; tree and planting; speed reduction to 20mph; traffic calming measures; carriageway narrowing; formalised on street parking; turning

restrictions for HGVs at junctions with Hanson Lane, Gibbet Street, Hopwood Lane and Parkinson Lane; additional signage and junction improvements; replacement of some pedestrian guardrails.

### **Pellon Lane**

- Bus priority signals at junctions with Hanson Lane, Queen's Road and Burdock Way / New Brunswick Street.

### **Beech Hill Estate**

- Footpath re-surfacing, lighting and planting. Formalisation of on-street parking on Mount Pleasant Avenue.

### **Parkinson Lane East (between Queen's Road & A58)**

- Traffic calming measures; new crossing locations; carriageway narrowing and plants. Formalised on-street parking (south) and parking restrictions (north).

- 5.46 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), contributing to deliver 21st century transport infrastructure through improving connectivity for pedestrians and bus users within the Park Ward area in West Halifax and between Park Ward and the town centre. It also contributes to tackling the climate emergency and reduce carbon emissions by supporting a transformed transport network which delivers access to high quality walking infrastructure, implementing Healthy Streets principles. By delivering improvements to sustainable infrastructure, the scheme promotes inclusive growth as it ensures that residents are better connected to employment, education and training opportunities in Halifax Town Centre, Calderdale and the wider city region.
- 5.47 The scheme's interventions will encourage a higher uptake of walking for short distance trips and bus for longer, cross boundary trips. In combination with the Active Calderdale Programme (local delivery pilot), funded by Sports England, that was launched by Calderdale Council in 2020, the scheme has the potential to contribute to improved health for residents in west Halifax by encouraging increased levels of physical activity as well as reducing carbon emissions and enhancing local air quality.
- 5.48 A summary of the scheme's business case and location map is included in **Appendix 4**.

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

- 5.49 The scheme will deliver clean growth and reduce levels of carbon emissions. This will be achieved by encouraging a higher uptake of walking and bus use by making them more appealing travel alternatives to private car for short and longer distance trips respectively.
- 5.50 A reduction in greenhouse gas emissions equal to 195 tonnes of CO<sub>2</sub>e over a 60-year period, following the scheme's opening in 2023, is anticipated, as

a result of taking approximately 42,000 car kms off the west Halifax Road network each year. Planting of 148 new trees is expected to bring about an additional reduction of 74tonnes of CO2e over 60 years that would outweigh the slightly adverse embodied carbon impacts of about 70 tonnes of CO2e anticipated during the construction period.

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

5.51 The scheme outputs and benefits include:

- Increase bus patronage by up to 6% by 2036 through introducing bus priority signals at key junctions along bus routes with a frequency of at least 4 buses per hour.
- Increase average bus speeds to 20 miles per hour during the morning and afternoon / evening peak periods five-years post scheme opening.
- Increase levels of walking within the scheme area by 7% by 2036 through the provision of continuous footways, formal pedestrian crossings and traffic calming measures.
- Improve road safety for all users within the scheme area to achieve a reduction in Killed or Seriously Injured (KSI) rate by 3% five years post scheme opening.
- Improve attractiveness and perception of the Park Ward area by enhancing the local environment through tree and vegetation planting, lighting and artwork.
- Support local residents in west Halifax to access employment opportunities in Halifax Town Centre and beyond by improving walking and cycling access.

### **Equality and Diversity Implications**

5.52 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

5.53 A Distributional Impact Assessment undertaken suggests that the scheme is expected to have a beneficial impact across all social groups and particularly for the lower income groups in local communities.

### **Risks**

5.54 The scheme risks include:

- Risk of inadequate stakeholder and public support for introducing parking restrictions leading to delay or risk to delivery. Mitigation plans include ongoing engagement with local communities and key stakeholders. Phase 3 of consultation on feasibility designs planned to commence in November 2021.
- Risk of significant cost increases due to:

- Utility diversion requirements being underestimated during design or unidentified/ inaccurate location of utilities likely to be encountered within the scheme boundary that would require changes to scheme design. Mitigated by an allowance of 20% added to direct construction costs to account for the requirement of utility diversions and upgrades.
- Increase in the costs of materials due to inflation, lack of competition in the construction market and or limited availability from Brexit/COVID-19. Mitigated by the total cost estimate including allowances for risk as derived by a Quantitative Risk Assessment (QRA) and contingency at 10% of direct delivery costs.
- Insufficient information on drainage systems within the scheme. Mitigation by minimising interface with drainage system as far as possible through design.
- Risk of programme delays due to:
  - Limitations of capacity and resources within the construction market to carry out the project as multiple TCF projects are working towards the same delivery timelines. Mitigated by the Combined Authority teams reviewing the alignment of construction activities across the TCF programme.
  - Underestimate of statutory works' requirements, adverse weather conditions, other works to the Strategic Road Network and/or reduced workforce due to COVID-19. Mitigated by early engagement with statutory services. Aim for construction to take advantage of seasonal weather periods. Early contractor involvement to be undertaken to validate cost estimates and construction programme.
  - Land acquisition requirements that could also result in cost increases. Partially mitigated by positive engagement with landowners to date. Ongoing engagement required to ensure all interventions are undertaken under permitted development or voluntary negotiation.

## **Costs**

5.55 The scheme costs are:

- Total scheme costs: £9,240,000. £8,240,000 to be funded through the Transforming Cities Fund (Combined Authority's contribution capped at this amount) and £1,000,000 through the Integrated Transport Block (Streets for People Demonstration project).
- This is an increased request of £240,000 to the Combined Authority's funding since decision point 2 (strategic outline case), when an indicative approval of £8,000,000 was given. The increase in costs is due to a requirement to include Combined Authority costs associated with delivering the scheme.

- Development costs of £552,000 from Transforming Cities Fund were approved by the Investment Committee in June 2020. Approval of additional development funding of £1,275,000 from the Transforming Cities Fund is sought to enable the scheme's progression to Full Business Case.
- Full funding approval to the £1,000,000 contribution from the Integrated Transport Block was granted by the Investment Committee in November 2019.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Discharge of outline business case conditions	Combined Authority's Programme Appraisal Team	30/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	10/10/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	24/10/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2028

## Other Key Timescales

- Public Consultation (feasibility designs): November to December 2021
- Planning Application Determination: March to July 2022
- Enabling Works: September – November 2022
- Start of Main Construction Works: November 2022
- End of Main Construction Works: September 2023

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within 0% of those outlined in this report
Delivery (DP5) timescales remain within 3 months of those outlined in this report.

## Appraisal Summary

- 5.56 The scheme has a sound strategic case. Scope and objectives have been developed in response to local needs, as identified through a Streets for People survey in 2020 and following engagement with local communities and ward members.
- 5.57 Feedback from public consultation on concept designs was mixed with a balance of support and disagreement mainly relating to proposed changes in parking provision. To address these concerns, designs were modified to reduce parking loss, however, more information is required to understand the localised and net impact of the scheme in parking. The next phase of consultation on feasibility designs is planned to start in November 2021. Significant, sustained political and stakeholder support will need to be demonstrated at the next decision point.
- 5.58 More clarity is required over land requirements and engagement with landowners ahead of the next decision point, including whether additional consents are required, as a number of interventions are close to heritage sites and part of the scheme falls within a conservation area.
- 5.59 Additional work on the economic case is required in order to quantify benefits for bus users and quantified scheme outputs are to be provided.
- 5.60 Overall, the scheme is at an early stage for an outline business case submission as changes in scope, cost estimates and construction programme are likely to occur as it progresses to the next stage. As such, an update report will be submitted to PAT prior to the submission of the full business case.

## Recommendations

- 5.61 The Place Regeneration and Housing (PRH) Committee approves that:
- (i) The West Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
  - (ii) An indicative approval to total scheme costs of £9,240,000 is given, to be funded by the Combined Authority's Transforming Cities Fund.
  - (iii) Additional development costs of £1,275,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,827,000.
  - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,827,000.
  - (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
    - Outcome of public consultation on feasibility designs and continued political support for the scheme to be demonstrated
    - An update on the progress of land acquisition
    - Preliminary designs for the scheme
    - Progression of statutory undertaker work requirements and associated costs
    - Updated costs, QRA and programme
    - Updated economic case
    - Demonstrate project affordability within the overall Transforming Cities Fund's programme
  - (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>BHF – West Leeds Phase 1</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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.62 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.63 The site for development lies southwest of Leeds city centre and has been vacant for a number of years. The total site is 4.5 hectares however, due to the size and complexities, a phased development approach has been adopted. Support is requested for phase 1 of the site development.
- 5.64 The scheme will deliver 623 new homes and 362 student residential accommodation on 2.44 hectares of brownfield land. The homes will consist of:
- 184 market sale apartments
  - 4 market sale townhouses
  - 205 build to rent units
  - 90 social rented units
  - 140 shared ownership units
- 5.65 The scope of works includes the construction of homes stated above; 3,043sqm of commercial floorspace; a new pedestrian/ cycle footbridge

over the River Aire to connect the site to the wider area; a new riverside walkway and public green space.

- 5.66 The scheme will also provide 10 units for homeless people on the site. It is proposed that nine of the units will be occupied and one will be used for healthcare and training. Future phases of the development will enable the delivery of a further 814 homes and 1,255 sqm of commercial space.
- 5.67 BHF funding is requested to contribute towards to enable the scheme to move forward.
- 5.68 A summary of the scheme's business case and is included in **Appendix 5**.

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

- 5.69 This scheme will deliver a new riverside walkway and cycle/footbridge across the River Aire to encourage walking and cycling and reduce reliance on vehicles. The development includes provisions for cycle parking; a residents' car club, and a number of energy efficiency measures, such as air source heating pumps will be included in the designs along with new green outdoor space.

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

- 5.70 The scheme outputs and benefits include:
- Remediation of 2.44 hectares of brownfield land by May 2025
  - Delivery of 623 new homes
  - Delivery of 363 student residential accommodation
  - Delivery of 3,043 sqm of commercial floorspace by May 2025
  - Delivery of a new cycle/footbridge over the River Aire by May 2025
  - Provision of accommodation for homeless people
- 5.71 The benefit cost ratio for this scheme has been identified as 2.2:1 representing high value for money.

### **Equality and Diversity Implications**

- 5.72 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

### **Risks**

- 5.73 The scheme risks include:
- Agreement of flooding requirements in the scheme designs with Leeds City Council and the Environment Agency could result in redesigning the

scheme. This will be mitigated by early engagement with the Council and Environment Agency to discuss flood modelling.

- The development proposals have increases to building heights which may not be supported by Leeds City Council and could lead to a scheme re-design. This will be mitigated by continued engagement with the Council.
- Increases in material costs could lead to an increase in project costs and possible delays to the programme. This will be mitigated by monitoring the supply chains and tender market.
- The proposed site contains Japanese Knotweed which could lead to delays. This will be mitigated by undertaking surveys to understand the full extent of the invasive species and review the removal measures.

## Costs

5.74 Please refer to exempt Appendix 10.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/03/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	08/04/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/08/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/12/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	07/08/2026

### **Other Key Timescales**

- A decision on the planning permission is expected by January 2022.
- The scheme is expected to start on site in April 2022.
- Construction of homes starts October 2022.
- Construction is due to be completed by May 2025.

### **Assurance Tolerances**

<b>Assurance tolerances</b>
That Combined Authority costs remain within those outlined in this report.
That delivery timeframes remain as those outlined in this report.
That the number of housing units built remain within 10% of those outlined in this report.

### **Appraisal Summary**

5.75 Please refer to exempt Appendix 10.

### **Recommendations**

5.76 Please refer to exempt Appendix 10.

<b>Project Title</b>	<b>BHF Hebden Bridge</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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.77 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.78 The scheme in Hebden Bridge will deliver 20 new, 100% affordable rented housing to enhanced energy efficiency and quality standards.
- 5.79 A summary of the scheme’s business case is included in **Appendix 6**.

## Tackling the Climate Emergency Implications

- 5.80 This scheme will aim to deliver high energy efficient homes with zero-carbon-ready heat technology. Cycle storage and electric vehicle charging points will be built in, and where possible on-site renewable energy sources with battery storage will be installed to enhance the scheme’s low carbon credentials.
- 5.81 The homes will also help tackle fuel poverty, through enhanced energy performance, including insulation and airtightness, of the properties will significantly exceed current building regulations.
- 5.82 The properties will also be low carbon in use in that they will not be provided with a carbon-based heating system. Space heating and hot water will be delivered through all-electric means. The ambition is also to include on site solar panels.

- 5.83 The central location of the scheme benefits from pedestrian links to the town centre allowing easy access to employment locations and leisure by foot, cycle or public transport, reducing car dependency.

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

- 5.84 The scheme outputs and benefits include:

- Remediation of 46,280 Sq. Ft of land releasing a difficult brownfield site for housing 20 new affordable homes to rent, designed to enhanced energy efficiency and quality standards
- Support 70 construction jobs during the construction phase
- Create 2 learner opportunities with qualification through construction period
- 2 homes will be designed with enhanced accessibility

- 5.85 The benefit cost ratio for this scheme is expected to be around 1:1. This will be confirmed at the next stage of the assurance process.

### **Equality and Diversity Implications**

- 5.86 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

### **Risks**

- 5.87 The scheme risks include:

- Unexpected issues in the ground are discovered once work commences. This will be mitigated by further site investigation to confirm ground conditions identified in previous reports along and also to identify any retaining structures that remain from the previous use of the site for residential housing prior to submission for planning approval.
- Key elements of local infrastructure damaged by site preparation causing major disruption. This will be mitigated by further site investigation and a road condition report and discussions with Calderdale Council's Highways team are being pursued.
- Costs increase during the project due to the ground conditions, current material market price volatility and supply shortages. Mitigated by a robust procurement strategy which would mitigate price risk transfer to the main contract as one of the key risks (ground remediation/ stabilisation) would be addressed. The main build contract will be procured through a design and build contract with price risk transferred to the main contractor.
- Planning permission not granted. The site is allocated for housing in the Local Plan and in the draft Neighbourhood Plan. However, the site was subject to a previous planning application by in 2019 which was

rejected. This will be mitigated by further engagement with the Council's planning process. Local support will be sought through a communications plan to ensure the local community has high levels of awareness and understanding of the plans and its benefits.

- Slippage causes delay to delivery of key project milestones due to unforeseen delay in securing services or unexpected issues with the site or groundworks. This will be mitigated by parallel workstreams: planning submission (expected Nov 2021), site investigations, public consultation (Nov 2021).

## Costs

5.88 Please refer to exempt Appendix 10.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/02/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/01/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025

### **Other Key Timescales**

- A decision on the planning permission is expected by April 2022.
- The scheme is expected to start on site in July 2022.
- The construction of homes start in November 2022.
- Construction is due to be completed by December 2023.

### **Assurance Tolerances**

<b>Assurance tolerances</b>
That Combined Authority costs remain within those outlined in this report.
That delivery timescales remain within 3 months of those outlined in this report.
That the number of housing units built remain within 10% of those outlined in this report.

### **Appraisal Summary**

5.89 Please refer to exempt Appendix 10.

### **Recommendations**

5.90 Please refer to exempt Appendix 10.

<b>Project Title</b>	<b>BHF Leeds Central</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.91 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to commence by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.92 This scheme is the development of 185 apartments on the brownfield site to the derelict site in Leeds. The scheme will help to kickstart regeneration in the area.
- 5.93 The housing design will include photovoltaic panels to the roof and connection to the Leeds Pipes District Heating Network to provide low carbon heating and hot water and open up the possibility for other surrounding new and existing developments to also benefit from being able to connect, driving investment in locally generated secure, sustainable and low carbon energy, contributing to the Combined Authority’s ‘Tackling the climate emergency’ priority.
- 5.94 There will be no service charges or ground rents charged to residents. The renewable energy credentials for this scheme are very strong and the scheme is extending the Leeds Pipes District Heating Network further than is required to allow for future development to benefit from this source of renewable energy.
- 5.95 The amendment planning application for the scheme is underway.
- 5.96 A summary of the scheme’s business case is included in **Appendix 7**.

## **Tackling the Climate Emergency Implications**

- 5.97 The scheme will deliver a home emission rate that is 71% below the current building regulations (far exceeding planning policy requirements which are 20%). This is based on renewable and low carbon technology and by connecting to the Leeds Pipes Heat Network Infrastructure, and the installation of mechanical ventilation with heat recovery. This will also support the scheme to deliver a carbon saving of 133 tonnes per annum.
- 5.98 The scheme will deliver 180m<sup>2</sup> high quality public green space in the form of a living wall which will provide environmental benefits to Leeds city centre and improve the biodiversity.
- 5.99 The scheme includes provision for cycling spaces, promoting cycle and reducing private car use. The development will also include 3 electric charging points which can be accessed at 6 car parking spaces.

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

5.100 The scheme outputs and benefits include:

- Development of 0.21 hectares of brownfield land in Leeds city centre and deliver 185 high quality and sustainable homes for rent by April 2024, of which 37 to be affordable homes with rent 20% below the market rent.
- 6 car parking spaces for electric vehicles to access 3 electric charging points, by April 2024.
- 196 cycling spaces, providing facilities for residents who wish to commute by bike by April 2024.
- 180m<sup>2</sup> of high quality public green space in the form of a living wall, to provide environmental output benefits to Leeds city centre and improve the biodiversity of the site by April 2024.
- Energy efficiency measures, including photovoltaic panels on the roof, as part of the designs above building regulations, supporting an estimated carbon saving of 133 tonnes per annum from 2024. This includes connection to the Leeds Pipes District Heating Network infrastructure, benefitting from locally generated secure, sustainable and low carbon energy, contributing to the Combined Authority 'Tackling the climate emergency' priority.
- An estimated 444 jobs supported as part of the capital investment, including 5 new apprenticeship positions across all trades, providing each apprentice with a pathway to NVQ L2/3 by 2024.
- The benefit to cost ratio for this scheme is 3.8:1, representing high value for money.
- The scheme supports inclusive growth by the homes having a significant amount of 497m<sup>2</sup> external and 308m<sup>2</sup> internal leisure space as well as

large windows letting in natural light, with different spaces work and/or relaxation.

### Equality and Diversity Implications

5.101 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

### Risks

5.102 The scheme risks include:

- The planning permission amendment is rejected, meaning the scheme cannot go ahead. Mitigated by careful engagement on the planning application and the site is already allocated for residential use - the application simply seeks to amend a recently granted existing planning permission for reduced number of apartments but providing larger more spacious living areas.
- Build costs exceed budget, impacting affordability. Mitigated by utilising a fixed price or maximum price contract, plus profiling suitable contingency into the scheme cost.
- COVID-19 pandemic persists, impacting deliverability. Mitigated by preserving contingency to manager this risk and ensure procedures on site reflect safe working practices.

### Costs

5.103 Please refer to exempt Appendix 10.

### Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	25/02/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/07/2024

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

- Planning permission is expected to be received in November 2021 and tendered costs received in December 2021.
- Construction of homes is due to commence in April 2022 and be completed by April 2024.

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. That delivery timescales remain within three months of those outlined in this report. That the number of housing units built remains within 10% of those outlined in this report.

### Appraisal Summary

5.104 Please refer to exempt Appendix 10.

### Recommendations

5.105 Please refer to exempt Appendix 10.

<b>Project Title</b>	<b>BHF Leeds South 1B</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.107 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to commence by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.108 The scheme is a transformational project as part of a new neighbourhood in near Leeds city centre.
- 5.109 The scheme involves the development of 142 homes within ad is part of a wider reduced carbon district, The scheme is on a 3.08-acre brownfield site on the fringe of the city centre bordering the River Aire and sits within an area of planned regeneration.
- 5.110 The homes in this scheme will require little heating and will be low carbon by using the “passive house” approach (a highly insulated, timber frame construction). Building materials will be selected with regards to their thermal performance and environmental impact to achieve exceptional energy efficiency standards.
- 5.111 This scheme will contribute to the regeneration of the area and compliment nearby developments and other investments being brought forward in the area.
- 5.112 A summary of the scheme’s business case is included in **Appendix 8**.

## Tackling the Climate Emergency Implications

- 5.113 The scheme will deliver homes that are 7-10 times more energy efficient than current building regulations. This is based on the technology used in the properties, their airtightness, and the installation of mechanical ventilation with heat recovery, removing the need to artificially heat the properties. This will also support the scheme to deliver an estimated carbon saving of 490 tonnes per year over a 60-year period.
- 5.114 The scheme's sustainable location promotes cycling and walking, connecting to existing cycling and walking networks in Leeds. Provision for electric charging points will also be made.

## Outputs, Benefits and Inclusive Growth Implications

- 5.115 The scheme outputs and benefits include:
- 142 homes by February 2024.
  - Car parking spaces and provisions for electric vehicle charging points.
  - The benefit to cost ratio for this scheme is 4.9:1, representing very high value for money.

## Equality and Diversity Implications

- 5.116 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

## Risks

- 5.117 The scheme risks include:
- Increased costs for materials during construction. This will be mitigated by allowing for increased costs within the budgets and fixing supply prices into contracts.

## Costs

- 5.118 Please refer to exempt Appendix 10.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021

Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/03/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/03/2026

### Other Key Timescales

- Construction of homes is due to commence in January 2022 and be completed by February 2024.

### Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery timescales remain within three months of those outlined in this report. The number of housing units built remaining within 10% of those outlined in this report.

### Appraisal Summary

5.119 Please refer to exempt Appendix 10.

### Recommendations

5.120 Please refer to exempt Appendix 10.

<b>Project Title</b>	<b>BHF Knottingley</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full business case)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

## Background

- 5.121 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to have commenced by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.122 The scheme will facilitate the construction of 175 new houses and 2 retail units on the site of a former industrial site. The housing will be a mixture of 2, 3 and 4 bed houses, 2 and 3 bed bungalows and 2 bed apartments. The retail units are likely to be occupied by a convenience store, café or hairdressers.
- 5.123 The scheme will develop an area that was a former industrial and left as wasteland for a number of years. The development will clean up land that has the potential to be hazardous to health and regenerate an area that has been used for fly tipping and anti-social behaviour in the past and in turn offer better security to the houses surrounding the site.
- 5.124 Part of this scheme is to develop a large ecology area with four ponds, enhancing public space and providing suitable habitat for great crested newts. Whilst the residents on the new development will directly benefit from the habitat area itself, the habitat area will also be accessible by the general public and local community.
- 5.125 This scheme will provide high quality, environmentally sustainable new homes onto a vacant brownfield site in the Wakefield area. The site is close to good rail and bus networks from Wakefield to surrounding areas.

5.126 A summary of the scheme's business case and location map is included in **Appendix 9**.

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

5.127 The scheme will reduce carbon emissions of the new housing units by 20% through measures such as photovoltaic panels to 38 housing units to reduce energy consumption. The scheme will seek to use recycled materials wherever possible as well as ordering materials in a way to minimise waste as much as possible.

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

5.128 The scheme outputs and benefits include:

- To remediate an area of land, that was a former industrial, through the development of 175 housing units and retail units.
- To provide an ecology area on the site with a walkway for the new development and surrounding area to gain access. This will include wildflowers and the provision of semi-natural dry grassland.
- To provide external plug sockets that are suitable for electric vehicle charging.
- The scheme will offer employment in the local area and up to four apprenticeships per year during construction will be created for people in the local area.

5.129 Wider benefits include encouraging walking and cycling through the development of foot/ cycle paths to the surrounding road network.

5.130 The value for money assessment reflects a benefit cost ratio of 1.3:1 representing acceptable value for money. The wider benefits of regeneration of one of the most deprived areas of Wakefield provide additional value to this scheme.

### **Equality and Diversity Implications**

5.131 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

### **Risks**

5.132 The scheme risks include:

- Risk of cost overruns due to increases in material costs and delays. This is mitigated through regular budget planning and supplier relationship management.
- Risk of a breach in the newt fencing caused by trespassers or maintenance failure resulting in Natural England withdrawing their

license. This is mitigated by ensuring the site is secure and undertaking regular maintenance.

## Costs

5.133 Please refer to exempt Appendix 10.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/06/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/10/2026

## Other Key Timescales

- Construction of homes is due to commence in January 2022 with practical completion estimated by June 2025.

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. The delivery timescales remain within 3 months of those outlined in this report. That the number of housing units built remain within 10% of those outlined in this report.

### **Appraisal Summary**

5.134 Please refer to exempt Appendix 10.

### **Recommendations**

5.135 Please refer to exempt Appendix 10.

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

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

## Background

- 5.136 The White Rose Station scheme will be funded from the Leeds Public Transport Investment Programme (LPTIP), the Transforming Cities Fund (TCF), the New Stations Fund (NSF), and other private sector match funding.
- 5.137 This scheme will develop a new rail station next to the White Rose Office Park, approximately 800 metres south of the existing Cottingley Rail Station. The preferred option is to replace the existing station at Cottingley with a new station at White Rose, with extensive walking and cycling routes linking Cottingley to White Rose Station. Consultation was undertaken on Cottingley closure from July – October 2021.
- 5.138 The scheme aims to address poor connectivity around local catchments and provide access to jobs and education opportunities. The scheme is being developed by Munroe K in conjunction with West Yorkshire Combined Authority, Leeds City Council and Network Rail.
- 5.139 The station development consists of:
- Station platforms with access via lifts and staircases to both platforms, and secondary means of escape.
  - Pedestrian link bridge.
  - Passenger facilities including cycle storage, waiting shelters, CCTV and customer information screens and signs.
  - A drop off / pick up area and taxi rank to the east side of the railway, with space for rail replacement bus services and blue badge parking space.

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

5.140 Consideration is being given to replacing Cottingley Rail Station (which currently has a one train per hour service) with White Rose Station (which is assumed to have a two train per hour service post Transpennine Route Upgrade). This business case is not seeking to approve the closure of Cottingley Station as this is subject to its own regulatory processes.

5.141 A summary of the scheme's business case and location map is included in **Appendix 11**.

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

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

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

5.143 The scheme outputs and benefits include:

- Delivery of a new rail station at the White Rose Office Park to connect people to economic and education opportunities through affordable, sustainable transport.
- Support housing growth by providing access to employment and leisure opportunities.

5.144 The benefit cost ratio for this scheme has reduced from 3.01:1 to 2.25:1 since full business case submission. This reduction is due to changes in the Department for Transport's WebTAG guidance changes to assumptions in Gross Domestic Product (GDP) growth. The Value for Money of this scheme is high when judged against Department for Transport's value for money criteria.

5.145 COVID-19 scenarios were assessed as part of the business case and indicated that the most pessimistic demand decrease would result in a BCR of 1.21:1 representing acceptable value for money.

## **Equality and Diversity Implications**

- 5.146 The White Rose Station development provides step free access to sustainable public transport. An equality impact assessment was undertaken for this scheme.
- 5.147 The Combined Authority is working with Munroe K to facilitate a small vehicle hopper service for the local communities to access White Rose Station ensuring the station development is inclusive for all.

## **Risks**

5.148 The scheme risks include:

- The proposed site for White Rose Station is on the Transpennine Route Upgrade and as such, the interface with TRU is a key risk for this scheme. The risk is mitigated through identification of critical milestones relating to the track alignment which have been incorporated within the project timeframes.
- There are numerous stakeholders involved in the delivery of the station who need to interact for the station to be constructed. This is mitigated by ongoing engagement and design interfaces between all key stakeholders.
- Objections are received with regards to the closure of Cottingley Station. This is being mitigated by engaging with influential stakeholders and developing the case for the closure of Cottingley Station.
- The designs for White Rose Station require land outside the current Network Rail boundary to be purchased. This is mitigated by identifying the boundary and Munroe K commencing the land assembly process with Network Rail, along with producing a land and consents strategy.
- The Project Steering Group are managing a cross track risk via engagement with the Office of Rail and Road (ORR). The scheme designer (Atkins) have produced work to mitigate this risk. Safety compliance will need to be demonstrated to the ORR.

## **Costs**

5.149 Due to the complexities involved in rail station developments, a total of £26,500,000 has been made available for delivery of this scheme. This is comprised of up to £4,500,000 from Munroe K and up to £22,000,000 from Combined Authority funds which are broken down as follows:

- £5,000,000 from the Leeds Public Transport Investment Programme.
- £5,000,000 from New Stations Fund.
- Up to £12,000,000 from Transforming Cities Fund.

5.150 The current total scheme cost is forecast at £24,500,000. Munroe K is committed to reducing scheme costs wherever possible.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/11/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025

### Other Key Timescales

- Construction is due to start on site in January 2022 with completion planned for February 2023.

### Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. That delivery timeframes remain within four months of those outlined in this report.

### Appraisal Summary

- 5.151 The scheme will build a new rail station within the White Rose Office Park boundary, next to the White Rose Shopping Centre and approximately 800 metres south of the existing Cottingley Station. The construction of White Rose does not preclude the closure of Cottingley Station, which is subject to ratification by the Office of Rail and Road (ORR).
- 5.152 The business case sets out how Cottingley Rail Station is the least used real station in the Leeds area, largely due to a lack of accessibility. Consultation has been performed on the development of the White Rose Station and consultation related to the closure of Cottingley Rail Station was completed in October 2021.

- 5.153 Burnley Wilson Fish (BWF) were appointed to support Munroe K in the development, design, and construction of the station. Spencer Group have been appointed as the preferred contractor.
- 5.154 Planning consent for this scheme was secured in June 2020 and the appropriate surveys and investigations have taken place. Detailed designs will not be completed until December 2021.
- 5.155 There are a number of outstanding clarifications with regards costs, spend profile and compliance with subsidy control legislation. The funding agreement will not be signed until these are submitted by Munroe K and agreed with the Combined Authority.

### **Recommendations**

- 5.156 The Place, Regeneration and Housing Committee approves that:
- (i) The White Rose Rail Station scheme proceeds through full business case with finalised costs and work commences on activity 5 (delivery).
  - (ii) Approval to the Combined Authority's contribution of £22,000,000 is given. The total scheme value is £26,500,000.
  - (iii) The Combined Authority enters into a funding agreement with Munroe K for expenditure of up to £22,000,000.
  - (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 and Evaluation**

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

### **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 information contained in Appendix 10 is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

10.2 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 (Summary)**

### **Outwood Park and Ride**

13.1 The Place, Regeneration and Housing Committee approves that:

- (i) The Outwood Park and Ride 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 £2,731,000. The total scheme value is £2,731,000.
- (iii) Development costs of £86,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £296,000. The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £296,000.
- (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.

### **North Halifax Improved Streets for People**

13.2 The Place Regeneration and Housing Committee approves that:

- (i) The North Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to total scheme costs of £10,958,000 is given, to be funded by the Combined Authority's Transforming Cities Fund (TCF).
- (iii) Additional development costs of £1,350,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,980,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,980,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
  - Outcome of public consultation on feasibility designs and demonstrate continued political support for the scheme.
  - An update on the progress of land acquisition.
  - Preliminary designs for the scheme.
  - Progression of statutory undertaker work requirements and associated costs.

- Updated costs, QRA and programme.
  - Updated economic case.
  - Demonstrate project affordability within the overall Transforming Cities Fund's programme.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **West Halifax Improved Streets for People**

13.3 The Place Regeneration and Housing Committee approves that:

- (i) The West Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to total scheme costs of £9,240,000 is given, to be funded by the Combined Authority's Transforming Cities Fund.
- (iii) Additional development costs of £1,275,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,827,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,827,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
  - Outcome of public consultation on feasibility designs and continued political support for the scheme to be demonstrated
  - An update on the progress of land acquisition
  - Preliminary designs for the scheme
  - Progression of statutory undertaker work requirements and associated costs
  - Updated costs, QRA and programme
  - Updated economic case
  - Demonstrate project affordability within the overall Transforming Cities Fund's programme
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **BHF West Leeds Phase 1**

13.4 Please refer to exempt **Appendix 10**.

### **BHF Hebden Bridge**

13.5 Please refer to exempt **Appendix 10**.

### **BHF Leeds Central**

13.6 Please refer to exempt **Appendix 10**.

### **BHF Leeds South 1B**

13.7 Please refer to exempt **Appendix 10**.

### **BHF Knottingley**

13.8 Please refer to exempt **Appendix 10**.

### **White Rose Station**

13.9 The Place, Regeneration and Housing Committee approves that:

- (i) The White Rose Rail Station scheme proceeds through full business case with finalised costs and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £22,000,000 is given. The total scheme value is £26,500,000.
- (iii) The Combined Authority enters into a funding agreement with Munroe K for expenditure of up to £22,000,000.
- (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.

## **14 Background documents**

14.1 None as part of this report.

## **15 Appendices**

**Appendix 1** – Background to the Combined Authority's Assurance Framework

**Appendix 2** – Rail Parking Package Outwood – Business Case Summary

**Appendix 3** – TCF - North Halifax Improved Streets for People – Business Case Summary

**Appendix 4** - TCF - West Halifax Improved Streets for People – Business Case Summary

**Appendix 5** - BHF West Leeds Phase 1 – Business Case Summary

**Appendix 6** - BHF Hebden Bridge – Business Case Summary

**Appendix 7** - BHF Leeds Central – Business Case Summary

**Appendix 8** - BHF Leeds South 1B – Business Case Summary

**Appendix 9** - BHF Knottingley – Business Case Summary

**Appendix 10** – Exempt Brownfield Housing Fund

**Appendix 11** - White Rose Station – Business Case Summary

This page is intentionally left blank



## Capital Spend and Project Approvals

### Appendix 1 - Assurance Framework

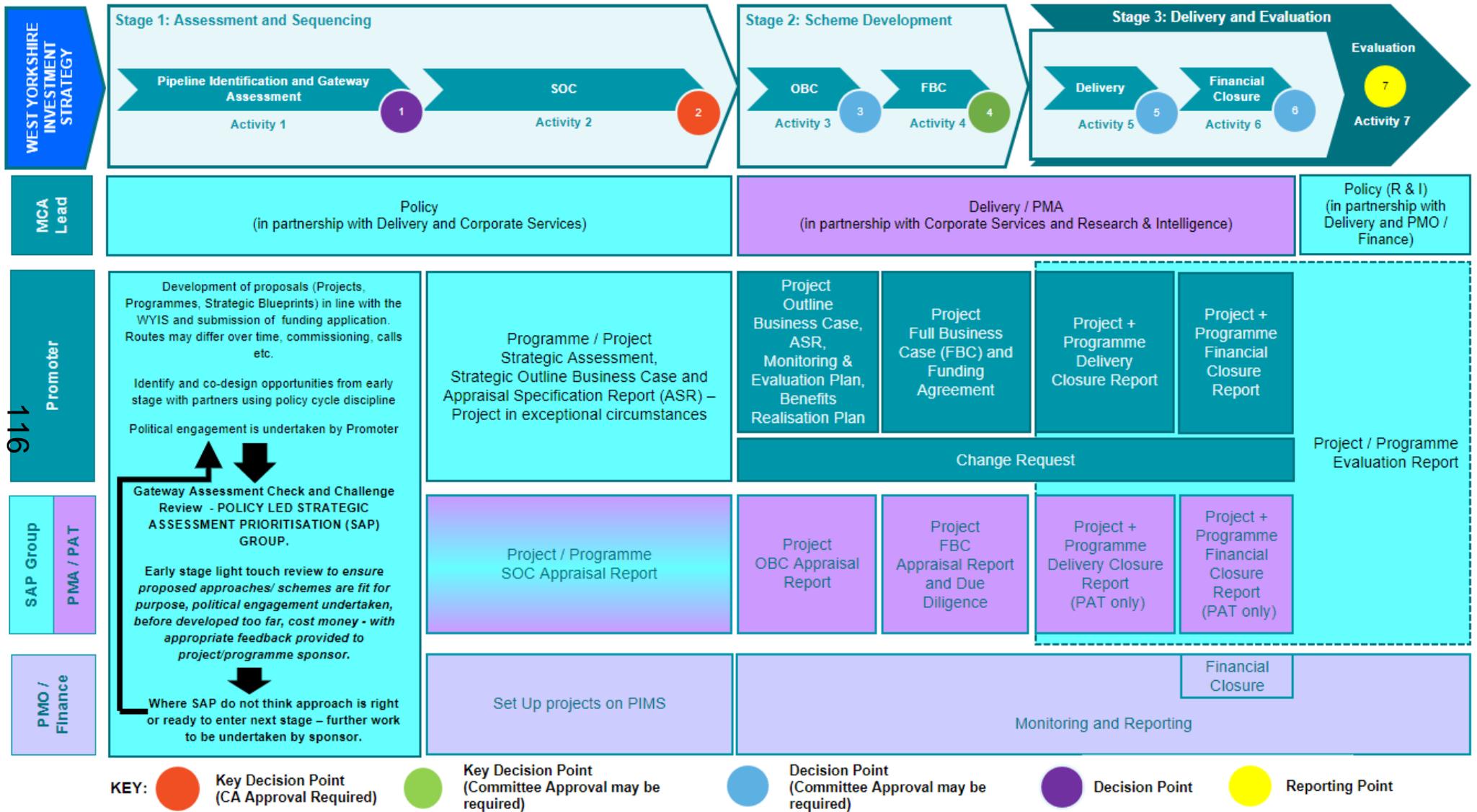
#### 1 Assurance Framework

- 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



116

- 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 a Committee, 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 a Committee and/or the Combined Authority for further consideration.

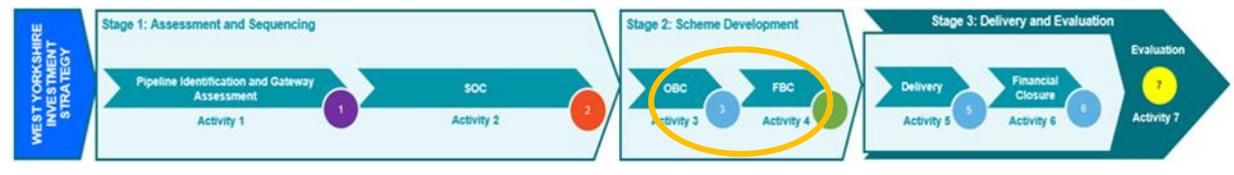
### **4 Transition**

- 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>	Rail Park & Ride Programme – Outwood Rail Station
<b>PMO scheme code:</b>	WYTF-PA4-Outwood
<b>Lead organisation:</b>	Wakefield Council
<b>Applicable funding stream(s) – Grant or Loan:</b>	West Yorkshire plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority Area 4 – Infrastructure for Growth
<b>Approvals to date:</b>	<p>Combined Authority decision point 2 (case paper) 29/06/2017 £0.1106 million</p> <p>Change request approved 20/09/2018 - £0.21 million approved and indicative project cost of £1.459 million</p> <p>Change request approved 13/12/18: Indicative project cost £1,540,000</p> <p>West Yorkshire plus Transport Fund Review 2/12/20 approved indicative project cost £2,660,000</p>
<b>Forecasted full approval date (decision point 5):</b>	July 2022
<b>Forecasted completion date (decision point 6):</b>	June 2023
<b>Total scheme cost (£):</b>	£2,731,000
<b>Combined Authority funding (£):</b>	£2,731,000
<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
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes – Rail Park & Ride

**Current Assurance Process Activity:**



**Scheme Description:**

An additional surface car park at Outwood Rail Station with 167 spaces would address a number of local transport issues, including unauthorised parking in residential areas by commuters. The scheme would support access to train services and connect people to jobs. The scheme will also improve cycling and walking routes in the area, through improved shared foot and cycle paths. The car park extension will include:

- 167 additional parking bays.
- LED lighting, CCTV and drainage improvements.
- Improved ways to travel to the station by bike, including cycleway improvements and new cycle storage.

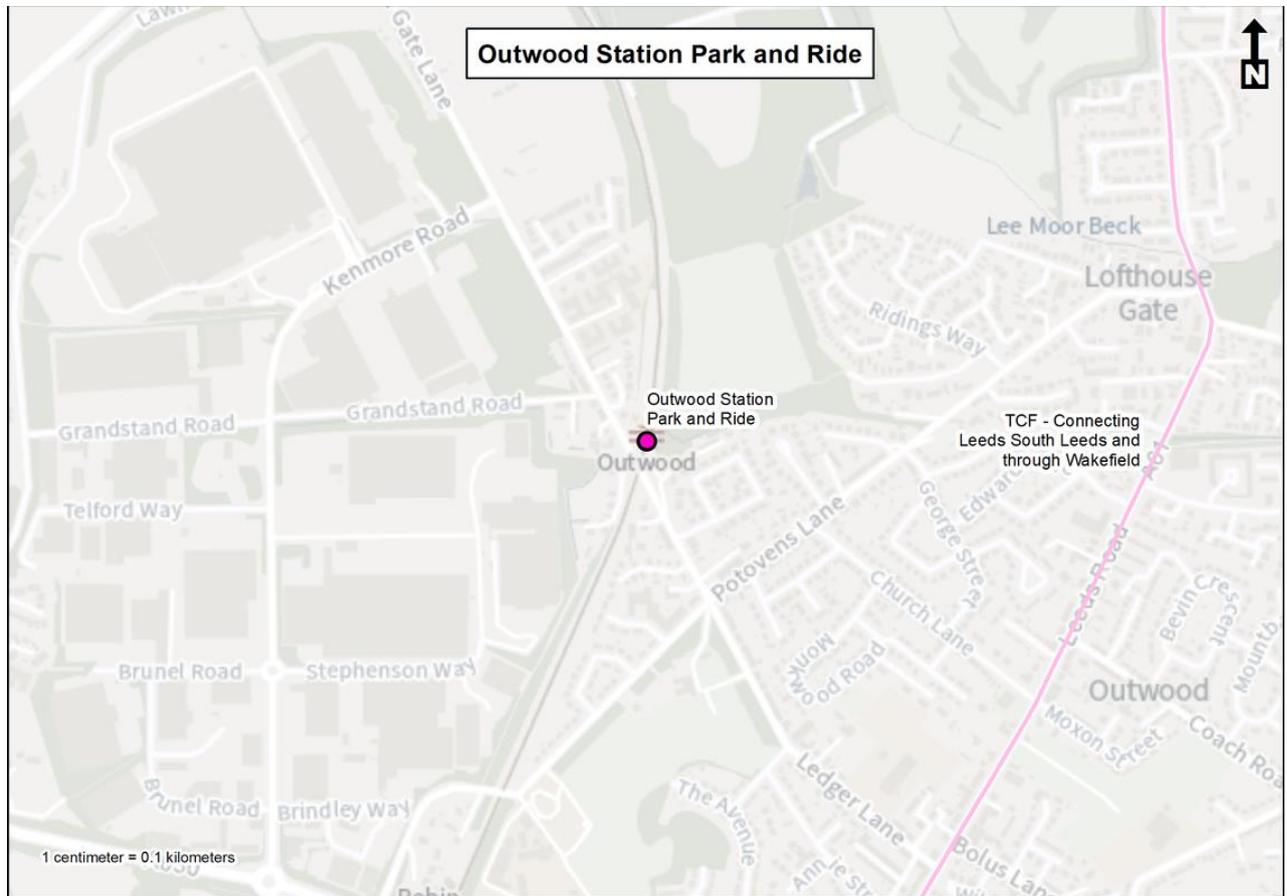
**Business Case Summary:**

<p><b>Strategic Case</b></p>	<p>Demand for rail continues to grow; usage in West Yorkshire has increased by 197% between 1998 and 2017 and the West Yorkshire Combined Authority have stated a key objective, that +75% more trips are to be made by rail by 2027.</p> <p>Based in Zone 2 on the Wakefield line, four trains per hour call at Outwood station connecting Leeds in 13-16 mins and Wakefield in four mins. In 2015/16 Outwood handled 390,000 passenger entries and exits, an increase of 108% against 2005. In addition, housing growth within the radius of the station continues to increase at a significant rate.</p> <p>Increased car parking capacity at Outwood train station was raised as a potential opportunity in 2015. The station was included in a feasibility study of 34 sites in West Yorkshire which indicated a number of potential third party sites for development, as well as land next to the existing platform owned by Wakefield Council.</p>
<p><b>Commercial Case</b></p>	<p>The existing car park has 130 spaces (five Blue Badge spaces) and is full before 8am on most weekdays. On-street parking by rail users is a concern in the local area.</p> <p>The current demand forecast for Outwood is 236 spaces indicating a shortfall in capacity of at least 106 spaces.</p> <p>Based in Zone 2 on the Wakefield line, four trains per hour call at Outwood station connecting Leeds in 13-16 minutes and Wakefield in four minutes. In 2015/16 Outwood handled 390,000 passenger entries and exits, an</p>

	<p>increase of 108% against 2005. In addition, housing growth within the radius of the station continues to increase at a significant rate.</p> <p>An additional surface car park at Outwood Rail Station with 167 spaces would address a number of local transport issues, including unauthorised parking in residential areas by commuters. The scheme would support sustainable employment growth, link people to jobs, and increase sustainable travel provision. The scheme will also improve cycling and walking routes through improved shared foot and cycle paths.</p> <p>The scheme forms part of the West Yorkshire Combined Authority's programme to improve parking facilities and connectivity at rail stations across West Yorkshire. Outwood Rail Station was selected following research by the Combined Authority, as one of 20 stations, which would benefit from improved connectivity and which require increased parking capacity.</p>
<b>Economic Case</b>	The scheme's benefit cost ratio (BCR) of 4.5 indicates a 'very high' value for money (VfM).
<b>Financial Case</b>	<p>The project outturn capital cost is £2,731,000 including risk, inflation and contingency. This would be funded in full by the West Yorkshire Combined Authority's West Yorkshire plus Transport Fund.</p> <p>Ongoing maintenance costs would be met by the Council from existing Highway Maintenance revenue budgets.</p>
<b>Management Case</b>	<p>The project will be managed via the Council's project management guidelines. There is an established governance structure at Wakefield Council detailing roles and responsibilities for the scheme.</p> <p>A high level programme plan has been submitted with a proposed construction start date of October 2022, running to May 2023.</p> <p>A Risk Register/QRA has been submitted and headline risks outlined.</p>

## Location Map

The following map shows the location of the Rail Park & Ride - Outwood Rail Station scheme



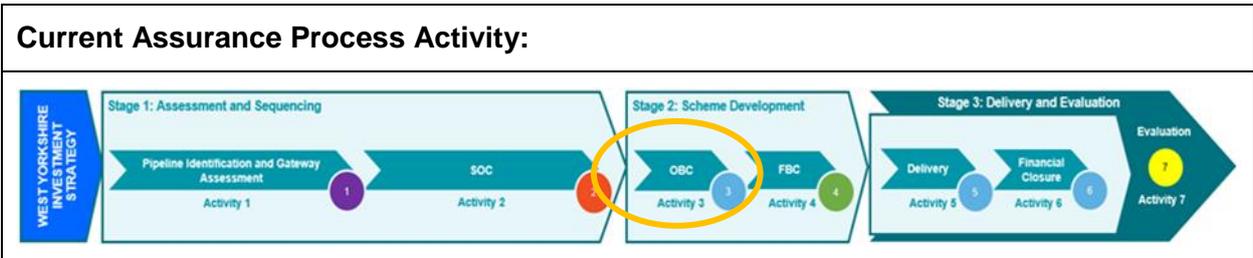
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

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

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>North Halifax Improved Streets for People</b>
<b>PMA scheme code:</b>	DFT-TCF-010.5
<b>Lead organisation:</b>	Calderdale Council
<b>Applicable funding stream(s) – Grant or Loan:</b>	Transforming Cities Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority area 4 ‘Infrastructure for Growth’ Priority area 3 ‘Clean Energy & Environmental Resilience’
<b>Approvals to date:</b>	<p>In November 2020 the Combined Authority approved the Halifax, Walking Cycling and Bus Transformation Package, at Decision Point 2.</p> <p>This package comprises of five individual schemes: Halifax Bus Station, Halifax Rail Station Gateway, North Halifax Active Travel, Park Ward Streets for People, West Halifax Bus Efficiency.</p> <p>The North Halifax Improved Streets for People scheme comprises the North Halifax Active Travel scheme.</p> <p>£630,000 development funding has been approved to date at Decision Point 1 (£60,000, October 2019), by Investment Committee (£130,000, June 2020) and by the Combined Authority’s Managing Director (£420,000, March 2021).</p> <p>Indicative approval to total scheme costs of £8 million, to be funded through Department for Transport Transforming Cities Fund. This represents the TCF High Scenario.</p>
<b>Forecasted full approval date:</b>	October 2022
<b>Forecasted completion date:</b>	August 2023
<b>Total scheme cost (£):</b>	£10,958,000
<b>Combined Authority funding (£):</b>	£10,958,000 Transforming Cities Fund (Tranche 2)
<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>	No (previously part of the wider Halifax Walking, Cycling & Bus Transformation Package).
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes, Transforming Cities Fund



**Scheme Description:**

Halifax is a large market town within the Calderdale district in West Yorkshire. The town is connected to the major hubs of Bradford, Huddersfield, Leeds and Manchester by road and rail, representing a growing and increasingly important part of the Leeds City Region (LCR).

The North Halifax Improved Streets for People scheme is part of the wider Halifax Walking, Cycling and Bus Transformation Package.

The project aims to improve the local area and provide improved access to Halifax town centre for one of the most disadvantaged communities in Calderdale – north Halifax. The project comprises a series of prioritised walking and cycling improvements including 4km of new segregated cycleway and walking route improvements, and traffic calming measures to link the communities of north Halifax to employment, retail and leisure opportunities in the town centre. These activities will be complemented by planting, lighting, artwork and street furniture. These measures will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers and visitors to reach the town centre from north Halifax, and lead to an increase in the proportion of journeys made by walking and cycling, reducing reliance on private vehicles and improving residents’ health.

**Business Case Summary:**

**Strategic Case**

The North Halifax Improved Streets for People scheme will be funded through the Transforming Cities Fund (TCF).

Calderdale is amongst the 30% most deprived Local Authority areas in the country, and five areas in north Halifax are in the top 10% most disadvantaged nationally. More than a quarter of people in the Ovenden ward in north Halifax, and a fifth of people in the Illingworth & Mixenden ward live in poverty.

Unemployment in north Halifax is higher than the Calderdale and West Yorkshire average, and 39% of households have no access to a car or van within north Halifax. Low car ownership level, combined with limited public transport services, and unappealing walking environments exacerbate inequality and poor health. Life expectancy in the Ovenden ward in north Halifax is significantly lower than for Calderdale.

	<p>Although car ownership is lower in north Halifax, there are areas where parked vehicles and footpaths combine to create barriers to walking and cycling. This, combined with obstructions and limited footpath widths, restricts pedestrians, pushchair and wheelchair users passing each other safely in several areas.</p> <p>The A629(N) is the principal road through north Halifax, linking Halifax to Keighley in the north. High traffic levels on the A629 (N) and dominance of motor traffic contributes to an unwelcoming environment for walking and cycling and there are perceived and real safety concerns for them. There is minimal cycling infrastructure in north Halifax.</p> <p>In 2020, transport accounted for the largest share of total carbon emissions in West Yorkshire, and in 2017 approximately 38% of annual CO2 emissions within Calderdale were transport related.</p> <p>Improving health outcomes and reducing health inequalities are key elements of achieving inclusive growth. The north Halifax scheme will provide new and improved infrastructure and will enable people in north Halifax to cycle and walk more often.</p> <p>The scheme meets Calderdale Transport Strategy objectives by “enhancing the environment and people’s quality of life” and “creating safe and welcoming residential neighbourhoods, where walking and cycling are the main modes for local trips and where children can play in the street”. The scheme also supports the Calderdale Cycling Strategy aspiration for a comprehensive cycling network, which includes a commitment to a cycle route between Halifax town centre and north Halifax.</p> <p>The scheme has links to other activities being delivered, or developed, within Halifax and Halifax town centre. This includes the West Halifax Improved Streets for People scheme, Halifax rail station and bus station developments, the A629 town centre corridors and the A629 (N) Corridor Improvement Plan Phase 2 scheme.</p> <p>The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to “deliver 21st century transport infrastructure” by improving cycling and pedestrian infrastructure in north Halifax, and “enable inclusive growth” by providing inclusive infrastructure, accessible for all social groups. The scheme will also contribute to “tackle the climate emergency” by increasing trips by sustainable modes (cycling and walking) and cutting carbon emissions.</p> <p>Two rounds of public consultation have been completed in north Halifax on the local issues and scheme objectives, and on the concept level designs. A third round of consultation, on feasibility designs, will take place in November 2021.</p>
<p><b>Commercial Case</b></p>	<p>Approximately 23% of all journeys to work by people living in Calderdale are less than 5km, of which 55% are made by car or van, 21.5% are made on foot, and only 1.2% are made by bicycle. This demonstrates the potential for a significant proportion of car trips transferring to trips made using active modes. Walking and cycling provide an inexpensive means of accessing jobs and services without incurring the cost of owning a car.</p> <p>Procurement for a development partner for full business case support and design is being undertaken as part of a framework being set up by the Combined Authority.</p>

	<p>The current preferred procurement option for scheme construction is a traditional route, using the YORCivil2 framework agreement put in place on behalf of YORhub. The YORCivil2 framework is a well-known framework to Calderdale Council, and one where good working relationships have already been developed. Procurement will be undertaken in accordance with all relevant procurement policies, strategies and legislation.</p> <p>Most of the scheme proposals do not require any specific permissions, although there are elements of the design that will not qualify for Permitted Development Rights, on account of occurring on land outside of the ownership of the Highway Authority.</p> <p>Calderdale Council will be seeking new or amended Traffic Regulations Orders to facilitate the scheme proposals, these Orders will be made under the provisions of the Road Traffic Regulation Act 1984 and all other enabling powers.</p>
<b>Economic Case</b>	<p>The scheme aims to promote more local journeys on foot within north Halifax and from north Halifax to the town centre.</p> <p>The benefit cost ratio (BCR) for the core scenario of the preferred scheme is 1.81, which represents an initial 'medium' value for money (VfM) position.</p>
<b>Financial Case</b>	<p>The total scheme cost estimate, at outline business case stage, is £10,958,000.</p> <p>The scheme cost includes allowance for project development, design fees, indirect construction costs, traffic management, utilities, risk, contingency and inflation.</p> <p>The final target cost estimate will be set out in the full business case.</p> <p>The scheme has an indicative allocation of £8,000,000, to be funded from the Department for Transport's Transforming Cities Fund, and a further request is made for £2,958,000 also to be funded from the Department for Transport's Transforming Cities Fund.</p> <p>The additional scheme costs, compared to the scheme costs at decision point 2, are due to a requirement to include Combined Authority costs associated with delivering the scheme, significant increase in general construction market costs in 2021 compared to 2020 when the previous estimates were undertaken; allowing a greater allowance for risk, contingency, preliminaries and traffic management estimates, and ensuring the updated design proposals align with the higher standards required by Department for Transport, and addressing feedback from public consultation support for greater more improvements to the local area e.g. planting, lighting artwork.</p>
<b>Management Case</b>	<p>A robust project management framework and governance structure is in place to manage the scheme through to construction.</p> <p>The scheme will be delivered by Calderdale Council, who have in-house capabilities, supported by a design and construction supply chain, with the required project management systems, skills and track record to be able to deliver this project successfully.</p> <p>Scheme risks will be managed through a costed Risk Register and Change Management process. The quantified risk assessment will be updated as</p>

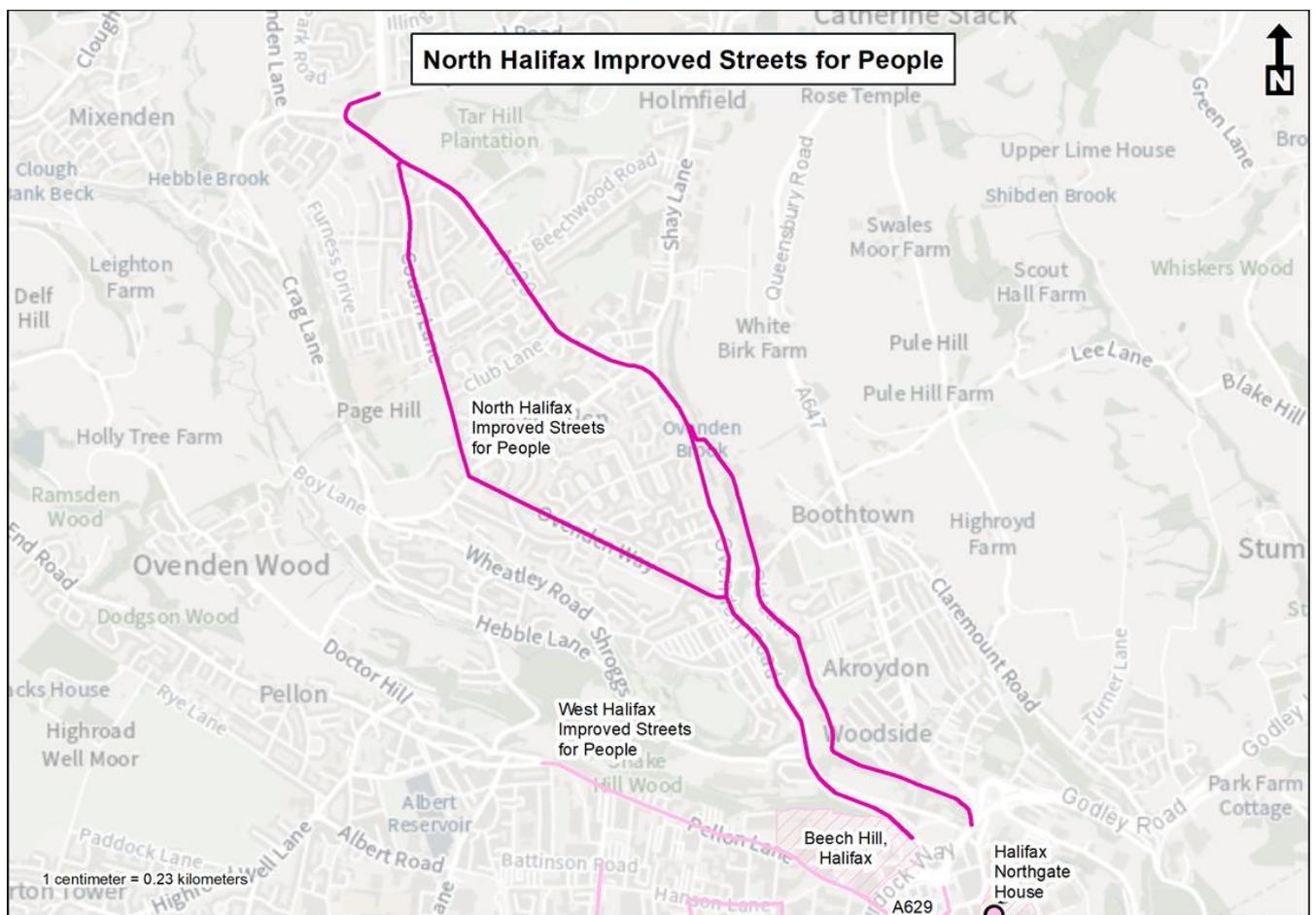
risks are updated through the full business case and during construction by a qualified Quantity Surveyor and Risk Assessor.

The scheme forecasts a construction commence date of November 2022, with Practical Completion by August 2023.

An early draft monitoring and evaluation plan has been produced, to monitor and record scheme benefits and outcomes, this will align with the programme level monitoring & evaluation plan led by the Combined Authority.

## Location Map

The following map shows the location of the North Halifax Improved Streets for People scheme



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

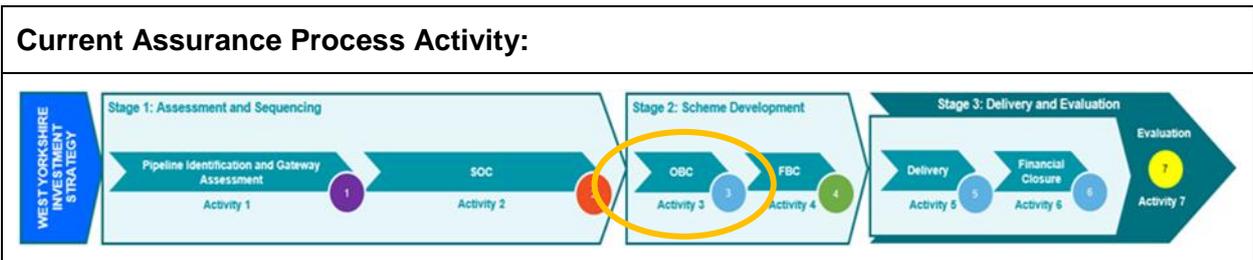
For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>

This page is intentionally left blank

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>West Halifax Improved Streets for People</b>
<b>PMA scheme code:</b>	DFT-TCF-010.4
<b>Lead organisation:</b>	Calderdale Council
<b>Applicable funding stream(s) – Grant or Loan:</b>	Transforming Cities Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority area 4 ‘Infrastructure for Growth’ Priority area 3 ‘Clean Energy & Environmental Resilience’
<b>Approvals to date:</b>	<p>In November 2020 the Combined Authority approved the Halifax, Walking Cycling and Bus Transformation Package, at decision point 2.</p> <p>This package comprised of five individual schemes: Halifax Bus Station, Halifax Rail Station Gateway, North Halifax Active Travel, Park Ward Streets for People, West Halifax Bus Efficiency.</p> <p>The West Halifax Improved Streets for People scheme comprises the Park Ward Streets for People and West Halifax Bus Efficiency schemes.</p> <p>In June 2020 the Investment Committee approved development costs of £552,000.</p> <p>Indicative total scheme costs of £9.16 million to be funded through £8 million Transforming Cities Fund and £1 million from the Integrated Transport Block (Streets for People demonstration project).</p>
<b>Forecasted full approval date:</b>	October 2022
<b>Forecasted completion date:</b>	September 2023
<b>Total scheme cost (£):</b>	£9,240,000
<b>Combined Authority funding (£):</b>	£8,240,000 Transforming Cities Fund £1,000,000 Integrated Transport Block, Streets for People Demonstration project), full approved by the Combined Authority’s Investment Committee, November 2019
<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>	No (previously part of the wider Halifax Walking, Cycling and Bus Transformation Package).
<b>Is this a programme?</b>	No
<b>Is this project part of an agreed programme?</b>	Yes, Transforming Cities Fund



**Scheme Description:**

The West Halifax Improved Streets for People scheme aims to support local residents in the Park ward area, one of the most disadvantaged communities in Calderdale, to access jobs, education, training and services in Halifax and the wider city-region, through investment in public transport, cycling and walking infrastructure.

The scheme will introduce a series of priority measures at junctions to improve the efficiency of bus operations on key routes, reduce delay and improve journey times and reliability for public transport users. The scheme will also deliver improvements to the local area through traffic calming, one-way systems, formalisation of car parking and footpath resurfacing to promote more local journeys on foot and reduce reliance on private cars. Additionally providing pocket parks, plants and street furniture to make the local area greener and more attractive.

The scheme will create more attractive and high-quality transport links for the residents of Park Ward and West Halifax that provide access to employment, education and training within Halifax town centre and the wider Leeds City Region. This will not only improve social equality and deprivation, but also encourage cycling and walking, required to reach net zero aspirations for the region.

**Business Case Summary:**

**Strategic Case**

The West Halifax Improved Streets for People scheme will be funded through the Transport’s Transforming Cities Fund (TCF), which received Department for Transport’s approval in March 2020; and funding approved by the Combined Authority’s Investment Committee from the Integrated Transport Block (Streets for People demonstration project).

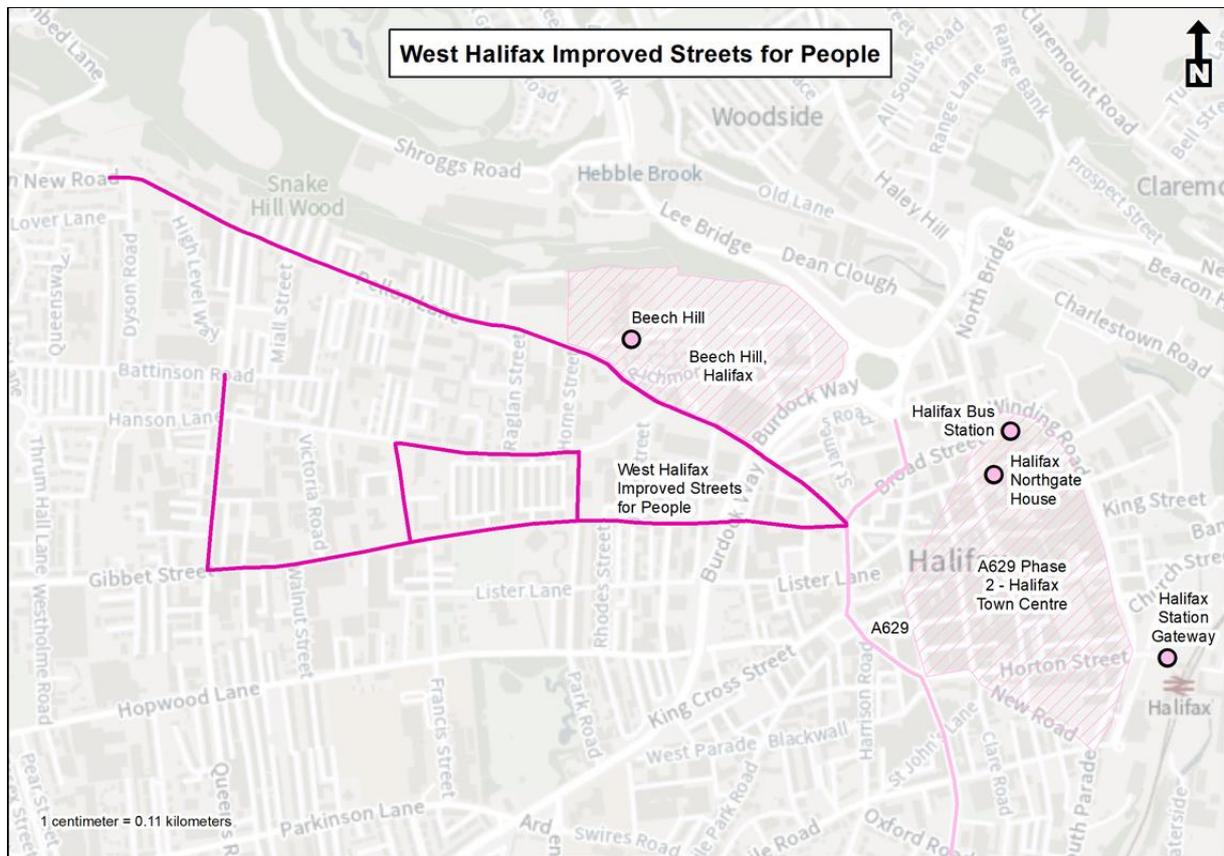
Bringing together the objectives of these two funding streams represents an opportunity to include some of the most deprived communities within Calderdale in the economic growth happening at a regional level while dealing with several local issues relating to the dominance of traffic and a poor environment for walking and cycling. Park Ward and West Halifax

	<p>fall within the most deprived 20% of areas nationally. The area does not encourage walking and cycling; cars dominate; there are car parking problems; road safety issues and poor local resident health, together with lower life expectancy than the Calderdale and national average.</p> <p>The scheme aims to reduce the general traffic dominance between West Halifax and the town centre, increase space for walking and cycling, linked to improved accessibility to rail and bus services. This will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers and visitors to reach the town centre from West Halifax. An improved bus service and improved walking and cycling links will enhance access to employment opportunities and education in the town centre and beyond.</p> <p>The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to “deliver 21st century transport infrastructure” by improving cycling and pedestrian infrastructure in Park Ward and West Halifax, and “enable inclusive growth” by providing inclusive infrastructure, accessible for all social groups. The scheme will also contribute to “tackle the climate emergency” by increasing trips by sustainable modes (cycling and walking) and cutting carbon through the delivery of improved walking routes and green space. Park Ward is a high priority area for walking improvements within the Calderdale Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>Two cycles of public consultation have been completed in West Halifax on the local issues and scheme objectives, and on the concept level designs. A third round of consultation, on feasibility designs, will take place in November 2021.</p>
<p><b>Commercial Case</b></p>	<p>Approximately 23% of all journeys to work by people living in Calderdale are less than 5km, of which 55% are made by car or van, 21.5% are made on foot, and only 1.2% are made by bicycle. This demonstrates the potential for a significant proportion of car trips transferring to trips made by cycle or on foot. Walking and cycling provide an inexpensive way to access jobs and services without incurring the cost of owning a car.</p> <p>Calderdale’s population is expected to grow from 220,200 in 2020, to 241,100 in 2033. The existing situation across West Halifax presents high and challenging levels of parking and congestion, that suggest if population growth occurs as predicted, the road network would struggle to accommodate the additional number of cars if current trends of ownership continue. It is therefore vital that the public transport offer, alongside the pedestrian and cycle infrastructure is improved and considered an attractive way to travel for the future population.</p> <p>The procurement for the development partner for full business case support and design is being undertaken as part of a mini framework being set up by the Combined Authority.</p> <p>The current preferred procurement option for scheme construction is a traditional route, using the YORCivil2 framework agreement put in place on behalf of YORhub. The YORCivil2 framework is a well-known framework to Calderdale Council and one where good working relationships have already been developed. Procurement will be undertaken in accordance with all relevant procurement policies, strategies and legislation.</p>

<b>Economic Case</b>	<p>The benefit cost ratio (BCR) for the core scenario of the preferred scheme is 1.37, which represents an initial 'Low' value for money (VfM) position.</p> <p>For the most part, the scheme generates Medium or High VfM (6 out of the 10 scenarios) across the various sensitivity tests, suggesting that it is more than likely that the scheme demonstrates higher VfM than the core scenario suggests.</p> <p>Considering the sensitivity test results and given additional modelling work to be undertaken at the next stage to better capture the scheme's benefits, it is likely that the scheme's value for money will fall into the medium category.</p>
<b>Financial Case</b>	<p>The total scheme cost estimate, at outline business case stage, is £9,240,000.</p> <p>The scheme cost includes allowance for project development, design fees, indirect construction costs, traffic management, utilities, risk, contingency and inflation.</p> <p>The final target cost estimate will be set out in the full business case.</p> <p>The scheme is to be funded through £8,240,000 from the Transforming Cities Fund, and £1,000,000 from the Integrated Transport Block (Streets for People demonstration project).</p>
<b>Management Case</b>	<p>A robust project management framework and governance structure is in place to manage the scheme through to construction.</p> <p>The scheme will be delivered by Calderdale Council, which has in-house capabilities, supported by a design and construction supply chain, with the required project management systems, skills and track record to be able to deliver this project successfully.</p> <p>Scheme risks will be managed through a costed Risk Register and Change Management process. The quantified risk assessment will be updated as risks are updated through the full business case and during construction by a qualified Quantity Surveyor and Risk Assessor.</p> <p>The scheme forecasts a construction commence date of November 2022, with Practical Completion by September 2023.</p> <p>An early draft monitoring and evaluation plan has been produced, to monitor and record scheme benefits and outcomes, this will align with the programme level monitoring and evaluation plan led by the Combined Authority.</p>

## Location Map

The following map shows the location of the West Halifax Improved Streets for People scheme



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

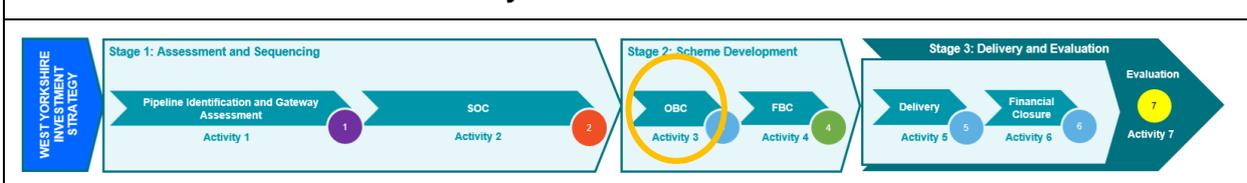
For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>

This page is intentionally left blank

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Brownfield Housing Fund West Leeds Phase 1</b>
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund - Grant
<b>Approvals to date:</b>	Programme Strategic Outline Case (decision point 2) approved by the Combined Authority 4 September 2020
<b>Forecasted full approval date (decision point 4):</b>	February 2022
<b>Forecasted completion date (decision point 5):</b>	May 2025
<b>Total scheme cost (£):</b>	Commercially sensitive
<b>Combined Authority funding (£):</b>	Commercially sensitive
<b>Total other public sector investment (£):</b>	Commercially sensitive
<b>Total other private sector investment (£):</b>	Commercially sensitive
<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 - Brownfield Housing Fund Programme

### Current Assurance Process Activity:



**Scheme Description:**

The proposed development is close to city centre facilities and well connected for walking, cycling, train and bus travel. The site has been vacant for several years. The total site is 4.5 hectares. Due to the size and complexities of the site, a phased development approach has been adopted. Phase 1 will deliver 623 new homes and student accommodation on 2.44 hectares of brownfield land delivering up to 35% affordable housing which equates to 230 homes. Alongside living space will be a range of ground floor commercial uses to support residents' needs. The first phase also includes a significant amount of open space to support community, recreation, health and wellbeing.

The development will provide a broad range of housing types to meet the differing types of occupier demand present within the Leeds city centre market. The range of units and affordable provision (shared ownership and affordable rent), will ensure that the housing is accessible to a wide range of prospective residents, helping to create a vibrant and sustainable community, in line with ambition for inclusive growth.

The development will provide 10 units for homeless people on the site, (subject to planning). It is proposed that nine of the units will be occupied by residents, the other being used by the warden/ support workers for healthcare and training/support to secure employment. The units will be on site for approximately three to four- years and will move on to other sites in the future.

The scheme will deliver a new riverside walkway and cycle/footbridge across the River Aire to encourage walking and cycling and connect the site to the wider area. The development includes provisions for cycle parking in a bespoke cycle hub which will offer repair, rental and storage facilities. A residents' car club will be included in the designs along with new green space and 3,043sqm of commercial floorspace.

**Business Case Summary:**

<b>Strategic Case</b>	<p>The site is currently a vacant brownfield site in a location on the edge of Leeds city centre with good access to the city centre and its amenities and employment opportunities. The site has been vacant for several years and is a key redevelopment priority for Leeds City Council and was allocated for residential led mixed use in the Leeds Site Allocations Plan (SAP) 2019.</p> <p>The Leeds Core Strategy 2019 identifies a requirement to deliver 10,000 new homes within the inner area and 51,952 (net) homes overall within the city by 2033. The development will contribute significantly to this target, with the potential to deliver 14% of the local housing target for the inner area across all phases and is therefore strategically important.</p>
<b>Commercial Case</b>	<p>There is evidence of market demand for each of the housing types proposed to be delivered as part of the scheme. Demand for new housing at a national level is well-evidenced.</p> <p>The phase 1 project comprises five key work packages to be procured as follows:</p> <ul style="list-style-type: none"><li>• Enabling works</li><li>• River Aire footbridge works</li><li>• Infrastructure</li><li>• Site wide logistics (a contractor that will manage multiple main contractors that are on the site. To include welfare, security etc).</li></ul>

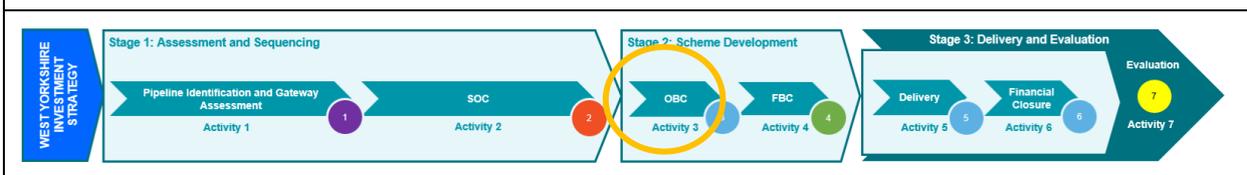
	<ul style="list-style-type: none"> <li>• Vertical build of floorspace.</li> </ul>
<b>Economic Case</b>	<p>A long list options workshop was held, and 12 options identified. Assessment of the long list identified four elements to proceed in the short list.</p> <p>The scheme presents a benefit cost ratio of 2.2:1 representing high value for money.</p>
<b>Financial Case</b>	Commercially sensitive
<b>Management Case</b>	The scheme will start construction by October 2022 and be completed by May 2025.

This page is intentionally left blank

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Brownfield Housing Fund Hebden Bridge</b>
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund - Grant
<b>Approvals to date:</b>	Brownfield Housing Fund Programme strategic outline case (decision point 2) approved by the Combined Authority on 4 September 2020.
<b>Forecasted full approval date (decision point 4):</b>	April 2022
<b>Forecasted completion date (decision point 5):</b>	December 2023
<b>Total scheme cost (£):</b>	Commercially sensitive
<b>Combined Authority funding (£):</b>	Commercially sensitive
<b>Total other public sector investment (£):</b>	Commercially sensitive
<b>Total other private sector investment (£):</b>	Commercially sensitive
<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 - Brownfield Housing Fund Programme

### Current Assurance Process Activity:



**Scheme Description:**

This scheme involves the redevelopment of brownfield land in Hebden Bridge.

The new development will deliver 20 new, 100% affordable rented housing to enhanced energy efficiency and quality standards.

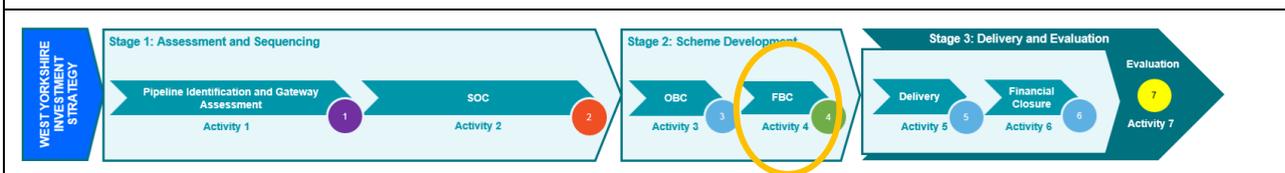
**Business Case Summary:**

<b>Strategic Case</b>	<p>There is a recognised acute need for affordable housing in the Upper Calder Valley. This scheme provides a single, rare opportunity to address the shortage in Hebden Bridge, in a central location within walking and cycling distances of shops, transport and schools.</p> <p>Hebden Bridge is one of the former textile mill towns which experienced a major collapse in their local economies in the 1960s-1970s when most of the mills closed. It also suffered, as did much of this valley, with devastating floods in recent years and has been rebuilding itself through infrastructure, small industry and new housing. Hebden Bridge is now a popular tourism destination which is a mainstay of the local economy, and it is also home to innovative web development and graphic design businesses.</p> <p>The Hebden Bridge Partnership 2020 Vision Action Plan (published in 2013) recommended that new housing be focused on existing brownfield sites (areas of former housing or industry).</p>
<b>Commercial Case</b>	<p>The Strategic Housing Market Assessment (SHMA) published in 2018 by Calderdale Council indicated a need for 1,000 dwellings each year over 2016-2035. 527 affordable new homes are required annually over the next five years to clear the backlog of demand and meet newly arising needs. In Hebden Bridge, market research undertaken indicates a particular need for homes for younger people.</p> <p>The procurement strategy ensures the scheme delivers the best value for money in terms of contracting arrangements.</p>
<b>Economic Case</b>	<p>The long list is comprised of four options which have been assessed to produce two options in the short list.</p> <p>The benefit cost ratio for this scheme is expected to be around 1:1. This will be confirmed at the next stage of the assurance process.</p>
<b>Financial Case</b>	Commercially sensitive
<b>Management Case</b>	The scheme has a sound management plan and governance structure in place with risks being mitigated.

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Brownfield Housing Fund Leeds Central</b>
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund - Grant
<b>Approvals to date:</b>	Brownfield Housing Fund Strategic Outline Case (decision point 2) approved by the Combined Authority on 4 September 2020.
<b>Forecasted full approval date (decision point 4):</b>	25 November 2021
<b>Forecasted completion date (decision point 5):</b>	April 2024
<b>Total scheme cost (£):</b>	Commercially sensitive
<b>Combined Authority funding (£):</b>	Commercially sensitive
<b>Total other public sector investment (£):</b>	Commercially sensitive
<b>Total other private sector investment (£):</b>	Commercially sensitive
<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 - Brownfield Housing Fund Programme

### Current Assurance Process Activity:



**Scheme Description:**

The project will deliver 185 quality apartments for rent on a 0.52-acre brownfield site north of Leeds city centre.

The scheme proposes to develop 185 new apartments within an 11-storey building with car parking and cycle spaces and associated landscaping. The scheme will deliver 497 m<sup>2</sup> of internal leisure space at ground floor level and 308 m<sup>2</sup> of external leisure space.

The development will connect into the Leeds Pipes District Heating Network to provide low carbon heating and hot water and offer the possibility to other surrounding new and existing developments to also benefit from being able to connect, driving investment in locally generated secure, sustainable and low carbon energy, contributing to the Combined Authority's 'Tackling the climate emergency' priority.

The development includes 180m<sup>2</sup> high quality public green infrastructure in the form of a living wall, to provide environmental output benefits to Leeds city centre and improve biodiversity.

The development includes provision for 196 cycling spaces, encouraging cycling.

**Business Case Summary:**

<b>Strategic Case</b>	<p>At a national level there is a critical need to increase housing supply and there are clear socio-economic implications relating to housing supply as well as affordability. Creating a more efficient, responsive, and flexible housing market will also support UK economic prosperity.</p> <p>The growth and development of the residential market within the city centre has been a key drive of housing market change in Leeds. New housing in the city centre can act as a catalyst for wider regeneration and has an important role to play in supporting retail and improving the local area, including green outdoor spaces.</p>
<b>Commercial Case</b>	<p>Nationally renting has become more attractive due to owning a home becoming increasingly unaffordable and poor mortgage availability for many. Leeds' economic and cultural success, coupled with demand for city centre living where renters can be close to work, and amenities has driven a demand for rented property. The area requires a range of quality housing across all types to ensure the residential needs of the growing economy can be met and that lack of choice in quality, type and tenure of housing does not become a brake on growth.</p> <p>The site has planning permission with an amendment to the planning application expected to be granted in time for the delivery of the scheme.</p>
<b>Economic Case</b>	<p>The long list comprises six options. These were identified based on market experience and research. Three short listed options were taken forward and the preferred option selected.</p> <p>The scheme has been designed with climate change and the environment at its heart.</p> <p>The scheme presents a benefit cost ratio of 3.7:1 which represents very high value for money.</p>

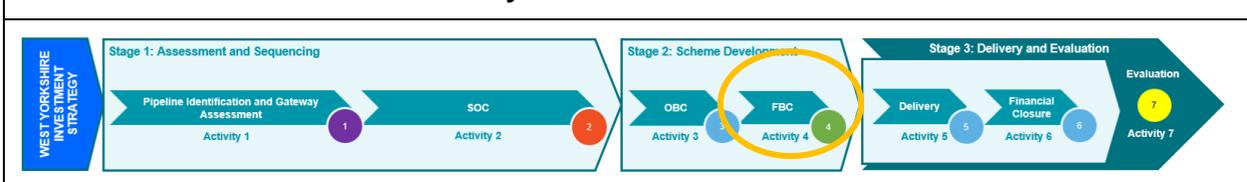
<b>Financial Case</b>	Commercially sensitive
<b>Management Case</b>	Construction is due to commence in April 2022 and be completed by April 2024.

This page is intentionally left blank

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Brownfield Housing Fund Leeds South 1B</b>
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund - Grant
<b>Approvals to date:</b>	Brownfield Housing Fund Programme Strategic Outline Case (decision point 2) approved by Combined Authority on 4 September 2020.
<b>Forecasted full approval date (decision point 4):</b>	25 November 2021
<b>Forecasted completion date (decision point 5):</b>	February 2024
<b>Total scheme cost (£):</b>	Commercially sensitive
<b>Combined Authority funding (£):</b>	Commercially sensitive
<b>Total other public sector investment (£):</b>	Commercially sensitive
<b>Total other private sector investment (£):</b>	Commercially sensitive
<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 - Brownfield Housing Programme

### Current Assurance Process Activity:





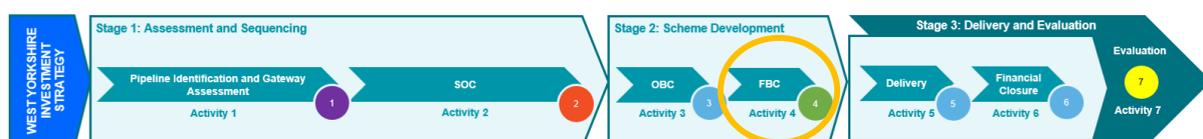
<b>Management Case</b>	Construction is due to commence in January 2022 and be completed by February 2024.
------------------------	--

This page is intentionally left blank

## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>Brownfield Housing Fund Knottingley</b>
<b>Applicable funding stream(s) – Grant or Loan:</b>	Brownfield Housing Fund - Grant
<b>Approvals to date:</b>	Brownfield Housing Fund Programme strategic outline case (decision point 2) approved by the Combined Authority on 4 September 2020.
<b>Forecasted full approval date (decision point 4):</b>	25/11/2021
<b>Forecasted completion date (decision point 5):</b>	May 2025
<b>Total scheme cost (£):</b>	Commercially sensitive
<b>Combined Authority funding (£):</b>	Commercially sensitive
<b>Total other public sector investment (£):</b>	Commercially sensitive
<b>Total other private sector investment (£):</b>	Commercially sensitive
<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 - Brownfield Housing Fund Programme.

### Current Assurance Process Activity:



**Scheme Description:**

This scheme will build 175 new houses and two retail units on the site of a former industrial site. These are a mixture of two, three and four bed houses, two and three bed bungalows and two bed apartments. The retail units are expected to be a convenience store, café or hairdresser. The site has to be remediated as there is a large quantity of glass that was tipped on the site. A large ecology area with public access will be created with four ponds which will be suitable for great crested newts and to enhance the ecology generally.

**Business Case Summary:**

<b>Strategic Case</b>	<p>In the Wakefield Housing Plan 2019 to 2022 the vision across the local area is to provide more homes, better homes and sustainable communities, all of which will be taking place through this scheme in the Knottingley area which is in high need of investment and regeneration.</p> <p>Wakefield is a key hub for the Leeds City Region which provides housing in surrounding areas for people to travel across the region for work.</p> <p>Not only will the development offer growth for the region and economy in the wider area but the regeneration of Knottingley will encourage business growth and employment in the local area itself.</p>
<b>Commercial Case</b>	<p>The Wakefield Local Plan – Commercial Viability Evidence Base highlights development appraisals across the Wakefield area which highlights Wakefield as transport hub for housing to travel into larger areas such as Leeds.</p>
<b>Economic Case</b>	<p>Seven options were presented in the long list and four taken forward to the short list.</p> <p>The benefit cost ratio is calculated as 1.3:1 representing acceptable value for money,</p>
<b>Financial Case</b>	<p>Commercially sensitive</p>
<b>Management Case</b>	<p>The scheme has a sound management plan and governance structure in place with risks being mitigated.</p>

Document is Restricted

This page is intentionally left blank

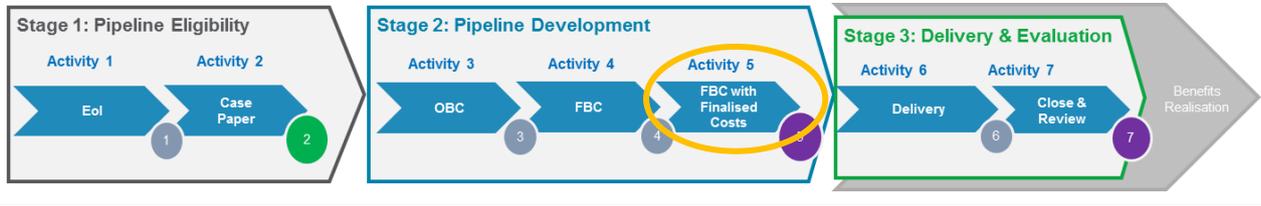
## Section A: Scheme Summary

<b>Name of scheme:</b>	<b>White Rose Rail Station</b>
<b>Lead organisation:</b>	Munroe K
<b>Applicable funding stream(s) – Grant or Loan:</b>	Leeds Public Transport Investment Programme (LPTIP) - grant Transforming Cities Fund (TCF) - grant New Stations Fund - grant
<b>Growth Fund Priority Area (if applicable):</b>	The scheme will contribute to delivery of all four Leeds City Region Strategic Economic Plan (2016) Priority Areas: <ul style="list-style-type: none"> <li>• Priority Area 1 – Growing Businesses</li> <li>• Priority Area 2 – Skilled People, Better Jobs</li> <li>• Priority Area 3 – Clean Energy and Environmental Resilience</li> <li>• Priority Area 4 – Infrastructure for Growth</li> </ul>
<b>Approvals to date:</b>	Decision Point 2 (Strategic Outline Case) approval on 29 June 2017. Decision Point 3 (Outline Business Case) approval on 9 January 2020. Decision Point 4 (Full Business Case) approval on 3 February 2021.
<b>Forecasted full approval date:</b>	25 November 2021
<b>Forecasted completion date:</b>	31 March 2023
<b>Total scheme cost (£):</b>	£26,500,000
<b>Combined Authority funding (£):</b>	£22,000,000
<b>Total other public sector investment (£):</b>	Not applicable
<b>Total other private sector investment (£):</b>	£4,500,000
<b>Is this a standalone project?</b>	Yes
<b>Is this a programme?</b>	No

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

Yes - LPTIP and TCF

**Current Assurance Process Activity:**



**Scheme Description:**

The proposed new station is situated on the Leeds to Huddersfield railway line in Millshaw, Leeds. It is located on the northwest boundary of the Millshaw Park Industrial Estate between Churwell Viaduct to the north and Walkers Bridge to the south. The station will be located approximately 800 metres south of the existing Cottingley station on the Leeds to Dewsbury section of the main Trans-Pennine railway line in south Leeds.

The new station development includes:

- Station platforms with access via lifts and staircases to both platforms
- Development of a drop off / pick-up area and taxi rank
- Provision of passenger facilities including cycle storage, waiting shelters, CCTV, and station signage.

And will:

- Be accessible to all users, and fully compliant with the Equality Act
- Offer excellent public access with safe, well-lit walkways
- Incorporate new and upgraded cycle routes and pathways
- Be served by bus and vehicle drop off and pick up points
- Use sustainable construction methods and building operation

White Rose office park has been identified as the proposed site due to approximately 23,000 customers per week visiting the shopping centre and 10,000 people employed across the shopping centre, office park and industrial estate. In addition, approximately 900 students attend Elliot Hudson College located in the office park.

**Business Case Summary:**

**Strategic Case**

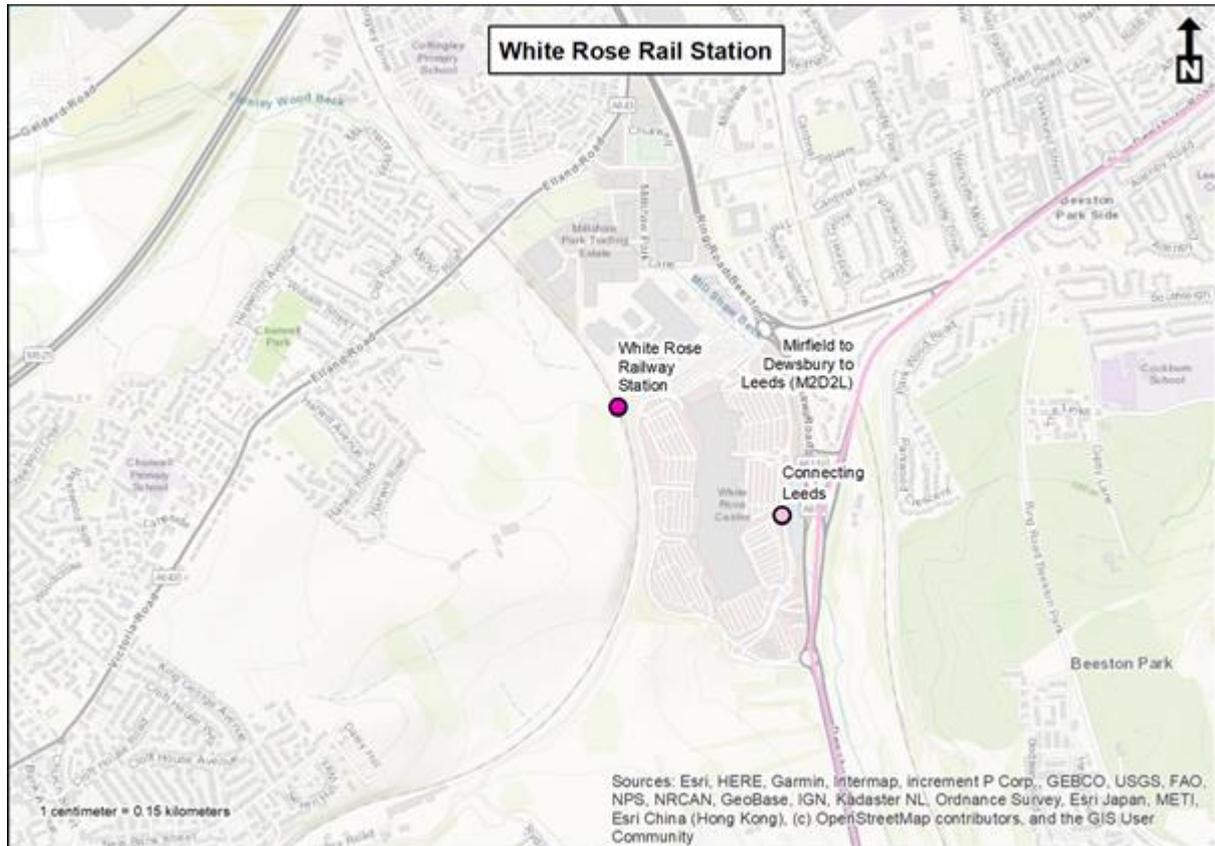
The area around the proposed White Rose Rail Station has not benefited proportionately from the city's recent economic growth and significant development opportunities which are constrained by a congested transport network.

The proposed station presents an opportunity to address both of these challenges, by unlocking the White Rose Office Park extension, creating more jobs locally for residents and generating new rail demand to help sustain an increased two trains per hour level of service. This improved rail service would in turn increase residents' access to Huddersfield,

	<p>Dewsbury and Leeds, and employment and leisure opportunities for residents of south-west Leeds.</p> <p>A public engagement exercise in 2018 demonstrated strong support for proposals for the new station at White Rose. In addition, there is an opportunity to maximise the benefits of the station through improved walking and cycling access, as well as integrating rail with the bus services that serve White Rose.</p>
<b>Commercial Case</b>	<p>Figures from the Office of Rail and Road show the strong performance of West Yorkshire's new train stations, which support the rationale for investment.</p> <p>The Combined Authority's investment supported the opening of Apperley Bridge, Kirkstall Forge and Low Moor stations in 2018. Figures covering all three stations shows Apperley Bridge was used by 375,749 passengers while Kirkstall Forge was used by 232,386 passengers 2018 - 2019, a growth of 0.9% and 54.7% respectively. Low Moor, which opened in March 2017, has seen an increase of 5.7%, with 140,690 station users in its second year of operation.</p>
<b>Economic Case</b>	<p>An appraisal specification report (ASR) has been developed in consultation with the Combined Authority to agree the principles of the modelling and appraisal approach for the OBC. The ASR, which confirms that the approach to modelling and appraisal is consistent with WebTAG, the Department for Transport's guidance on how to assess the expected impacts of transport policy proposals and projects.</p> <p>For White Rose Rail Station, a trip-end model has been developed which uses trip rates at existing 'comparator' stations to forecast demand at the new stations.</p> <p>The scheme has a forecast benefit cost ration of 2.25:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p>
<b>Financial Case</b>	<p>The total project capital cost is estimated to be £26,500,000.</p>
<b>Management Case</b>	<p>The Combined Authority led on the development of White Rose Rail Station through to outline business case. Munroe K has taken over as the lead organisation for development of the scheme and are leading on the detailed designs.</p>

## Location Map

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



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-theeconomy/leeds-city-region-infrastructure-map>



**Report to:** Place, Regeneration and Housing Committee

**Date:** 25 November 2021

**Subject:** **Broadband**

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

**Author:** Kate Thompson, Head of Economic Implementation

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	3
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## 1 Purpose of this report

- 1.1 To provide members of the committee with an update on delivery of Superfast West Yorkshire and York (SWYY) Broadband, Contracts 2 and 3. The SWYY programme aims to deliver fast and reliable broadband infrastructure (defined as broadband with speeds greater than 24mb/s) in some of the hardest to reach areas of market failure which are not currently targeted through a commercial roll out or were not targeted by previous phases.

## 2 Information

### Background

#### SWYY Contract 2

- 2.1 The second SWYY contract (“Contract Two”) was signed with Openreach in June 2016 and includes premises in all five West Yorkshire districts and City of York. Contract 2 completed at the end of September 2021 and initially had a value of £7.25m which rose to £17.68m with the inclusion of European Regional Development Fund grants.

- 2.2 Contract 2 has delivered 98% access to Superfast Broadband across West Yorkshire and York, providing access to an additional 41,270 premises and supporting the ambitions of our Digital Framework. Of these 11,620 Total Homes Passed (THP)<sup>1</sup> are in deprived areas, together with 487 for business lines in deprived areas.
- 2.3 The contract will now progress through Broadband UK's (BDUK) detailed external assurance process for closedown, in parallel with the Combined Authority's internal Assurance Framework.

### **SWYY Contract 3**

- 2.4 In April 2019, the Combined Authority received a funding allocation letter from the Department for Environment, Food & Rural Affairs (DEFRA) confirming a funding allocation of £6.898 million of capital funding to further support the deployment of superfast broadband to commercially non-viable areas within West Yorkshire and York – "Contract 3".
- 2.5 On 1st July 2020 the Combined Authority's Managing Director approved the Full Business Case Plus for the programme through the Assurance Framework, following a recommendation from the Programme Appraisal Team. A contract was subsequently signed with Quickline Communications (Quickline) as delivery partner on 4th September 2020, together with a Parent Company Guarantee with Quickline Communications Holdings Ltd.
- 2.6 The original DEFRA funding drawdown timeframe was up to December 2021, however due to initial delays in procurement of a supplier, DEFRA and the Combined Authority have subsequently entered into a variation to the grant funding agreement to extend the funding drawdown period to 10th October 2022, including completion of infrastructure deployment and submission of final claim to DEFRA.
- 2.7 The Broadband Contract 3 programme is contractually expected to deliver access to superfast services to 1565 businesses in specified rural areas of West Yorkshire and York. By 30th September, Quickline had delivered access to 323 businesses and 1425 homes.
- 2.8 The technical solution being deployed by Quickline is Fixed Wireless Access (FWA). It uses a wireless base station which is usually mounted on masts or buildings near the premises, instead of using copper or optical fibre to connect premises. The connection performance is designed to be more stable and predictable because the equipment is in a fixed location. Using FWA means that the structure deployed will have greater reach and by default have a greater catchment area.
- 2.9 A further update on progress can be found in Exempt Appendix 1.

---

<sup>1</sup> Typically 1 THP means 1 home can have superfast broadband access

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

- 3.1 The provision of superfast broadband access has the potential to reduce travel-to-work patterns into urban centres and other employment locations and reduce pressures in morning peak time commuting due to increased opportunities for home and/or flexible working. This will in turn reduce regional carbon emissions by reducing the need to travel to work.

### **4 Inclusive Growth Implications**

- 4.1 The SWYY Broadband programme supports digital inclusion through enhanced access to superfast broadband, in particular access to increasingly digitised public services by residents in deprived and/or digitally excluded communities.
- 4.2 Of the 41,270 THP in Contract 2, the programme delivered 11,620 THP in deprived areas and 487 for business lines.
- 4.3 9% of the premises targeted by the Broadband Contract 3 programme are in socially deprived areas. As part of the tendering process for the contract, Quickline has committed to a range of social value obligations focussed on training and employment opportunities, which are being monitored.

### **5 Equality and Diversity Implications**

- 5.1 The SWYY programme promotes greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society. The programme:
- (i) Supports enhanced digital inclusion through enhanced access to superfast broadband, in particular access to increasingly digitised public services by residents in deprived and/or digitally excluded communities.
  - (ii) Addresses a lack of digital access in some of the hardest to reach urban, semi-urban and/or rural properties.
  - (iii) Supports an increase in skilled people and better jobs, by allowing greater access to online courses and job searches.
  - (iv) Digital infrastructure will contribute to wider and better access to further education and training including flexible and off-site learning opportunities.

### **6 Financial Implications**

- 6.1 Contract 2 initially had a value of £7.25m which rose to £17.68m with the inclusion of European Regional Development Fund grants.
- 6.2 £6.898 million has been awarded by DEFRA to the Combined Authority for the delivery of the Broadband Contract 3 programme and the specified outputs (1565 business premises).

6.3 The total cost of the Contract 3 programme is £9.110 million, comprising:

- DEFRA capital - £6.898 million
- Quickline capital contribution - £1.464 million
- Combined Authority Revenue £0.748 million
  - £0.472 million - Broadband Enabling Technology (BET) – A refund from an earlier infill satellite technologies programme
  - £0.2 million - Business Rate Pool
  - up to £0.076 million - Local Authority contribution (if required)

## **7 Legal Implications**

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

7.2 The Combined Authority entered into grant funding agreements with central Government for the delivery of the Broadband Contract 2 programme and with Openreach for the delivery of the specified outputs within a given timeframe.

7.3 The Combined Authority has entered into a grant funding agreement with DEFRA for £6.898 million for the delivery of the Broadband Contract 3 programme and the specified outputs (1565 business premises). The Combined Authority has subsequently entered into a contract with Quickline for the delivery of the specified outputs within a given timeframe.

## **8 Staffing Implications**

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

## **9 External Consultees**

9.1 A partnership programme board is in place to oversee the operational elements of the SWYY Broadband programme and is kept regularly updated on progress. The Programme Board is comprised of the West Yorkshire Combined Authority as Accountable Body and local partner council officer representatives from the five West Yorkshire authorities and York, together with Broadband UK (BDUK) as the national delivery body.

9.2 Regular meetings are held with DEFRA as external funding body for the programme.

## **10 Recommendations**

- 10.1 The Committee notes progress to date on the delivery of the SWYY Broadband Contracts 2 and 3 Programme as highlighted in section 2 above.
- 10.2 The Committee notes the further update in Exempt Appendix 1 and approves the recommendations outlined in paras 5.1 to 5.3.

## **11 Background Documents**

- 11.1 None.

## **12 Appendices**

- 12.1 Exempt Appendix 1 – Broadband progress update

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank