

INFORMAL CONSULTATIVE MEETING OF THE PLACE, REGENERATION AND HOUSING COMMITTEE

**MEETING TO BE HELD AT 2.00 PM ON MONDAY, 7 FEBRUARY 2022
DUE TO COVID-19, THIS INFORMAL MEETING WILL BE HELD
REMOTELY AND WILL BE LIVESTREAMED HERE:
[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE)((COPY AND PASTE THE LINK INTO YOUR BROWSER)**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
 1. To highlight Appendix 7 of Agenda item 6 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 5.31
 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 7 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. **MINUTES OF THE MEETING HELD ON 25 NOVEMBER 2021**
(Pages 1 - 8)
5. **GETTING BUILDING FUND UPDATE**
(Pages 9 - 16)
6. **CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 17 - 102)
7. **TCF PROGRAMME REVIEW**
(Pages 103 - 116)
8. **FORWARD PLAN**
(Pages 117 - 120)

Signed:

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

**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
PLACE, REGENERATION AND HOUSING COMMITTEE
HELD ON THURSDAY, 25 NOVEMBER 2021 AT THE OLD
RESTAURANT 3RD FLOOR, WAKEFIELD TOWN HALL. WOOD ST,
WAKEFIELD WF1 2HQ**

Present:

Councillor Denise Jeffery (Chair)	Wakefield Council
Amir Hussain (Deputy Chair)	Architect / Professional services
Councillor Darren Byford	Wakefield Council
Councillor Helen Hayden	Leeds City Council
Councillor Alex Ross-Shaw	Bradford Council
Councillor Jane Scullion	Calderdale Council
Tamsin Hart Jones (Advisory Representative)	Homes England

In attendance:

Melanie Corcoran	West Yorkshire Combined Authority
Patricia Davey	West Yorkshire Combined Authority
Vicky Dumbrell	West Yorkshire Combined Authority
Dave Haskins	West Yorkshire Combined Authority
Ian Smyth	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority
Amy Jones	West Yorkshire Combined Authority
James Young	West Yorkshire Combined Authority

8. Apologies for Absence

Apologies for absence received from Councillor Denise Craghill, Councillor Peter McBride, Helen Lennon and Sam Keighley.

9. Declarations of Disclosable Pecuniary Interests

Agenda item 8 Appendix 6 - Cllr Scullion declared that her husband was secretary of a non-profit organisation in Hebden Bridge.

Exempt Appendix 10

Amir Hussain read out the following statement to members of the Committee and said that:

“For the record, I would like to confirm that, by mutual agreement with the Chair, given my wider business interests and in the interests of transparency and openness, the exempt Appendix 10 to Item 8 has not been disclosed to me. I do intend to take part in the discussion and debate on this item, however if the Committee wishes to discuss the exempt information I will withdraw from the meeting for that part. I will not take part in any vote, should one be taken, but otherwise do wish to participate fully in the wider debate.”

It was noted that by Mutual agreement Exempt Appendix 10 was not shared with Helen Lennon, West Yorkshire Housing Partnership

10. Exempt information - possible exclusion of the press and public

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 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.

11. Minutes of the meeting held on 6 September 2021

Resolved: That the minutes of the meeting held on 6 September 2021 be approved.

12. Statement of Intent on Mass Transit

The Committee considered a report and verbal update by the Head of Economic Policy to 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 and was asked to approve the signing of the first version of the Mass Transit Statement of Intent...

The planning process needs to achieve the following outcomes to support mass transit:

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.

Detailed route alignments to be protected through statutory plans (safeguarded) as early as possible.

Support place making and design principles of the mass transit scheme.

In noting the Panel discussed and said this was very much supported.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That members feedback and comments be noted.
- (iii) That the signing of the first version of the Mass Transit Statement of Intent be approved.

13. Greater Manchester Planning for Places Statement of Common Ground

The Committee considered a report and verbal updated from the Head of Economic Policy 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.

The National Planning Policy Framework (NPPF) (February 2019) sets out that all local planning authorities are required to produce, maintain and update a SoCG.

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:

Increase certainty and transparency, earlier on in the plan-making process, on where effective co-operation is and is not happening; 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.

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.

It was noted that this was a very important document for Calderdale as there is flow on the Western border and M62 into Manchester. Members supported and looked forward to relationships developing.

Resolved:

- (i) That the contents of the report and verbal update be noted.
- (ii) That the signing of the Greater Manchester Planning for Places Statement of Common Ground relating to matter 12 – Cross Boundary Transport be approved.

14. Housing Market Dashboard (for information)

The Committee considered a report for information and Housing Market dashboard containing the latest data on the performance of the region's housing market. 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.

Resolved: That the contents of the report be noted.

15. Capital Spending Report

The Committee considered a report and verbal updates 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.

The Place, Regeneration and Housing Committee has delegated decision making authority approved by the Combined Authority on 9 September 2021.

This report presented 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 was sought as part of the report for the development and delivery of these schemes. Further details on the schemes were summarised as part of the report.

It was noted that Appendix 10 was an exempt item.

Resolved:

- (i) That in respect of the Outwood Park and Ride Scheme the Place, Regeneration and Housing Committee approved that:
 - (a) The Outwood Park and Ride scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (b) An indicative approval to the Combined Authority's contribution of £2,731,000. The total scheme value is £2,731,000.
 - (c) 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.

- (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (ii) That in respect of the North Halifax Improved Streets for People the Place Regeneration and Housing Committee approved that:
- (a) 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).
 - (b) 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).
 - (c) 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.
 - (d) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,980,000.
 - (e) 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.
 - (f) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (iii) That in respect of West Halifax Street for People the Place Regeneration and Housing Committee approved that:
- (a) 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).

- (b) An indicative approval to total scheme costs of £9,240,000 is given, to be funded by the Combined Authority's Transforming Cities Fund.
 - (c) 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.
 - (d) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,827,000.
 - (e) 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
 - (f) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (iv) That in respect of BHF West Leeds Phase 1 the Place, Regeneration and Housing Committee approved the recommendations set out at 1.8 of exempt appendix 10
 - (v) That in respect of BHF Hebden Bridge the Place, Regeneration and Housing Committee approved the recommendations set out at 1.16 of exempt appendix 10
 - (vi) That in respect of BHF Leeds Central the Place, Regeneration and Housing Committee approved the recommendations set out at 1.24 of exempt appendix 10
 - (vii) That in respect of BHF Leeds South 1B the Place, Regeneration and Housing Committee approved the recommendations set out at 1.33 of exempt appendix 10

- (viii) That in respect of BHF Knottingley the Place, Regeneration and Housing Committee approved the recommendations set out at 1.43 of exempt appendix 10
- (ix) That in respect of White Rose Station the Place, Regeneration and Housing Committee approved that:
 - (a) The White Rose Rail Station scheme proceeds through full business case with finalised costs and work commences on activity 5 (delivery).
 - (b) Approval to the Combined Authority's contribution of £22,000,000 is given. The total scheme value is £26,500,000.
 - (c) The Combined Authority enters into a funding agreement with Munroe K for expenditure of up to £22,000,000.
 - (d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

16. Broadband

The Committee considered a report and verbal update by the Head of Economic Implementation Delivery 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.

The Committee was asked to note progress to date on the delivery of the SWYY Broadband Contracts 2 and 3 Programme and the further update in exempt appendix 1 of the report.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That progress to date on the delivery of SWYY Broadband Contracts 2 and 3 Programme as highlighted in Section 2 of the report and the further update in Exempt Appendix 1 be noted.
- (iii) That the recommendation outlined in Appendix 1 be approved.

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Report to: Place, Regeneration and Housing Committee

Date: 07 February 2022

Subject: **Getting Building Fund (GBF) Update**

Director: Melanie Corcoran, Director of Delivery

Author: Rob Tranmer, GBF Programme Manager

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. This report will provide an update on the progress of delivery of the Getting Building Fund (GBF) programme.

2. Information

Overview of the GBF Programme

- 2.1 Following a request from the Secretary of State for Housing, Communities and Local Government (as was, now Department of Levelling Up) for proposals for both new and accelerated capital projects, fifteen projects were submitted to Government in summer 2020 to support our economic recovery plan. The formal announcement of an allocation of £52.600m to the West Yorkshire Combined Authority was made on 4 August 2020 confirming that all the submitted projects were successful. The programme was approved at Strategic Outline Case (decision point 2 of the Assurance Framework) by the Combined Authority on 4th September 2020.
- 2.2 The programme has now been operating for over sixteen months and there is less than two months remaining before the financial close on 31 March 2022, the date by which financial completion for the GBF element of projects within the programme should be achieved.

- 2.3 The projects are at varying stages of delivery with some achieving the expenditure targets early in the first year because they had already commenced development work prior to programme approval. Most projects will continue to deliver beyond the financial completion deadline using match funding secured from other partners. Outputs for all projects must be achieved by 31 December 2024.
- 2.4 A total of 11 projects have received full business case approval.
- 2.5 The total approvals to date amounts to £45.240m with further approvals of £6.443m forecast to be approved by the end of March 2022.
- 2.6 In addition, following delegations agreed in the approval of the Strategic Outline Case, programme costs of £917,000 have been approved including provision for an overhead recovery charge applied to each funding stream.

3. Progress to Date

- 3.1 The Programme team are carefully monitoring the progress of the projects to ensure that they meet the financial spend targets and are on track to deliver the contractual outputs against each project by December 2024.
- 3.2 The following projects are currently in delivery and progressing well and are projected to over-achieve on their contractual outputs:
- The **Wakefield Warm Homes** project which focuses on alleviating fuel poverty in the region through installation of energy efficiency measures in homes has completed 172 of energy efficiency measures and is on target to improve 271 homes by March 2022.
 - The **Holbeck Phase 2 Victorian Terraces Retrofit** project will now be supporting more properties than initially planned due to the availability of extra match funding in the form of a combination of Leeds City Council capital funding, Housing Revenue Account funding and landlord contributions. This project is now expected to deliver a total of 142 energy efficiency improvements to a combination of private and council homes. This project was originally contracted to support 100 homes. The project has completed 75 properties to date.
- 3.3 Delivery is also currently underway on the following projects, which are progressing at pace:
- Preliminary drainage work is underway on the **Beech Hill Phase 2** project in Calderdale, which will carry out external repairs and improvements to a mix of both privately owned and social housing. Most of the residents have signed up to the scheme and the work is on schedule to be completed by October 2022.

- The Combined Authority's in-house **Business Growth programme** has allocated grants for the full funding available and is on track to deliver all its outputs for jobs and businesses assisted.
- Work on the **Brighouse A6025 Reconstruction** project will reopen a 5 kilometre stretch of road closed due to a landslip caused by flooding in February 2020. The work commenced in April 2021 and is expected to open in the Spring.
- The construction of the **Temple Green Park & Ride Extension** project in Leeds commenced in April 2021, is almost complete and due to open in February 2022. This expansion of an existing park and ride facility will provide 391 additional spaces to help reduce congestion and air pollution.
- The **Leeds Grey to Green** project comprises four distinct elements being delivered in the South Bank area of Leeds. New public realm space is being developed using land released following highway improvements funded by the Combined Authority's West Yorkshire Transport Fund. Works at the Corn Exchange and Meadow Lane are expected to complete by the end of March 2022. Work on a new footbridge over the River Aire to connect Sovereign Street and Meadow Lane started in January and improvements to Crown Point Road in February, with all elements of the project expected to be complete by September 2022.
- The main works at **Bradford Parry Lane Enterprise Zone** site, including mine remediation works, are well underway along with the reusing/removal of 19,000 tonnes of concrete to create developable platforms and delivery of a main access road, junctions, and pedestrian crossing and initial enabling works have been completed for the **Langthwaite Grange, South Kirkby Enterprise Zone** project. Due to delays in securing landowner consents, the access road will now be delivered in a later stage of the project when alternative funding has been secured.
- Demolition and construction works for a new market at the **Bradford City Village** project started in April 2021. The market is scheduled to open in July 2023.
- The planning consent for the **Bradford One City Park** project has been approved and first stage tenders have been received. Work is expected to start on site in March 2022 (subject to approval of the Full Business Case plus costs, which is anticipated in early February 2022).
- Work is progressing on the design and tender package for the main refurbishment and fit out of the **Dewsbury Arcade**. The GBF programme has funded the strip out works that were completed in March 2021.

- Detailed design work is underway for the second phase of the refurbishment of the **Huddersfield George Hotel**. The GBF programme has funded phase 1, which focussed on the acquisition, removal of asbestos and external works and was completed in June 2021.
- Design works are underway for the **Knottingley Skills, Business and Services Hub** and work packages are being agreed with a framework contractor. Asbestos removal, surveys and compliance work have been completed.
- The **Wakefield Gigabit Voucher** scheme has been impacted by the unexpected launch of an extension to the National Gigabit Broadband Voucher scheme from April 2021. The ending of the national scheme was originally one of the reasons for the project and consideration was given to ending the project. The Council is however progressing an application from 9 residents for grants and so the project has been significantly reduced in scope. As a result of this change the outputs for the Wakefield Gigabit Vouchers project will be reduced from 60 broadband connections to 9 and 40 businesses assisted to 1. The benefits that would arise from the project such as increased home working and benefits to businesses will also be reduced.

3.4 The current status of approvals is shown in Appendix A attached.

4. Tackling the Climate Emergency Implications

- 4.1 The Getting Building Fund programme aims to save 79,000kg of CO2 emissions through a range of measures including highway improvements to reduce journey time, promoting public transport use, and insulation measures to housing and creating 8,200sqm of public realm / green space. The climate emergency implications of each of the projects has been set out in the individual business cases.

5. Inclusive Growth Implications

- 5.1 The Getting Building Fund is a varied programme of activity that will deliver a range of outcomes which have inclusive growth implications, such as tackling fuel poverty in deprived communities, improving quality of life through public realm improvements, supporting business growth through investment grants, creating new sustainable jobs and supporting access to jobs. The inclusive growth implications of each of the projects has been set out in the individual business cases.

6. Equality and Diversity Implications

- 6.1 Equality Impact Assessments (EQIA) have been undertaken by partners on all projects during project development.

7. Financial Implications

7.1 The GBF programme is on track to spend all funding within the parameters and financial freedom and flexibilities permitted by the Fund.

8. Legal Implications

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

9. Staffing Implications

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

10. External Consultees

10.1 No external consultations have been undertaken in the preparation of this report.

11. Recommendations

11.1 That the progress made in the delivery of the GBF programme is noted.

12. Background Documents

None.

13. Appendices

13.1 Appendix A – Financial allocations

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Appendix 1 – Project allocations

District	Project Name	Current Approved Indicative Funding	Combined Authority Programme Overhead costs	Total Project Costs	Indicative Match (non-CA funds)	Anticipated Total Project Costs
		£m	£m	£m	£m	£m
WYCA	Business Growth Programme	£7.000	£0.154	£7.154	£42.000	£49.154
Bradford / Wakefield	Enterprise Zones					
WYCA	Bradford Parry Lane	£6.923	£0.131	£7.054	£0.097	£7.151
WYCA	Wakefield Langthwaite	£1.500	£0.033	£1.533	£0.000	£1.533
Bradford	Bradford One City Park	£7.500	£0.119	£7.619	£21.289	£28.908
Bradford	Bradford 'City Village' Phase 1	£3.000	£0.017	£3.017	£21.055	£24.072
Bradford	Leeds Liverpool Canal	£0.500	£0.008	£0.508	£0.000	£0.508
Calderdale	Brighouse A6025 Reconstruction	£1.800	£0.040	£1.840	£0.200	£2.040
Calderdale	Beech Hill Phase 2 Group Repair & Regeneration Scheme	£1.200	£0.020	£1.220	£1.099	£2.319
Kirklees	Huddersfield George Hotel Acquisition and Remedial works	£1.365	£0.008	£1.373	£7.905	£9.277
Kirklees	Dewsbury Arcade	£0.600	£0.003	£0.603	£2.645	£3.248
Leeds	Leeds City Centre 'Grey to Green'	£8.600	£0.170	£8.770	£3.286	£12.056
Leeds	Holbeck Phase 2 Victorian Terrace Retrofit	£2.604	£0.054	£2.658	£0.677	£3.335
Leeds	Temple Green Park and Ride Expansion	£7.400	£0.122	£7.522	£0.432	£7.954
Wakefield	Wakefield Warm Homes Fund	£0.661	£0.015	£0.676	£0.300	£0.976
Wakefield	Business Gigabit Voucher Scheme	£0.030	£0.001	£0.031	£0.000	£0.031
Wakefield	Knottingley Skills, Business and Services Hub	£1.000	£0.022	£1.022	£2.000	£3.022
		£51.683	£0.917	£52.600	£102.984	£155.584

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Report to: Place, Regeneration and Housing Committee

Date: 7 February 2022

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author: Craig Taylor, Head of Portfolio Management and Appraisal

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 24 June 2021. Where the Finance, Resources and Corporate 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

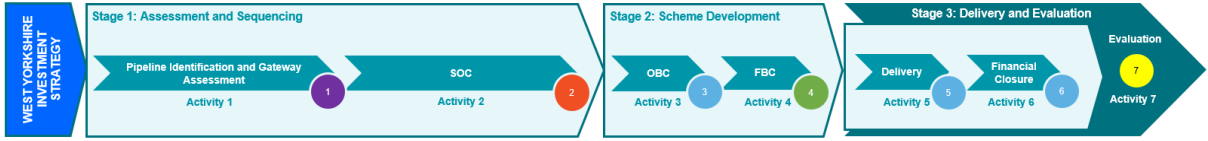
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:

- 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 to refine the toolkit methodology is continuing and is currently finalising the results from assessments of a selection of existing capital schemes progressing through the assurance process. The results of these assessments along with explanatory reporting are currently being prepared for publication. It is anticipated that this will be in March 2022. 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 schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. These schemes have a funding value of £62,352,385 when fully approved, of which £30,110,881 will be funded by the Combined Authority. A total expenditure recommendation to the value of £4,472,000 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 BHF 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 Passivhaus¹ 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 7**.

¹ 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>TCF Heckmondwike Bus Hub Heckmondwike</p>	<p><u>Scheme description</u></p> <p>The scheme will improve bus stop arrangements in the centre of Heckmondwike, creating a bus hub. The scheme will involve replacing the existing traffic island and four surrounding bus stops with a new building with waiting area, offices, accessible toilet provision and a changing places room. There will be six bus station style 'drive in reverse out' (DIRO) bus stands and one layover bay, increasing current capacity.</p> <p>The scheme does not involve changes to the highway network but increasing the number of bus stands should ease current problems with buses queuing, which can impact on local roads.</p> <p>The scheme will have a green roof and significant investment in green and blue infrastructure including tree planting and a sustainable urban drainage system (SUDS) and improvements to the public space surrounding the bus hub.</p> <p>The scheme is funded through the Transforming Cities Fund.</p> <p><u>Impact</u></p> <p>The scheme value for money is 'low', but this is because it is difficult to quantify and monetise many of the impacts of this type of scheme.</p> <p>The scheme supports public transport by improving bus waiting facilities in Heckmondwike and contributes to tackling the climate emergency by making public transport a more attractive option for more people. The scheme has wider social benefits by helping those without access to private transport to make trips by bus.</p> <p><u>Decision sought</u></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 - £4,970,541</p> <p>Total value of Combined Authority funding - £4,970,541</p> <p>Funding recommendation sought - £328,000</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>
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<p>TCF: Selby Station Gateway Scheme</p> <p>Selby</p>	<p><u>Scheme description</u></p> <p>The scheme comprises of two new entrances to Selby Railway Station, with enhanced facilities and a new car park to the east. Dedicated cycle lanes, widened footpaths and new pedestrian crossing facilities, combined with one-way systems and traffic calming measures, will reduce the dominance of cars, and improve access to and from the station on foot and by bike and provide better connectivity to the Trans Pennine Trail and National Cycle Network routes.</p> <p>The scheme will upgrade bus station facilities and enhance signage to improve rail-bus interchange. A new underpass below Bawtry Road and the closure of Denison Bridge to vehicles, will provide safe and direct links on foot and by bike between residential areas to the west and south of Selby Station Gateway, the rail station, and the bus hub. New attractive public spaces within the gateway area, will be created through the regeneration of Ousegate Wharf, the planting of 57 new trees and improved street lighting.</p> <p>The scheme aims to transform Selby Station Gateway to a regionally significant, sustainable, and attractive transport gateway that will deliver seamless integration between journeys by rail, bus, bike and on foot.</p> <p>The scheme will be jointly funded by the Transforming Cities Fund (TCF), the Changing Places Fund, North Yorkshire County Council (NYCC), and Selby District Council (SDC).</p> <p><u>Impact</u></p> <p>The scheme will encourage more short distance, local trips by bike and on foot, whilst promoting bus and rail use for longer distance, cross boundary trips.</p> <p>The scheme seeks to contribute to air quality improvement and reduction in emissions by taking car trips off the road network and promoting use of sustainable modes of travel.</p> <p>The scheme's anticipated wider social benefits include contributing to inclusive growth by improving access to the Selby Station Gateway area and as such, to employment and educational opportunities within the district and wider Leeds City Region.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 0.19:1 which represents "Poor" value for money. The poor BCR is mainly attributed to the scheme's disbenefits for road users. These are, however, likely to be reduced if a higher uptake of walking and cycling is achieved as a result of the scheme's interventions.</p> <p><u>Decision sought</u></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 - £22,560,216</p> <p>Total value of Combined Authority funding - £20,502,216</p> <p>Funding approval sought – £4,069,000 (£2,135,000 of which is subject to conditions being met)</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>
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<p>Leeds City Centre Package – City Square Plus Leeds</p>	<p><u>Scheme description</u></p> <p>The City Square Plus package of schemes will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The LCCP programme complements schemes being delivered through the Combined Authority’s Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS).</p> <p>The City Square Plus scheme includes City Square closure, East Parade bus improvements, Westgate Slip Road, Globe Road signalisation, traffic management measure, and a signing strategy.</p> <p>The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme, which leaves a funding gap. Leeds City Council has therefore proposed a phased delivery approach (Phase 1 and 2). Leeds City Council has commenced engagement with the Combined Authority on alternative funding options for Phase 2. More detail is to be provided at full business case stage, but the early indication is that Phase 1 will prioritise closure to City Square, bus improvement measures at East Parade, and the essential components of its traffic management and signing strategy.</p> <p><u>Impact</u></p> <p>Closure to City Square will stop through traffic and re-route it to more appropriate roads on the Inner Ring Road. This will allow City Square to be pedestrianised, improving connectivity and safety for people travelling by bike or on foot, and making it more attractive to walk or cycle to employment, housing, retail, education, and public transport (bus & rail).</p> <p>The scheme will also improve bus journey reliability with new bus gates, new bus stops, and changes to bus routes to complement the wider network. Buses will also no longer have to compete for road space with motorists.</p> <p><u>Decision sought</u></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 - £15,380,000</p> <p>Total value of Combined Authority funding - £6,430,000</p> <p>Funding recommendation sought - £0</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>
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<p>BHF Castleford</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver 69 new homes on brownfield land in Castleford, which will all be available on an affordable basis.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><u>Impact</u></p> <p>The scheme is providing 100% affordable homes; 52 will be affordable rent and 17 will be shared ownership.</p> <p>The development includes provisions for electric vehicle charging points and bike storage, and sustainable methods of construction are planned to be used as well as renewable technologies.</p> <p>The scheme has a benefit cost ratio of 1.2:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><u>Decision sought</u></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 7 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>
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<p>BHF Pontefract</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver 37 new homes, which will be affordable, on brownfield land in Pontefract.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><u>Impact</u></p> <p>The scheme is providing 100% affordable homes.</p> <p>The scheme will provide quality outdoor leisure space and energy efficient building design. The scheme includes provisions for electric vehicle charging points and bike storage.</p> <p>This scheme has a benefit cost ration of 1.2:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><u>Decision sought</u></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 7 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>
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Decisions relevant to this thematic committee made through other delegations

- 4.27 Since the Place, Regeneration and Housing Committee’s last meeting on 25 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 on 9 December 2021

- 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.

<u>Scheme</u>	<u>Scheme description</u>
<p>Bradford Interchange Resurfacing Works</p> <p>Bradford</p>	<p>The Bradford Interchange carriageway was constructed of reinforced concrete in 1973. This aging structure is now showing signs of deterioration and has been subject to a number of repairs.</p> <p>This deterioration and constant repairs are causing safety concerns which whilst currently addressed require a more sustainable long-term renewal solution to avoid disruption for passengers and bus operators, affecting the day-to-day operation of this key transport facility in the city centre.</p> <p>The scheme will involve repairs to the structure and waterproofing and resurfacing of the bus carriageways on a phased basis, so the interchange remains operational, and any disruption is minimal.</p> <p>Once all the works have been completed, future repair and maintenance costs will be minimised for the next 10 to 15 years.</p> <p>The total estimated costs at Strategic Outline Case were £2,000,000. Following the Combined Authority’s indicative approval of up to £2,000,000 and approval of £461,400 development costs, on 9 January 2020, the contractor carried out a feasibility study and site surveys. This work identified additional repairs which need to be made to the structure which were not anticipated when the Strategic Outline Case was considered. As a result of the contractor’s discoveries the total scheme costs are now estimated to be £8,501,000.</p> <p>The scheme will be funded from the Local Transport Plan Integrated Transport Block (ITB) programme, the 2022/2023 City Region Sustainable Transport Settlement and / or Combined Authority capital receipts.</p> <p><u>Impact</u></p> <p>This project is required to maintain an operational public transport asset and will allow the continued, safe operation of Bradford Interchange. The repair and resurfacing of the carriageway are one part of a proposed programme to further improve the interchange in the longer term.</p> <p><u>Decision</u></p> <p>The Combined Authority gave approval on 9 December 2021 for the scheme to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery.)</p>

	Total value of the scheme - £8,501,000
	Total value of Combined Authority funding - £8,501,000
	Funding recommendation sought - £8,039,000

Decisions made by the Finance, Resources and Corporate Committee on 6 January 2022

<u>Scheme</u>	<u>Scheme description</u>
<p>Bus Franchising Needs Assessment</p> <p>West Yorkshire</p>	<p>This scheme will investigate the options for the proposed bus franchising scheme. This will include a thorough needs assessment, incorporating an assessment of the benefits and impacts of bus franchising, a comparison of these against other bus reform options, an audit of the proposed scheme, and the preparation and launch of public consultation. The outcomes will form the basis for a full business case.</p> <p>This scheme supports the Mayor's pledge to bring buses back into public control. This assessment forms a key part of this pledge and is a statutory process.</p> <p>The scheme will be funded by Combined Authority Gainshare funding.</p> <p><u>Impact</u></p> <p>The key benefit of this scheme is to provide an evidence base upon which the Combined Authority can make a fully informed decision on whether to progress with a bus franchising scheme for West Yorkshire which would bring buses back into public control.</p> <p><u>Decision</u></p> <p>The Finance, Resources & Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 2 (strategic outline case) and work commence on activity 4 (full business case).</p> <p>Total value of the scheme - £7,000,000</p> <p>Total value of Combined Authority funding - £7,000,000</p> <p>Funding recommendation sought - £1,000,000</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>York Castle Gateway Location: York</p>	<p>This scheme is part of the wider York Castle Gateway Masterplan, which will be delivered in two phases. Phase 1 will include a new pedestrian cycle bridge, creating new strategic routes into and across the city for pedestrians and cyclists. Phase 2 includes enhancements to public spaces, involving reducing the number of car carrying roads, replacement and upgrading of bus stops and an upgraded pedestrian and cycle crossing.</p> <p>This scheme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme supports the Mayor's pledges of supporting businesses and being a champion for the regional economy and tackling the climate emergency and protecting our environment.</p> <p>The scheme presents a benefit cost ratio (BCR) of 0.81:1. This is categorised as poor value for money, however, it is not uncommon for schemes of this nature to return a low BCR. The scheme has a strong strategic case, which Government advises is of importance in deciding whether a scheme should be progressed.</p> <p>The wider benefits include health benefits through promotion of healthy active travel plus improvements to air quality by reducing motor vehicle use in the city centre. The new public park will enhance the setting of a number of popular visitor attractions.</p> <p><u>Decision</u></p> <p>The Finance, Resources & Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 3 (outline business case) and work commence on activity 4 (full business case).</p> <p>Total value of the scheme - £5,429,960</p> <p>Total value of Combined Authority funding - £4,600,000</p> <p>Funding recommendation sought - £0</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>Armley Gyratory Leeds</p>	<p>The Armley Gyratory scheme has been identified for delivery through the £78,800,000 Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The scheme will increase highway capacity through increasing lane numbers and widening approach roads. Signal upgrades will improve the operational efficiency of the gyratory and better accommodate re-routed traffic following closure to City Square.</p> <p>It will also replace the existing footbridges over the A58 and A643 with a new 4-metre-wide bridge for pedestrians and cycle (compliant with LTN1/20 design standards) and widen the existing footpaths at the gyratory.</p> <p>Leeds City Council will phase delivery of the scheme. Phase 1 will complete the highway works, so that the gyratory is operational by December 2022 ahead of the City Square closure, supporting the preparation for the Leeds Year of Culture 2023. The full business case for the structure works (replacement of the footbridges) will be progressed as phase 2 across 2022 with its construction forecast for mid to late 2023.</p> <p><u>Impact</u></p> <p>Enhancement to the highway capacity is considered necessary to accommodate the additional traffic following the planned closure to City Square. This is forecast to increase carbon emissions by 184,038 tonnes over a 60-year appraisal period (3,067 tonnes per annum). However, early indications suggest that as we expect to see an increasing number of electric vehicles on the road in future years, this should reduce to approximately 111,000 tonnes (1,850 tonnes per annum). Furthermore, it is anticipated that following the implementation of all planned activities within Leeds city centre across the LPTIP, TCF, City Connect, and LCCP funding programmes, that overall local air quality benefits will be realised.</p> <p>The scheme will reduce congestion levels and reduce journey times for motorists, including bus services. Buses, especially core city services will further benefit from the implementation of MOVA adaptive signal control which features virtual bus priority measures.</p> <p>The scheme will also improve walking and cycling connectivity and safety, by replacing the existing footbridges with LTN1/20 compliant shared provision and landscaping treatments, making users more visible to motorists.</p> <p><u>Decision</u></p> <p>The Finance, Resources & Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 4 (full business case) and work commence on activity 5 (delivery).</p> <p>Total value of the scheme - £41,970,000 (Phase 1 and 2)</p> <p>Total value of Combined Authority funding - £41,970,000 (Phase 1 and 2)</p> <p>Funding recommendation sought - £27,930,000 (Phase 1 only)</p>

<p>Harrogate Road New Line</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme will improve the existing junction at Greengates and includes the widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists.</p> <p>This scheme has encountered unexpected difficulties due to the discovery of previously unmapped water utility infrastructure during construction. This exceptional circumstance has caused unforeseen delay and increase in cost.</p> <p><u>Impact</u></p> <p>This scheme supports the Strategic Economic Plan priority 4 – Infrastructure for Growth with a particular emphasis on transport infrastructure and services.</p> <p>The scheme benefit cost ratio is now 9.83:1 as a result of this change. This is categorised as very high value for money based on the Department for Transport’s criteria.</p> <p>The project’s wider benefits include improved facilities for pedestrians and cyclists, a reduction in the number and/or severity of accidents and improvements to air quality. Moreover, the scheme enhances quality of life through improved access to hubs such as Bradford city centre and Leeds Bradford Airport.</p> <p><u>Decision sought</u></p> <p>The Finance, Resources and Corporate Committee gave approval on 6 January 2022 for the change request to the Harrogate Road – New Line scheme to increase the total value of Combined Authority funding from the current approval of £7,665,000 to £8,812,000 (increase of £1,147,000) due to exceptional circumstances. Bradford Council match funding has been increased from £2,736,000 to £3,016,000 (increase of £280,000). The total project value is £13,754,000.</p> <p>Bradford Council undertook a value engineering exercise to reduce the cost impact to the value requested in this report.</p> <p>Total value of the scheme - £13,754,000</p> <p>Total value of Combined Authority funding - £8,812,000</p> <p>Funding recommendation sought - £1,147,000</p>
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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.

<u>Scheme</u>	<u>Scheme description</u>
<p>West Yorkshire UTMC Region-wide</p>	<p>The West Yorkshire UTMC programme includes the upgrading of certain junctions along the Key Route Network to provide enhanced traffic signal infrastructure, transferring all 1600 traffic signal sites across West Yorkshire on to a single cloud-based traffic control system and integrates other traffic management systems in a single cloud-based system accessible by each District.</p> <p>The programme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The programme will lead to:</p> <ul style="list-style-type: none"> • Consistent UTMC service across West Yorkshire • Better management of congestion to unlock capacity on the highway network • Improved journey time reliability for highway travel • A more resilient network able to better manage unplanned events • Air quality improvements leading to health improvements and reductions in carbon emissions. <p><u>Decision</u></p> <p>The Managing Director gave approval on 19 November 2021 to the change request to the UTMC project to increase spend on Element A by £100,000 together with extension to delivery timescales for all elements across the programme.</p> <p>Total value (Element A) - £3,943,878</p> <p>Total value of Combined Authority funding - £3,943,878</p> <p>Combined Authority funding previously approved - £3,843,878</p> <p>Funding recommendation sought - £100,000</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>A629 Phase 1b (2) Calderdale</p>	<p>The scheme is part of the wider A629 improvements programme and will deliver improvements to the A629 to the south of Halifax between Elland Wood Bottom and Salterhebble Hill. The scheme will specifically address the current pinch point of the A629/A6026 Calder & Hebble junction, to reduce congestion levels and deliver journey time savings for all motorised traffic for example cars and buses</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF).</p>

	<p><u>Impact</u></p> <p>The completed scheme will lead to:</p> <ul style="list-style-type: none"> • a reduction in journey time on the A629 over the length of the whole phase 1 for general traffic during peak periods by 25% two years after opening. • Improved journey time reliability on the A629 over the length of the whole phase 1 during peak periods for general traffic, within one year of opening. • Supporting an overall A629 programme net decrease in carbon emissions through enabling other phases to come forward and deliver more dedicated public transport (bus) and active travel (walking, cycling) measures. <p>The scheme has a High-Very High value for money BCR of 4.75:1</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 5 November 2021 for the A629 Phase1b (2) to proceed through decision point 5 (of the former assurance pathway) and for work to commence on delivery.</p> <p>Total value - £28,119,000</p> <p>Total value of Combined Authority funding - £28,119,000</p> <p>Combined Authority funding previously approved - £11,480,000</p> <p>Funding recommendation sought - £16,639,000</p>
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<p><u>Scheme</u></p> <p>Mirfield to Dewsbury to Leeds</p> <p>Kirklees / Leeds</p>	<p><u>Scheme description</u></p> <p>The Mirfield to Dewsbury to Leeds (M2D2L) corridor forms a Key Route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail, and housing sites.</p> <p>The scheme includes improvements to the highway including major and side-road junction upgrades, pedestrian crossings and footways, bus lanes and high-quality stops, cycle tracks, and highway space reallocations.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The proposed M2D2L scheme provides a series of transport inventions within the public highway to improve walking and cycling provisions, general travel opportunities, bus reliability and the local environment, which in turn promote development viability, access to jobs, education and services, and a step-change in health.</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the M2D2L scheme to additional development costs of £425,000 from within the scheme's</p>
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	<p>existing West Yorkshire plus Transport Fund budget, taking the total approval to £1,695,000</p> <p>Approval to a two-month delivery time extension to June 2024 was also given.</p> <p>Total value - £13,000,000</p> <p>Total value of Combined Authority funding - £12,500,000</p> <p>Combined Authority funding previously approved - £1,270,000</p> <p>Funding recommendation sought - £425,000</p>
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<p><u>Scheme</u></p> <p>A641 Bradford – Brighouse – Huddersfield Improvement</p> <p>Bradford / Calderdale (predominantly) / Kirklees</p>	<p><u>Scheme description</u></p> <p>The A641 forms part of the Key Route Network between Huddersfield and Bradford and provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644). The scheme comprises of a series of interventions proposed for delivery in Brighouse town centre and along the A641 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme seeks to deliver accessibility and connectivity improvements by introducing better walking and cycling facilities and bus priority measures within Brighouse town centre and along the A641 corridor. Additionally, the scheme will make enhancements to the highway capacity with improvements to selected junctions, ring roads and roundabouts, and deliver new highway links.</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the A641 scheme to increase development costs by £656,000.</p> <p>Total value -£95,100,000</p> <p>Total value of Combined Authority funding - £75,540,000</p> <p>Combined Authority funding previously approved - £2,129,000</p> <p>Funding recommendation sought - £656,000</p>
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<p><u>Scheme</u></p> <p>Getting Building Fund Programme</p> <p>Projects across the region</p>	<p><u>Scheme description</u></p> <p>The Getting Building Fund (GBF) programme was established following a request from BEIS to provide a list of 'shovel ready' projects. The programme, which comprises 15 projects, has now been operating for 14 months and there is 5 months remaining before the financial close on 31 March 2022, the date by which financial completion for the GBF element of the programme must be achieved.</p> <p><u>Impact</u></p> <p>As a result of this change request the outputs for the Wakefield Gigabit Vouchers project will be reduced from 60 broadband</p>
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	<p>connections to 9 and 40 businesses assisted to 1. The benefits that would arise from the project such as increased home working and benefits to businesses will also be reduced,</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the Getting Building Fund programme to increase project approvals to include programme charges, of £297,000 and a Corporate Overhead recovery charge of £620,000 and to change the following individual project funding approvals:</p> <p>Wakefield Business Gigabit Voucher scheme – reduce from £300,000 to £30,000</p> <p>Bradford Parry Lane EZ – increase from £6,473,000 to £6,923,000</p> <p>Langthwaite EZ – reduce from £1,700,000 to £1,500,000</p> <p>Total value - £52,600.000 (full programme)</p> <p>Total value of Combined Authority funding - £52,600,000</p> <p>Funding recommendation sought - No new funding sought</p>
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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.

<u>Scheme</u>	<u>Scheme description</u>
<p>Leeds Flood Alleviation Scheme Phase 2 step 1</p> <p>Leeds</p>	<p>This scheme is a major project which aimed to reduce flood risk to residential, commercial, and industrial property and infrastructure assets along the River Aire in Leeds. Step 1 (the subject of this approval) consisted of improvements within the River Aire corridor between Leeds city centre (Whitehall Waterfront) and Newlay.</p> <p>The scheme was partially funded by the Growth Deal.</p> <p><u>Impact</u></p> <p>The following benefits will be realised when the scheme in its entirety is complete:</p> <ul style="list-style-type: none"> • Safeguarding of 139 businesses and 3,605 jobs from flood risk. • Protection of 1048 homes from flood risk. • 9 hectares of land released for development. • Net increase in GVA of £44.2 million per annum. Reduced risk of flooding to the rail network (Airedale and Wharfedale lines) and to other critical infrastructure. • Reduced flood risk to two educational facilities, two tourist attractions, two places of worship and five leisure facilities. • 9,800 tonnes of carbon savings by 31 December 2022.

	<p><u>Decision</u></p> <p>The Director of Delivery gave approval that:</p> <p>The project closure report for the Leeds Flood Alleviation Scheme Phase 2 (FAS-2) Step 1 is approved, proceeds through decision point 7 and work continues on Benefits Realisation as outlined in this report.</p>
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<p><u>Scheme</u></p> <p>Institute of High Speed Rail & System Integration (IHSRSI)</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The IHSRSI is a University of Leeds-led £79 million development (Combined total of the ITF and VTF) due to be located on the University's new Leeds Infrastructure Innovation Park (IIP) (formerly known as Leeds Technology Campus (LETeC) – a 9.9-acre site to the east of Leeds sitting within the Leeds Gateway Enterprise Zone.</p> <p><u>Impact</u></p> <p>The scheme did not move into the delivery stage due to the impact of COVID-19 and the pause of all of Leeds University's capital programme. As a result of this pause and the uncertainty moving forward the Growth Deal funding will not now be available for this scheme. The associated Growth Deal output, benefit and match funding targets for the scheme will also be reduced to zero following the reduction of funding.</p> <p><u>Decision</u></p> <p>The Director of Delivery gave approval that:</p> <p>The project closure report for the Institute for High Speed Rail & System Integration project is approved and proceeds through Decision Point 7.</p>
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<p><u>Scheme</u></p> <p>Leeds Integrated Station Masterplan – Princes Square</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The Princes Square scheme is part of the Leeds Existing Station Programme (LESP) which seeks to address the capacity issues for pedestrians/ passengers within the station to meet the projected growth in passenger demand</p> <p>The LESP SOC and OBC is part funded by the Leeds Public Transport Investment Programme (LPTIP) funding as well as funding from Transport for the North (TfN) and the Department for Transport.</p> <p>The development work of Princes Square (up to Form 1) is funded by LPTIP, other survey works, and detailed design work are funded by Network Rail.</p> <p><u>Impact</u></p> <p>The key outputs from the completed scheme would be to enable Leeds station to function as a regional transport hub and as a civic gateway and a shop window for rail and for Leeds City Region.</p> <p>Without further improvement, Leeds station will fail to function effectively as this region's major transport hub.</p>
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	<p><u>Decision (in relation to Princes Square)</u></p> <p>The Director of Delivery gave approval to this change request which confirms that an OBC will not be submitted to the Combined Authority in relation to works at Princes Square. However, the Combined Authority will work with Network Rail in the submission of the OBC to the DfT as part LESP which will include Princes Square.</p> <p>Total value - LESP will be in the region of £300,000,000 to £400,000.000</p> <p>Total value of Combined Authority funding - £250,000</p> <p>Combined Authority funding previously approved - £250,000</p> <p>Funding recommendation sought - no change.</p>
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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 to review at this stage.

Projects in Stage 2: Development

Project Title	TCF Heckmondwike Bus Hub
Stage	2 (development)
Decision Point	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 project 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.
- 5.5 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners have developed packages of schemes for approval at strategic outline case (SOC) and are now bringing individual schemes through the assurance process at outline business case.
- 5.6 The Heckmondwike Bus Hub scheme was part of the A638 Dewsbury – Cleckheaton Sustainable Travel Corridor (TCF Package 12). Following the package's approval at decision point 2 (strategic outline case) stage, the scheme is now progressing through the assurance process individually. By separating the scheme from the wider package, risks have been reduced and there is an opportunity to speed up delivery.
- 5.7 The scheme will improve bus stop arrangements in the centre of Heckmondwike, creating a bus hub. The scheme will involve replacing the existing traffic island and four surrounding bus stops with a new building with waiting area, offices, accessible toilet provision and a changing places room.

There will be six bus station style 'drive in reverse out' (DIRO) bus stands and one layover bay, increasing current capacity.

- 5.8 The scheme does not involve changes to the highway network but increasing the number of bus stands should ease current problems with buses queuing which can impact on local roads.
- 5.9 The scheme will have a green roof and significant investment in green and blue infrastructure including tree planting and a sustainable urban drainage system (SUDS) and improvements to the public space surrounding the bus hub.
- 5.10 The scheme has been subject to public consultation in July/August 2021, the outcome of which has shown that there is support for the proposals.
- 5.11 It is anticipated the bus operator, Arriva, will undertake the future operation and management of the bus hub during operational hours (up to 12 hours per day). Kirklees Council will retain ownership and will also be responsible for the maintenance and upkeep of the bus hub.
- 5.12 The total current estimated cost of the scheme is £4,970,541. Development costs up to and including the submission of the outline business case total £315,000. Approval is now being sought for a further £328,000 to progress the scheme to full business case and undertake associated design activities, bringing the total development costs and scheme approval to £643,000.
- 5.13 A summary of the scheme's business case and location map is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 5.14 The scheme is aimed at improving facilities for bus users and to accommodate increases in capacity for buses at the hub. This should help to encourage use of bus for trips in Heckmondwike and beyond. The new facility is also expected to encourage a mode shift to public transport (bus) and walking, thereby avoiding trips that would otherwise have been made by private vehicle. This is forecast to reduce vehicle kms travelled on the road network by 1,710,016 kms over the 60-year appraisal period. Using standard (DfT TAG) assumptions this will result in a reduction in carbon emissions of 156 tCO₂e.
- 5.15 The preferred scheme proposal includes blue and green infrastructure embedded in the building design. These elements, while not eliminating the carbon associated with the construction of the building, will tend to reduce this. The solar panels and heat source pump will work together to reduce any demands on the national grid and reduce the use of gas. Tree planting and other landscape features, together with the green roof, will help to offset the embodied carbon of the scheme. A sustainable urban drainage system (SUDS) is a lower carbon option than the alternative. The construction of the facility will still involve a small 'capital' (or 'embodied') carbon impact which is calculated to be 352 tCO₂e.

Outputs, Benefits, and Inclusive Growth Implications

5.16 The scheme outputs and benefits include:

- Improvements to the waiting and other facilities for bus users in Heckmondwike
- Encouraging more people to use buses by increasing their attractiveness for journeys in and around Heckmondwike through improved facilities and efficiency.
- Public space improvements in the vicinity of the new bus hub
- Wider social benefits associated with helping those without access to private transport to make trips by bus.

Equality and Diversity Implications

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

5.18 The scheme will deliver benefits for public transport (bus) users.

Risks

5.19 The key risks and mitigating measures are:

- Inadequate support for the bus hub from the public, bus operators and other stakeholders, mitigated by a communications and engagement strategy.
- Planning permission not achieved, mitigated by early consultation with planning.

Costs

5.20 The total current estimated scheme costs are £4,970,541 and will be funded by the Combined Authority.

5.21 The £4,970,541, comprises £4,000,000 previously allocated as part of the £16,000,000 TCF package approval at decision point 2 (strategic outline case) stage, £320,000 from the TCF Carbon Mitigation Fund and an additional £117,541 for the Combined Authority programme management costs associated with delivering the scheme. Kirklees Council is also seeking approval for an uplift to its TCF allocation for this scheme, as part of this report, to cover a funding gap of £533,000. If approved this would bring the Combined Authority's total contribution to the scheme to £4,970,541.

5.22 A request seeking approval for the additional £117,541, has been included in the TCF programme level Change Request being considered at this committee meeting.

- 5.23 Development costs up to and including outline business case submission total £315,000. Approval is now sought for further development costs of £328,000 are now required to progress the scheme to full business case and undertake associated design activities, bringing the total development costs to £643,000, which is 13% of the total scheme costs.
- 5.24 The Combined Authority will need to enter into an addendum to the existing Funding Agreement with Kirklees Council for expenditure of up to £643,000 from the TCF.
- 5.25 Kirklees Council will be responsible for the maintenance and upkeep of the bus hub, with costs of approximately £53,975 per year for the first 10 years and £72,346 per year for the remaining 20 years of the appraisal period (both costs in 2021 prices). These costs are not included in the total scheme costs.
- 5.26 The office space within the bus hub could also bring in an income of approximately £20,000 per year.

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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/09/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/07/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2024

Other Key Timescales

- Statutory approvals (Traffic Regulation Orders) - January 2022 to July 2022

- Procurement and contractor appointment - September 2021 to February 2022
- Enabling works - July 2022 to October 2022
- Start of construction (main works) - October 2022
- End of construction (main works) - June 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of those outlined in this report
Delivery (DP5) timescales remain within 6 months of those outlined in this report.

Appraisal Summary

- 5.27 The proposal, which involves providing a significant enhancement to the bus waiting and capacity for bus movements in the centre of Heckmondwike, has a strong alignment with the Combined Authority’s Strategic Economic Framework, the objectives of the TCF programme and various national and local strategy documents.
- 5.28 The economic assessment suggests the preferred option has only a ‘low’ value for money (VfM), but this is not surprising for a scheme of this type. There is a high level of confidence in the economic assessment. The preferred option includes a ‘transformational building design’ and various enhancements which while ‘nice to have’ do not contribute to the functional benefits of the scheme. This means that the preferred option has a slightly worse VfM position than the ‘less ambitious’ option. Selection of the preferred option and the justification for this will need to be confirmed at FBC.
- 5.29 There is a cost associated with the upkeep and maintenance of the facility. At the moment, responsibility for upkeep and maintenance lies with Kirklees Council and this will need to be confirmed (or other arrangements specified) at FBC.

Recommendations

- 5.30 The Place, Housing and Regeneration Committee approves that:
- (i) The TCF Heckmondwike Bus Hub 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 £4,970,541. The total scheme value is £4,970,541.

- (iii) Development costs of £328,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £643,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £643,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	TCF: Selby Station Gateway Scheme
Stage	2 (development)
Decision Point	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

- 5.31 The TCF Selby Railway Station Gateway scheme will be primarily funded through the Department for Transport's Transforming Cities Fund (TCF), with contributions from North Yorkshire County Council (NYCC), Selby District Council (SDC) and central government's Changing Places Fund.
- 5.32 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.
- 5.33 Selby is the commercial and economic centre of Selby District. Due to its strategic location, sitting at the centre of the economic hubs of Leeds to the west, York to the north and Hull to the east, the town has a strong economic relationship with these key cities and forms a constantly growing and important part of Leeds City Region. Selby Rail Station, located to the east of the town centre, is of strategic importance as it provides access to employment and educational opportunities within the wider Leeds City Region.
- 5.34 Selby experiences low levels of rail use and high levels of car ownership, despite having good rail connectivity with key destinations across the region. This is mainly attributed to the current uninviting station environment with limited accessibility by bike or on foot. Although the bus station is located a few metres from the rail station, the two are poorly integrated which discourages bus usage and transfer between rail and bus for onward travel and vice versa.

- 5.35 A significant level of housing and employment growth is forecast in Selby in the future which will increase travel. Without intervention, the increase will place additional pressure on the road network, increasing existing congestion, emissions, and air quality issues. Since 2016, an Air Quality Management Area (AQMA) has been designated 150 metres north-west of Selby Railway Station due to excessive levels of NO₂. This further emphasises the need to improve accessibility by sustainable modes (bus, rail, walking and cycling) to improve air quality by reducing traffic and tackling congestion.
- 5.36 The small, compact nature of Selby, with a population of over 40,000 people living within a 20-minute catchment area from the rail station by bus, bike or on foot demonstrates the scheme's potential to achieve a real behaviour change and shift from car towards sustainable modes.
- 5.37 The scheme comprises the following three elements:

Selby Station Gateway

- Replacement of the existing rail station entrance with a new station building with improved waiting area, enhanced lighting, new ticketing machines, toilets and changing facilities and cycle storage.
- Station Road enhancements - Station Road to be made one-way only (northbound) for vehicles past the station car park entrance with a speed limit of 20mph. New southbound cycle lane and wider footpaths with raised crossing points, new signage to help people navigate the gateway area. The seven existing disabled parking bays and three taxi bays will be retained and will include Electric Vehicle (EV) charging. Pick up and drop off spaces will be introduced opposite the taxi bays and 21 parking bays removed.
- A new modern underpass below Bawtry Road to connect Portholme Road with the bus and rail stations.
- Bus Hub - realigned bus stands, new crossing facilities, wider footpaths, and additional space for bus manoeuvring. Upgraded bus shelters with real time information displays and the demolition of one building unit.
- New traffic crossing signals and a wider and resurfaced footpath at the junction of A19 / The Crescent with Park Street.

Eastern Station Access and Cowie Drive Car Park

- New entrance to rail station platforms 2/3 with ramped pedestrian and cycle access and new cycle stands on platform 2. Widened and resurfaced footpaths, new pedestrian crossing, traffic calming measures, improved signage, and tree planting.
- New car park at Cowie Drive with 73 parking spaces including eight EV charging points, four disabled and four oversized bays and extra ducting for future expansion of EV charging network. Demolition of one building. New access for Network Rail to for maintenance heavy good vehicles, to improve safety for station users.

Ousegate Active Travel Corridor

- Section of Ousegate between Cowie Drive and the A19 to be made westbound only. 20mph speed limit along Ousegate (east of Cowie Drive) and Shipyard Road. Additional traffic calming measures along Shipyard Road.
- Two-way segregated cycle lanes and wider footpaths along Ousegate (north of carriageway) between Cowie Drive, Station Road, and the A19 Toll Bridge junction.
- Two new crossings for pedestrians / cyclists and signal upgrades at the junction with the A19 Toll Bridge.
- Removal of some on-street parking including 14 short stay spaces, to be replaced with two new loading bays for businesses and seven new parking bays east of Cowie Drive car park. Improved open public space with new trees and seating.
- Transform the former Wharf area into a new public space.
- Closure of Denison Canal Bridge to all motor vehicles, except emergency services.

5.38 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to deliver 21st century transport infrastructure by improved accessibility and other enhancements to Selby Station Gateway and supporting clean growth by encouraging cycling, walking and multi-modal long-distance trips.

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

Tacking the Climate Emergency Implications

5.40 By encouraging a higher uptake of walking, cycling, bus and rail trips, the scheme is expected to reduce annual vehicle kilometres travelled on the local road network by 265,000 resulting in a reduction of 1,262 tCO₂ emissions over 60 years.

5.41 The planting of 57 new trees is also proposed with an estimated beneficial carbon impact of 23 tCO₂ over the same period. Despite this, one-way systems for general traffic on Station Road and Ousegate, alongside the closure of Denison Canal Bridge to vehicles, will result in some longer trips, inducing an increase in carbon emissions of about 10,013 tCO₂e throughout the 60-year appraisal period. An increase in embodied carbon impacts of 2,666 tCO₂e is also anticipated during construction. As a result, and if no further changes in travel behaviour are observed, the scheme may induce an overall adverse carbon impact of 11,394 tCO₂e over a 60-year period.

5.42 However, a greater shift from car to walking and cycling is likely to be observed as a result of the increased car journey times. The installation of 18 new electric vehicle charging points will also encourage a higher uptake of electric vehicle use. Overall, if combined with wider policy and behaviour

change, the scheme has the potential to induce higher emission reductions in the medium to long term and offset the traffic re-routing disbenefit.

Outputs, Benefits, and Inclusive Growth Implications

5.43 The scheme outputs and benefits include:

- Increasing trips to Selby Station Gateway Area by 26% (cycling) and 5% (walking) by 2028 through the delivery of enhanced pedestrian and cycling infrastructure.
- Increasing the proportion of people accessing Selby Rail Station by bike, bus or on foot by 6% by 2028.
- Reducing the average time travelled to access the station by bike or on foot by 30 seconds following the scheme's completion in September 2023.
- Increasing passenger levels at Selby Rail Station by 3% by 2028 through improvements to the station facilities and the station environment.
- A 1 % increase in visitors to Selby Town Centre by 2028, by making the Selby Station Gateway Area more attractive.
- A 5% increase in levels of user satisfaction across the Gateway area by 2028 as a result of improved journey ambience.
- Support the delivery of 102 residential units at Portholme Road planned by 2028 by improving links to the rail station and bus hub through the construction of the new underpass underneath Bawtry Road.
- Improved access by bike and on foot to employment, skills, and education by improving links between residential areas and future development sites, Selby Station Gateway and areas of employment and educational facilities. By enhancing access to opportunity, the scheme has the potential to increase the number of Selby residents in long term employment and/or education contributing to the reduction of social, health and income inequalities prevalent in local communities.

Equality and Diversity Implications

5.44 An Equality Impact Assessment (EqIA) for the scheme has been undertaken and equality and diversity impacts taken account of as part of the project and business case development. A review of the current Equality Impact Assessment is required, as part of the next stage, to account for adverse impacts to existing service users as well as to reflect the findings from the detailed environmental, social, and distributional impact assessments to be undertaken.

Risks

5.45 The scheme risks include:

- Risk of significant cost increases and programme delays due to inflation in costs of materials, capacity within the construction market as multiple

TCF schemes are working towards the same delivery timelines, or limited availability due to Brexit and / or COVID-19. Partially mitigated by considering costs and availability of materials during the design process and the Combined Authority reviewing alignment of construction activities across the entire TCF programme.

- Risk of specific scheme elements being delivered post March 2023 programme end date. Mitigated by early contractor involvement following procurement of construction contractor to validate construction period and seek to achieve greater time savings.
- Risk of significant programme delays as a result of:
 - significant redesign of the Buffer Stop, which prevents trains from going past the end of a rail track, requested by Network Rail. Mitigated by undertaking a Buffer Stop Risk Assessment as early as possible with outcomes reviewed by Network Rail.
 - ground conditions being worse than anticipated. Partially mitigated through completion of ground investigation surveys. Site Investigation Surveys to be completed within the next few months and findings to be reported.
- Risk of adverse environmental impacts as a result of the scheme on:
 - flooding due to the entire scheme area being located within Flood Zones 2 and 3 (medium and high risk of flooding respectively). Mitigated by undertaking a flood risk assessment and including it as part of the planning application submitted to Selby District Council in December 2021.
 - air quality, carbon, and noise because of increased traffic levels within an Air Quality Management Area (AQMA) and a Noise Important Area (NIA). Mitigated by undertaking robust air quality, carbon, and noise impact assessments to understand the extent and severity of impacts on residents, schools, and the park.
- Risk of rejection of the planning application or delays in determination of the planning application due to limited resources at the Local Planning Authority, delays in consultation responses, requirement for additional information and /or adverse environmental impacts likely to outweigh benefits. Partially mitigated through ongoing engagement with planning authority and stakeholders to fully understand requirements and address concerns. Revised scoping report has been submitted to Selby District Council based on the outline business case preferred option and a response is awaited.
- Risk of scheme scope changing, impacting on outputs and benefits, due to different requirements and expectations of multiple stakeholders. Partially mitigated by continuing engagement with stakeholders to minimise impact and likelihood of objections.

Costs

5.46 The scheme costs are:

- Total scheme costs are £22,560,216. The Combined Authority's contribution to this total is capped at £20,502,216 and is to be funded through the Transforming Cities Fund (TCF). The Combined Authority's contribution has increased by £3,037,216 since the indicative approval of £17,465,000 was given at decision point 2 (strategic outline case).
- The £3,037,216 includes £502,216 for Combined Authority Programme Management costs associated with delivering the scheme and a request from the scheme promoter for an additional £2,535,000 for the use of high-quality materials for planning purposes, overall progression of designs and complex design fees, planning fees and requirement for Environmental Impact Assessment, change in methodology applied to calculate indirect, non-delivery costs and allowance for risk, contingency, and inflation, not previously accounted for as part of the strategic outline case cost estimates. The additional Combined Authority costs of £3,037,216 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.
- The remaining £2,058,000 will be funded jointly by Selby District Council (£1,908,000), North Yorkshire County Council (£100,000), and central government through the Changing Places Fund (£50,000).
- It is noted that £2,406,000 from the total TCF funding is profiled to be spent after the programme's end date of March 2023.
- Development costs of £1,844,000 have been approved to date.
- Approval of additional development costs of £4,069,000 is sought to enable the scheme's progression to full business case and to cover costs related to land acquisition and enabling construction works:
 - £1,934,000 is being sought through this report bringing the total development costs to £3,778,000.
 - Approval of a further £2,135,000, bringing the total development costs to £5,913,000, is subject to the conditions outlined in this report being met and comprises the following.
 - £892,000 for completion of the full business case
 - £491,000 for land acquisition costs related to the eastern station entrance / Cowie Drive car park
 - £752,000 for enabling works

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 & Housing Committee	07/02/2022

Discharge of outline business case conditions	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	12/08/2022
Approval to proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2028

Other Key Timescales

- Land acquisition and completion of contracts - February 2022
- Planning application determination - May 2022
- Construction contract award:
 - Stage 1 Early Contractor Involvement (detailed design stage): December 2021
 - Stage 2 Construction Phase: August 2021
- Duration of enabling construction works - August to September 2022
- Start of main construction works - September 2022
- End of main construction works - September 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report.

Delivery (DP5) timescales remain within 2 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 5.47 The current ask from the Combined Authority is within the £20,600,000 threshold as set out through the Change Request approved in July 2021. Meanwhile, cost increases are still likely, subject to planning requirements, survey findings and following procurement of the construction contractor.
- 5.48 Feedback received to date, from two rounds of public consultation, alongside engagement with councillors and key stakeholders, suggest overall support for the scheme. Nevertheless, given the significant number of stakeholders and third parties involved, from whom support, or approval is required, ongoing engagement throughout detailed design is key to ensure timely approval of planning application, station change request and other regulatory consents as well as land acquisition.
- 5.49 Potential adverse impacts of the scheme on air quality, carbon and noise within an Air Quality Management Area, a Noise Important Area as well as residential areas need to be thoroughly assessed and mitigated through further design development and engagement with various planning stakeholders. Completion of robust environmental, social, and distributional impact assessments is outstanding would give a better understanding of the extent and the severity of the impacts, as well as their distribution across different social and income groups.
- 5.50 The scheme's Benefit Cost Ratio falls into the Poor Value for Money category. Meanwhile, a high proportion of disbenefit induced by the scheme is related to short distance trips. That demonstrates the potential for proposals to encourage a higher uptake of walking and cycling. If behavioural change becomes a reality, the anticipated adverse user and environmental impacts are very likely to be reduced.
- 5.51 Overall, although the scheme's development has significantly progressed since decision point 2, there are still significant, inherent risks and delivery constraints due to the requirement for access rights to be granted for the eastern station entrance, the planning application with Environmental Impact Assessment to be submitted, a number of agreements and approvals required from third parties, the inclusion of complex scheme elements and the likelihood for adverse induced environmental impacts within the scheme's wider area of impact. It is highly likely that if one or more of the key project risks materialise, then its scope, outputs, benefits, and impacts are either significantly reduced or altered.
- 5.52 It is, therefore, recommended that a progress note is submitted to the Combined Authority by the end of March 2022 to confirm scope, outputs, benefits, costs, and programme based on completion of negotiations with landowners, further engagement with planning and rail industry stakeholders, findings of surveys and robust assessment undertaken on environmental, social, and distributional impacts.

Recommendations

5.53 The Place Regeneration and Housing Committee approves that:

- (i) The TCF Selby Station Gateway 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 £20,502,216 is given. The total scheme value is £22,560,216.
- (iii) Development costs of £1,934,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total approval to £3,778,000.
- (iv) Further development costs of £2,135,000 required for completion of full business case, land acquisition and enabling works to be delegated to the Combined Authority's Director of Delivery following discharge of the conditions below and subject to Programme Appraisal Team's recommendation, taking the total approval to £5,913,000.
- (v) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £5,913,000.
- (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.

Conditions

5.54 A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:

- Confirmation of the scheme's scope, outputs, benefits, costs, and programme based on:
 - Affordability, deliverability, and stakeholder acceptability of the preferred OBC option.
 - Construction methodology conclusion for the proposed underpass.
- A robust assessment of environmental, social, and distributional impacts induced by the scheme and report findings.
- The outcomes of the latest public consultation on the OBC preferred option.
- Quantification of the extent to which scheme interventions individually contribute to user disbenefit and environmental impacts.
- Subject to availability, the use of existing count data to capture the impacts of Denison Canal Bridge's closure to vehicles.

Project Title	Leeds City Centre Package - City Square Plus
Stage	2 (development)
Decision Point	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

- 5.55 The City Square Plus scheme will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF). The LCCP aspiration is to transform travel within Leeds city centre through the removal of unnecessary through traffic and to re-prioritise major routes to public transport, pedestrians, cyclists, and public space.
- 5.56 The LCCP programme complements schemes being delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS). The LCCP programme includes:
- **Infirmiry Street Gateway and Park Row** (already approved and under construction via LPTIP but funded by LCCP) - Infirmiry Street two-way to remove through traffic from City Square. Park Row one-way southbound, pavement widening, and consolidation of bus stops.
 - **Meadow Lane** (part of the Corn Exchange Gateway approved via LPTIP but funded by LCCP) - Changes to road layout, bus and pedestrian priority measures and provision for safer cycle ways.
 - **A64 Regent Street flyover** (already approved and under construction) - the LCCP budget was extended to accommodate this scheme.
 - **Armley Gyrotory** (at Approval to Proceed stage in the assurance process). Enhancement to the highway capacity at the gyrotory to

accommodate re-routed traffic from City Square on to the inner ring road (phase 1), plus the replacement of the existing footbridges with new LTN1/20 compliant walking & cycling footbridges (phase 2).

- **City Square Plus** (this scheme - at outline business case)

Strategic Context

- 5.57 Since the 2008 vision for the future of Leeds city centre, the Council and partners have been progressing and delivering a people, and not car, first approach to its infrastructure delivery.
- 5.58 Through a range of co-produced and collaborative strategies, the city is making major progress in the delivery of a people centric infrastructure and public spaces across the city centre. Such projects focus on providing high quality spaces in between buildings which meet the needs of people first, to improve connectivity to and from surrounding neighbourhoods (amongst the most deprived in the country), help tackle the climate emergency and to foster enjoyment, community, innovation, and collaboration – all whilst ensuring there is sufficient resilience within the highway network and promoting sustainable transport modes.
- 5.59 Accordingly, this has long been embedded within Planning Policy, which sets out a strategy that traffic will be encouraged to move around the city centre rather than through it. The Inner Ring Road will have the greatest volume of traffic, while a proposed City Boulevard will accommodate slower moving vehicles, prioritising pedestrians, and cyclists in a pleasant and safe environment.
- 5.60 In order to achieve this, the vision is predicated upon the removal of through traffic from the city centre and provide additional capacity by improving the M621, Armley Gyratory on an alternative route via the inner ring road. This has been the foundation of bold regeneration momentum in Leeds and as a package of works they will support:
- Better connectivity for deprived neighbourhoods – routes to main growth areas for the communities of New Wortley, Holbeck and Hunslet will be vastly improved, and road safety will be dramatically improved with fewer roads.
 - The delivery of Aire Park – the largest new city centre greenspace in the UK, which is being delivered in partnership with the Combined Authority through the Getting Building Fund. In addition, the infrastructure changes will substantially enhance pedestrian and public transport access for over 10,000 students using Leeds City College, University Technical College and Leeds College of Building.
 - The delivery of City Square – a core commitment in the co-produced Leeds Station Masterplan, a crucial component in Channel 4’s location at the Majestic, and a central focus for Leeds 2023, the delivery of a nationally significant public realm scheme at city square as a major

cultural outdoor events space and world class gateway entrance into the city.

- Housing growth – on the back of the strategy, there is a greater confidence on city centre housing on brownfield sites due the city centre being liveable. 4,000 homes are under construction in Leeds, with a pipeline of over 4,000 more in the South Bank alone.
- Jobs growth – increasingly, businesses are highlighting the need for quality spaces between buildings to attract talent and the proposals benefit the target of 8,000 new jobs across the South Bank, as well as making the West End, the prime office core, along Wellington Street a more attractive proposition and better connected to New Wortley and Holbeck.
- Mass Transit – through the Leeds Integrated Station Masterplan, there is the proposal for Mass Transit to run through Neville Street to connect the system between North and South Leeds. Removal of through traffic is essential to the effective delivery of Mass Transit in this location and to stop the street being amongst the most polluted in the UK.

5.61 The scheme at the core of the City Square Plus package is the closure to through traffic at City Square. This is a public square located by the Queens Hotel exit of Leeds Rail Station and is a busy thoroughfare for pedestrians, cyclists, buses, taxis, and cars. As a result, the square, and the area around it is often congested, meaning motorists, bus users, pedestrians and cyclists using the controlled crossings, experience delays at peak times. This congestion also leads to poor air quality and an unpleasant environment, with negative impacts felt by residents, businesses, commuters, and visitors to the city.

5.62 The City Square Plus package comprises the following schemes:

- **City Square Closure to through traffic** – Access will be retained for buses, taxis, and cycles only. The existing all traffic route along Wellington Street, immediately north of Leeds Rail Station is removed and the area pedestrianised. Vehicular access to the southern end of Quebec Street is also removed allowing this area to also be pedestrianised, with access being maintained from the north via this section being made two-way (East Parade). The direction of traffic along Wellington Street between its junctions with Kings Street and Aire Street is reversed to maintain access to Aire Street.
- **East Parade and King Street** – Will be converted to two-way traffic, with new bus stops and bus gate added. The bus gate will restrict access to public transport and (where specified) taxis and authorised vehicles, indicated by appropriate signage. New two-way segregated cycleways will be provided along with widening of pedestrian footways. North of East Parade and The Headrow, a new two-way segregated cycle route is proposed along Calverley Street, along with formalisation of the existing car parking facilities. Parking will include a mix of pay & display and disabled spaces.

- **Westgate** – Introduction of a new westbound slip road with traffic signals, on to the inner ring road.
- **Business District Traffic Management** – Plans include the installation of traffic signals on Globe Road.
- **City Centre Signage Strategy** – To reduce unnecessary vehicular journeys within the city centre, redirecting journeys to the inner ring road (IRR), Strategic Road Network, and other key routes.

5.63 The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme, which leaves a funding gap. Leeds City Council has therefore proposed a phased delivery approach (Phase 1 and 2). Leeds City Council has commenced engagement with the Combined Authority on alternative funding options for Phase 2. More detail is to be provided at full business case stage, but the early indication is that Phase 1 will prioritise closure to City Square, bus improvement measures at East Parade, and the essential components of its traffic management and signing strategy.

5.64 The LCCP Armley Gyratory scheme, considered pivotal to accommodate the re-routed traffic following closure to City Square is at Approval to Proceed stage in the assurance process, with construction forecast to start in February 2022 and completed by December 2022. It is Leeds City Council's desire that the Armley Gyratory scheme is delivered and operational before City Square is fully closed.

5.65 Closure to through traffic and the separate public space works will also support the transformation City Square in preparation for Leeds City of Culture 2023.

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

Tackling the Climate Emergency Implications

5.67 Closure to City Square will re-route motorists onto longer trips. This is forecast to increase carbon emissions by 10,575 tonnes over a 60-year appraisal period. This assumes the Armley Gyratory and M621 improvements are in place.

5.68 The principle aim of the scheme, however, is to reprioritise highway space in Leeds city centre to sustainable travel (walking, cycling, bus), supporting modal shift from the car to deliver local air quality benefits and sustainable economic growth - a key principle of the Mayoral pledge to 'tackle climate emergency'.

Outputs, Benefits, Outcomes, and Inclusive Growth Implications

5.69 The scheme outputs, benefits, outcomes, and inclusive growth include:

- 1793 metres of footway improvements, 468 metres of new cycling provision.
- five new bus stops, four new bus gates, four upgraded bus shelters.
- four new segregated crossings, six upgraded crossings.
- two new signal-controlled junctions.
- three new taxi waiting spaces.
- three new disabled blue badge parking spaces.
- improved walking and cycling connectivity by 2023, safer walking and cycling provision by 2023, an increase in pedestrian and cyclist numbers within City Square in 2023.
- improved access to public transport (bus and rail) by 2023, improved bus journey reliability by 2023.
- facilitate the creation of a new public and events space at City Square, supporting the regeneration of central Leeds.
- a measurable decrease in transport related accidents within City Square in the five years following scheme opening
- a reduction in NO2 at the nearest Air Quality Management (AQM) site to City Square in 2023
- an increase in events revenue in public areas within the city centre by 2028

5.70 Delivery of the City Square Plus package will improve connectivity and safety for people travelling by bike or on foot within the city centre, making it much more attractive to walk or cycle to employment, housing, retail, education, and public transport (bus and rail).

5.71 The package will also improve bus journey reliability with new bus gates, new bus stops, and bus route changes to complement the wider network in the city centre and buses will no longer have to compete for road space with motorists.

5.72 The scheme will improve the walking, cycling, bus, and rail access to employment, housing, education, retail, and leisure within Leeds city centre. the scheme has also accommodated for waiting spaces for taxi users and integrated blue badge parking spaces into the design.

5.73 Although bus access is being removed from the southern side of the square next to Leeds Rail Station's entrance and The Queens Hotel, buses will have new access to the north (via Infirmary Street / East Parade) and Wellington Street, so there is still access to buses as close as possible to the station whilst allowing City Square to be pedestrianised.

5.74 The value for money assessment reflects a Very Poor Value for Money scheme when assessed against the Department for Transport's value for money criteria. The assessment demonstrates good benefits for active travel, pedestrian journey times, public realm quality, and accidents, but they are

significantly outweighed by disbenefits to motorists because of closure to City Square to through traffic. Consideration of the strategic ambitions of the scheme are to be reflected upon as part of the value for money assessment.

Equality and Diversity Implications

- 5.75 The interventions proposed through the City Square Plus scheme will not impact on any one particular characteristic group, with all people in society to have the opportunity to benefit from the walking, cycling, bus and rail access improvements.

Risks

- 5.76 The scheme risks and mitigation measures include:

- Presence of utilities and need for diversions at City Square impacting the scheme design, costs, and possible delay to the programme. To be mitigated by Atkins engaging early with Balfour Beatty and Leeds City Council to ensure utilities are avoided or marked for diversion as early as possible. Additionally, a specialist sub-contractor with experience of progressing utility diversions to be brought on board in the design stage to improve co-ordination and further mitigate this risk.
- That the scheme requires significant changes to statutory undertakers' equipment increasing cost of construction. To be mitigated by requesting C2 searches from the Utilities Companies and make available existing information that has been reviewed in the RIBA Stage 3 design stage.
- Additional costs of diverting existing private Fibre Cable running down Calverley Street and East Parade due to the realignment of kerb lines. To be mitigated by obtaining location plans from the LPTIP programme.
- Signing strategy scope creep with additional schemes emerging not planned for, impacting costs. To be mitigated by securing sign off of the signing strategy and subsequent costs, including 3rd party requirements.
- COVID-19 impacting the delivery programme and risks increase to costs. To be mitigated by close monitoring of Govt guidelines and putting in place safe working practices. Additionally, the current programme projects construction will commence following the full vaccination process.
- Economic impact post COVID-19 resulting in objections to the scheme from surrounding businesses and/or taxi providers on loss of income, risking scheme design changes, further costs, and delay to the programme. To be mitigated through ongoing consultation and engagement with stakeholders, with the scheme design as far as possible to maintain access to businesses and facilitate taxi provision.
- Multiple projects being delivered within the city centre, including the TCF Leeds Rail Station Bishopgate scheme, impacting delivery of City Square. Mitigated by putting in place shared management and interface at both Balfour Beatty and Leeds City Council to ensure full co-ordination and also capture all potential opportunities across shared resources.

Costs

5.77 The scheme cost and funding details are:

- The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme. The Council has proposed a phased delivery approach and has commenced engagement with the Combined Authority on alternative funding options.
- Through the LCCP change request of October 2020, £1,500,000 of approved development funding was transferred from Armley Gyratory to City Square Plus, taking the total approval to £5,274,000. No additional approval is sought at this stage.

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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	08/04/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/04/2022

Other Key Timescales

5.78 The key timescales for City Square, East Parade, and essential Traffic Management & Signing Strategy (considered phase 1) are:

- February 2022 – Detailed design and full business case submission
- April 2022 – Construction starts
- December 2022 – Completion

Assurance Tolerances

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

Appraisal Summary

- 5.79 It is clearly set out that the City Square Plus package is focused on reprioritising highway space to walking, cycling, and public transport, and therefore supports the 'tackle climate emergency' Mayoral pledge and principles of the Strategic Economic Framework, including Enabling Inclusive Growth.
- 5.80 Affordability is a concern but engagement with the Combined Authority is underway on a phased programme and alternative funding options to deliver the package of works. Prioritising closure to City Square and East Parade bus improvement measures seems a sensible approach. More detail is expected at full business case.
- 5.81 The value for money assessment reflects a Very Poor Value for Money scheme when assessed against the Department for Transport's value for money criteria. The assessment demonstrates good benefits for active travel, pedestrian journey times, public realm quality, and accidents, but they are significantly outweighed by disbenefits to motorists because of closure to City Square. Longer journey trips for motorists also has an implication on carbon emissions. It is reminded that the strategic ambition is to tackle climate emergency by encouraging sustainable travel within the city centre which should deliver local air quality benefits and clean growth. Additionally, the scheme will complement the wider highway network, with its carbon impact forecast to be reduced by the Armley Gyratory scheme and by the planned capacity enhancements at strategic junctions on the M621 (National Highways). It is appropriate to reference HM Treasury Green Book appraisal guidance that all possible impacts especially at a local level that support strategic priorities should be considered when taking a view on the overall value for money position.

Recommendations

- 5.82 The Place, Regeneration and Housing Committee approves that:
- (i) The Leeds City Square Plus scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the Combined Authority's contribution of £6,430,000. The total scheme value is £15,380,000.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	BHF- Castleford
Stage	2 (development)
Decision Point	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

- 5.83 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.
- 5.84 This scheme will redevelop 4.83 acres of brownfield land to enable development of 69 homes. The housing will be a mixture of two, three and four bedroom units and 100% of the site will be affordable housing with 52 units at affordable rent and 17 at shared ownership.
- 5.85 The scheme has good transport connections from Castleford to the wider Wakefield area and beyond.
- 5.86 A summary of the scheme’s business case is included in **Appendix 5**.
- 5.87 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 7**.

Tackling the Climate Emergency Implications

- 5.88 New Building Regulation guidance comes into effect in June 2022 which states that new homes must consider the use of high energy efficiency alternative systems in designs. As a result of this, considerations for this scheme will be made to use sustainable methods of construction and increase the use of renewable technologies.

5.89 The scheme includes provisions for electric vehicle (EV) charging points and bike storage. The number of EV charging points and cycle storage facilities will be confirmed in the full business case submission.

Outputs, Benefits, and Inclusive Growth Implications

5.90 The outputs, benefits and inclusive growth implications are:

- To acquire and redevelop the site for a 100% affordable housing scheme comprising 69 two, three and four bedroom housing units of which 52 will be affordable rent and 17 will be shared ownership.
- Demolish the existing buildings, remediate 4.83 acres of brownfield land for affordable housing.
- The scheme will be built using a timber frame according to new, more energy efficient building regulations and provide on-site, solar powered battery storage and car charging points.

5.91 This scheme has a benefit cost ratio of 1.2:1 representing acceptable value for money.

Equality and Diversity Implications

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

Risks

5.93 The scheme risks include:

- Delayed outcome of the planning decision. This will be mitigated by increasing the timescale in the programme based on previous experience and timeframes from earlier schemes.
- Increased cost of building materials. This will be mitigated by accounting for the uplift in current cost plans and exploring alternatives for building materials that may be more readily available.
- Legislation requirement to meet the Future Homes Standard resulting in increased build costs. This will be mitigated by accounting for this in the current cost plans.
- No intrusive surveys have yet been carried out on the existing building due to current temporary site use but will be done as part of full business case development. The amount and extent of any contamination is yet unknown and there are possible unknown costs for demolition of the existing building. This will be mitigated by undertaking surveys when feasible to determine issues and cost uplift.

Costs

5.94 Please refer to exempt **Appendix 7**.

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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/02/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/05/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

Other Key Timescales

- Planning consent is expected to be granted in September- November 2022.
- The scheme will start on site in 2023.
- Homes will be delivered and fully let/ sold by April 2025.

Assurance Tolerances

Assurance tolerances
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

5.95 Please refer to exempt **Appendix 7**.

Recommendations

5.96 Please refer to exempt **Appendix 7**.

Project Title	BHF Pontefract
Stage	2 (development)
Decision Point	4 (full business case)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input 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

- 5.97 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.
- 5.98 This scheme will redevelop 1.08 acres of brownfield land to enable the delivery of 100% affordable rented housing. This scheme will create 37 apartments in a 3-storey building with associated landscaping works. Car parking provisions of 26 spaces will also be provided.
- 5.99 The scheme is situated in Pontefract Town Centre with close links to the regional motorway network, and within walking distance of the bus station and Pontefract Tanshelf train station, with Pontefract Baghill and Pontefract Monkhill train stations which offer links to Wakefield, Leeds, Barnsley, Sheffield and beyond within easy reach.
- 5.100 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 7**.
- 5.101 A summary of the scheme's business case is included in **Appendix 6**.

Tackling the Climate Emergency Implications

5.102 The scheme will provide quality outdoor leisure space and the building will be energy efficient. The scheme includes provisions for three electric vehicle charging points and 12 square metres of bike storage.

Outputs, Benefits, and Inclusive Growth Implications

5.103 The outputs, benefits and inclusive growth implications include:

- Construct 37, 100% affordable homes.
- Regenerate 1.08 acres of brownfield land in Pontefract town centre and contribute to wider Pontefract Town Centre regeneration local policy objectives.

5.104 The benefit cost ratio is calculated at 1.2:1 representing acceptable value for money.

Equality and Diversity Implications

5.105 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of development of the project and the business case development. One of the apartments developed for this scheme will be fully accessible for wheelchair users.

Risks

5.106 The scheme risks include:

- Delays relating to agreeing resurfacing works of the footpaths on the site. This will be mitigated by ensuring the full extent of resurfacing works is agreed with the Council's highways department.
- 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.
- Bird nesting may delay the works. This will be mitigated by tree and shrub removal being carried out prior to the nesting season.

Costs

5.107 Please refer to exempt **Appendix 7**.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	07/02/2022

	Decision: Combined Authority's Managing Director	
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/03/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	24/02/2023
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	31/03/2026

Other Key Timescales

- The scheme started on site in December 2021.
- The scheme is expected to be completed in December 2022.

Assurance Tolerances

Assurance tolerances
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

5.108 Please refer to exempt **Appendix 7**.

Recommendations

5.109 Please refer to exempt **Appendix 7**.

Projects in Stage 3: Delivery and Evaluation

5.110 There are no schemes to review at this 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 7** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

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)

TCF Heckmondwike Bus Hub

13.1 The Place, Housing and Regeneration Committee approves that:

- (i) The TCF Heckmondwike Bus Hub 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 £4,970,541. The total scheme value is £4,970,541.
- (iii) Development costs of £328,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £643,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £643,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (vi) The Place, Regeneration and Housing Committee approves that:

TCF Selby Station Gateway

13.2 The Place Regeneration and Housing Committee approves that:

- (i) The TCF Selby Station Gateway 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 £20,502,216 is given. The total scheme value is £22,560,216.
- (iii) Development costs of £1,934,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total approval to £3,778,000.
- (iv) Further development costs of £2,135,000 required for completion of full business case, land acquisition and enabling works to be delegated to the Combined Authority's Director of Delivery following discharge of the conditions below and subject to Programme Appraisal Team's recommendation, taking the total approval to £5,913,000.
- (v) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £5,913,000.

- (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.

Conditions

- 13.3 A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
- Confirmation of the scheme's scope, outputs, benefits, costs, and programme based on:
 - Affordability, deliverability, and stakeholder acceptability of the preferred OBC option.
 - Construction methodology conclusion for the proposed underpass.
 - A robust assessment of environmental, social, and distributional impacts induced by the scheme and report findings.
 - The outcomes of the latest public consultation on the OBC preferred option.
 - Quantification of the extent to which scheme interventions individually contribute to user disbenefit and environmental impacts.
 - Subject to availability, the use of existing count data to capture the impacts of Denison Canal Bridge's closure to vehicles.

Leeds City Centre Package - City Square Plus

- 13.4 The Place, Regeneration and Housing Committee approves that:
- (i) The Leeds City Square Plus scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (ii) An indicative approval to the Combined Authority's contribution of £6,430,000. The total scheme value is £15,380,000.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

BHF Castleford

- 13.5 Please refer to exempt **Appendix 7**.

BHF Pontefract

- 13.6 Please refer to exempt **Appendix 7**.

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 – TCF Heckmondwike Bus Hub – Business Case Summary

Appendix 3 – TCF Selby Station Gateway – Business Case Summary

Appendix 4 - Leeds City Centre Package - City Square Plus – Business Case Summary

Appendix 5 – BHF Castleford – Business Case Summary

Appendix 6 – BHF Pontefract – Business Case Summary

Appendix 7 – Exempt Brownfield Housing Fund



Capital Spend and Project Approvals

Appendix 1 - Assurance Framework

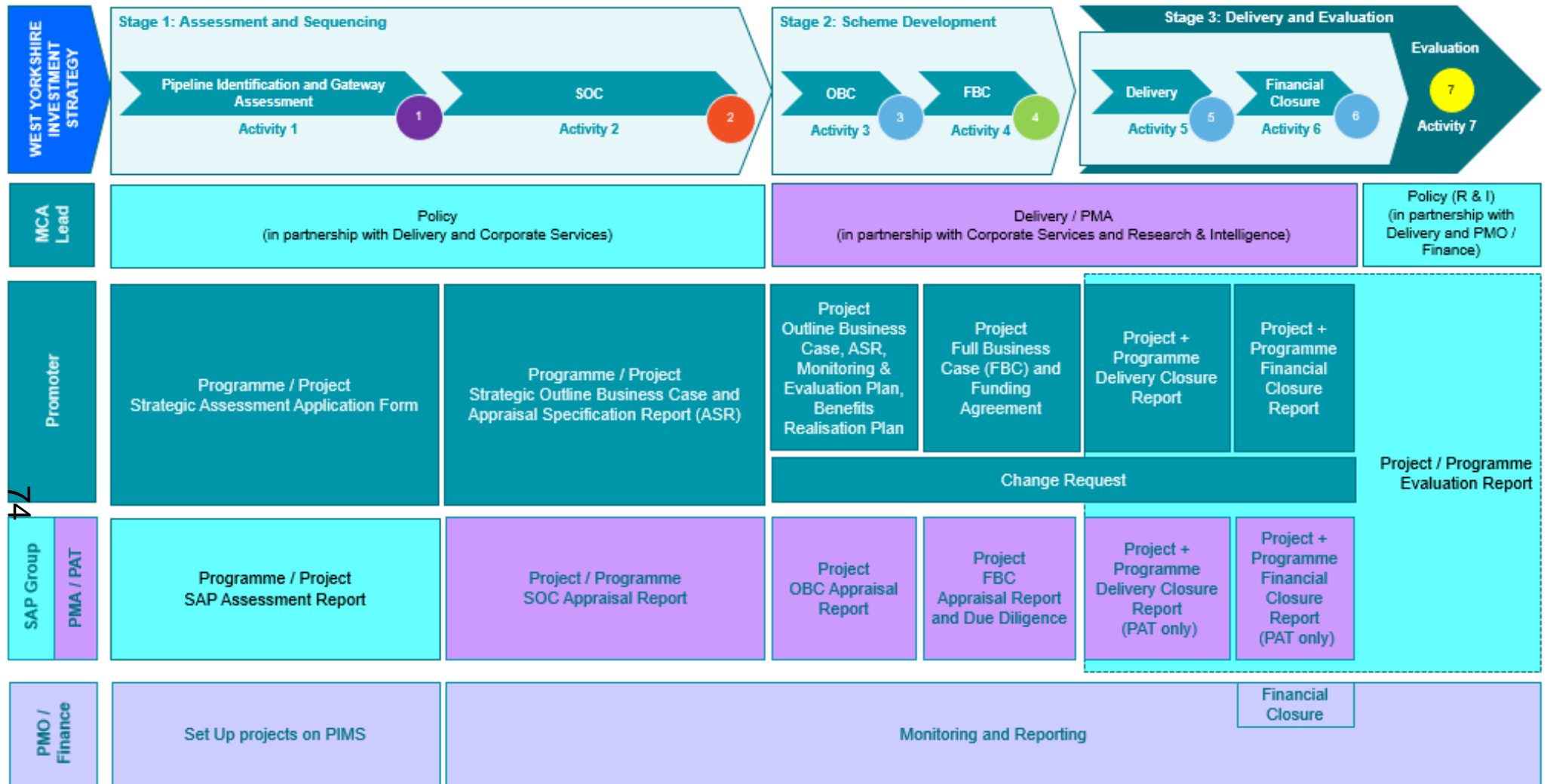
1 Assurance Framework

- 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:

Assurance Process



KEY:

- Key Decision Point (CA Approval Required)
- Key Decision Point (Thematic Committee/CA Approval may be required)
- Decision Point (Thematic Committee/CA Approval may be required)
- Decision Point
- Reporting Point

- 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.

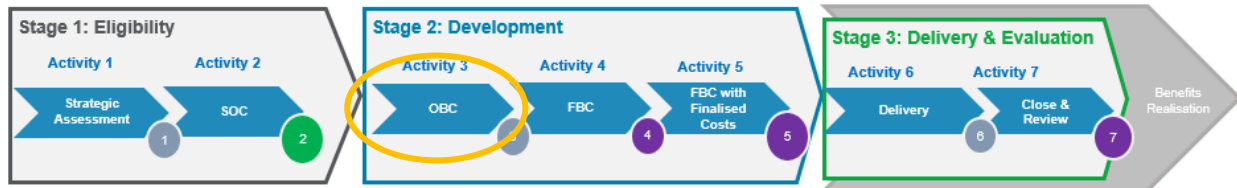
4 Transition

- 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

Name of scheme:	TCF Heckmondwike Bus Station
Lead organisation:	Kirklees Council
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Not applicable
Approvals to date:	<p>The Combined Authority gave decision point 2 (Strategic Outline Case) approval on 4 September 2020 and indicative approval to total scheme costs of £3,000,000 from TCF, and approval of £229,078 development costs.</p> <p>The Combined Authority gave indicative approval on 24 June 2021 for £4,000,000 from the TCF programme as part of the Transforming Cities Fund Programme Review.</p>
Forecasted full approval date (decision point 5):	September 2022
Forecasted completion date (decision point 6):	June 2023
Total scheme cost (£):	£4,970,541
Combined Authority funding (£):	£4,970,541
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Transforming Cities Fund

Current Assurance Process Activity:



Scheme Description:

The scheme is located in Heckmondwike Town Centre, on the key A638 route between Dewsbury and Bradford.

The scheme will improve bus stop arrangements in the centre of Heckmondwike, creating a bus hub. The scheme will involve replacing the existing traffic island and four surrounding bus stops with a new building with waiting area, offices, accessible toilet provision and a changing places room. There will be six bus station style 'drive in reverse out' (DIRO) bus stands and one layover bay, increasing current capacity.

The scheme does not involve changes to the highway network but increasing the number of bus stands should ease current problems with buses queuing, which can impact on local roads.

The scheme will have a green roof and significant investment in green and blue infrastructure including tree planting and a sustainable urban drainage system (SUDS) and improvements to the public space surrounding the bus hub.

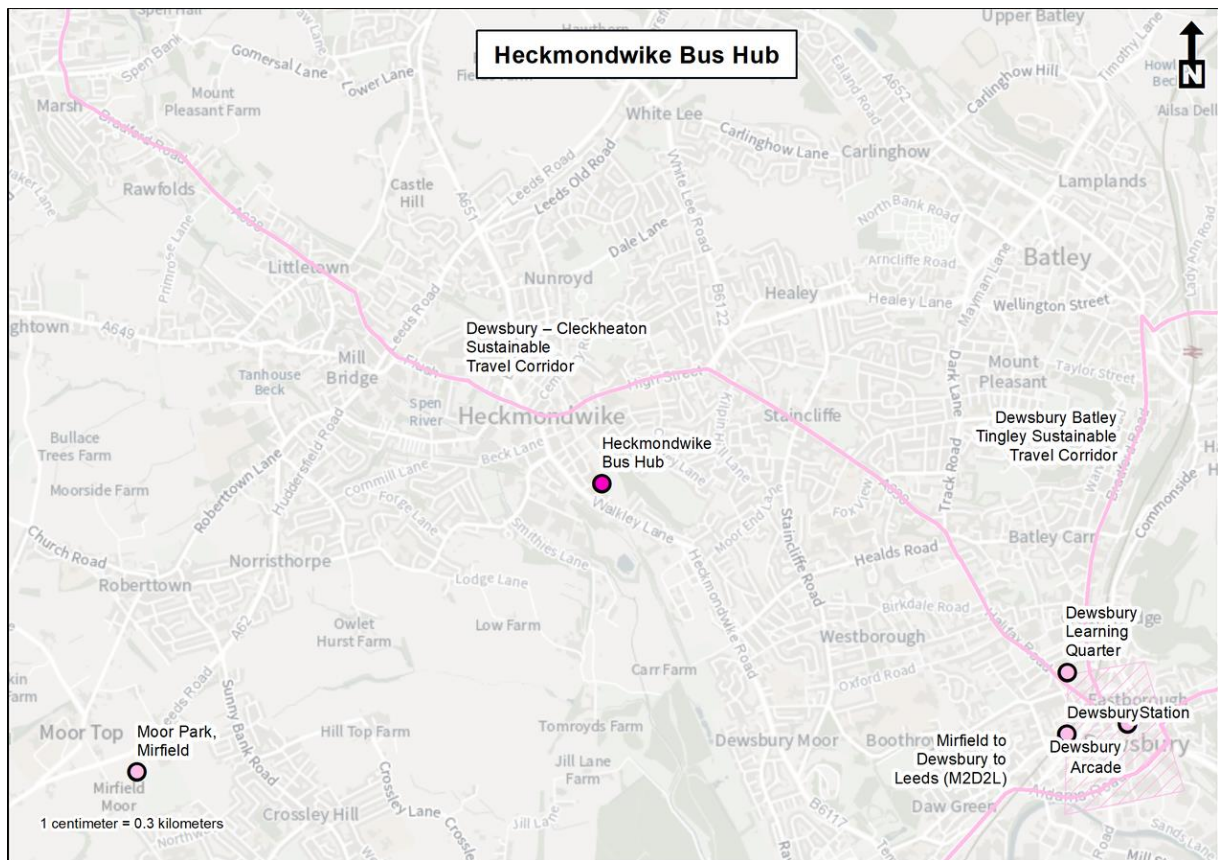
Business Case Summary:

<p>Strategic Case</p>	<p>The scheme seeks to improve the current limited waiting facilities for passengers and make bus travel more attractive by improving capacity and the reliability in Heckmondwike.</p> <p>The scheme supports Kirklees Local Plan, West Yorkshire Transport Strategy 2040, West Yorkshire Strategic Economic Framework and Bus Back Better, the government's long-term strategy for buses in England, outside London. The scheme complements other schemes being delivered under the Transforming Cities Fund (TCF) programme including the A638 corridor improvement scheme.</p>
<p>Commercial Case</p>	<p>The scheme aims to address declining bus use, encouraging more people to travel by bus in and around Heckmondwike and contribute to tackling the climate emergency.</p> <p>Public consultation and stakeholder engagement demonstrates there is demand and support for the scheme, including support from the major bus operator.</p>
<p>Economic Case</p>	<p>The scheme has a benefit cost ratio of 1.05:1, judging the scheme as Low value for money when assessed against the Department for Transport's criteria.</p>

	<p>The economic assessment reflects the scheme will deliver benefits for bus users through improved waiting environment, and public space and air quality improvements</p>
Financial Case	<p>The total current estimated scheme costs are £4,970,541. The scheme cost includes allowance for risk and contingency and inflation.</p> <p>The £4,970,541, comprises £4,000,0000 previously allocated as part of the £16,000,000 TCF package approval at decision point 2 (Strategic Outline Case) stage, £320,000 “allocated in principle” from the TCF Carbon Mitigation Fund and an additional £117,541 for the Combined Authority programme management costs associated with delivering the scheme. A request seeking approval for the additional £117,541, has been included in the TCF programme level change request being considered at this committee meeting.</p> <p>Kirklees Council is also seeking approval for an uplift to its TCF allocation for this scheme, as part of this report, to cover a funding gap of £533,000. If approved this would bring the Combined Authority’s total contribution to the scheme to £4,970,541.</p>
Management Case	<p>The scheme will be delivered by Kirklees Council. Scheme risks will be managed through a costed risk register and change management process.</p> <p>Construction is expected to start in July 2022, with completion on site by June 2023.</p> <p>A monitoring and evaluation plan has been drafted to monitor and record scheme benefits and outcomes over a period of five years post scheme completion.</p>

Location Map

The following map shows the location of the TCF Heckmondwike Bus Hub scheme:



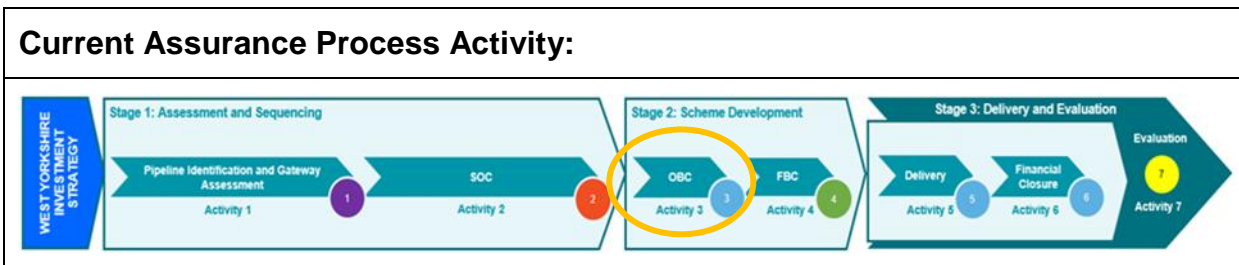
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

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

Section A: Scheme Summary

Name of scheme:	TCF Selby Station Gateway
Lead organisation:	North Yorkshire County Council
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to date:	<p>The Combined Authority gave indicative approval to total scheme costs of £17,465,000 from the Transport Transforming Cities Fund on 25 June 2020. Development costs of £1,107,000 were also approved.</p> <p>On the 2 July 2021, the Combined Authority’s Managing Director approved additional development funding of £737,000 to fund activities related to preliminary design stage.</p> <p>In total, £1,844,000 of development costs have been approved to date.</p>
Forecasted full approval date (Approval to Proceed):	September 2022
Forecasted completion date (decision point 5):	September 2023
Total scheme cost (£):	£22,560,216
Combined Authority funding (£):	£20,502,216 Transforming Cities Fund
Total other public sector investment (£):	<p>£2,058,000 public sector match funding comprising of:</p> <ul style="list-style-type: none"> • £1,908,000 from Selby District Council (SDC) • £100,000 from North Yorkshire County Council (NYCC) • £50,000 from government’s Changing Places Fund
Total other private sector investment (£):	£0

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



Scheme Description:

The scheme will provide better links and access to / from Selby Rail Station and the town centre, employment, education, leisure and retail destinations and nearby sites being redeveloped, by improving cycling and walking routes. The scheme will also improve the appearance of public space around the station gateway area with tree planting, lighting, and more attractive paving, to encourage more people to travel by bus, rail, bike and on foot rather than private vehicles, easing the pressure on local roads.

The scheme comprises of three complementary packages:

Selby Station Gateway

- Replacement of the existing rail station entrance with a new station building with improved waiting area, enhanced lighting, new ticketing machines, toilets and changing facilities and cycle storage.
- Station Road to be made one-way only (northbound) for vehicles past the station car park entrance. Creation of a new southbound cycle lane and wider footpaths with raised crossing points and new signage to help people navigate the gateway area. The seven existing disabled parking bays and three taxi bays will be retained and will include Electric Vehicle (EV) charging. Pick up and drop off spaces will be introduced opposite the taxi bays and 21 parking bays removed.
- A new modern underpass below Bawtry Road to connect Portholme Road with the bus and rail stations.
- A new bus hub realigning current bus stands, new crossing facilities, wider footpaths, and additional space for bus manoeuvring. Upgraded bus shelters with real time information displays and the demolition of one building.
- New traffic crossing signals and a wider and resurfaced footpath at the junction of A19 / The Crescent with Park Street.

Eastern Station Access and Cowie Drive Car Park

- New entrance to rail station platforms 2/3 with ramped pedestrian and cycle access and new cycle stands on platform 2.
- Widened and resurfaced footpaths, new pedestrian crossing, traffic calming measures, improved signage, and tree planting.
- New car park at Cowie Drive with 73 parking spaces including eight EV charging points, four disabled and four oversized bays and extra ducting for future expansion of EV charging network. Demolition of one building.
- New access for Network Rail to maintain heavy good vehicles, to improve safety for station users.

Ousegate Active Travel Corridor

- Section of Ousegate between Cowie Drive and the A19 to be made westbound only. 20mph speed limit along Ousegate (east of Cowie Drive) and Shipyard Road. Additional traffic calming measures along Shipyard Road.
- Two-way segregated cycle lanes and wider footpaths along Ousegate (north of carriageway) between Cowie Drive, Station Road, and the A19 Toll Bridge junction.
- Two new crossings for walking and cycling signal upgrades at the junction with the A19 Toll Bridge.
- Removal of some on-street parking including 14 short stay spaces, to be replaced with two new loading bays for businesses and seven new parking bays east of Cowie Drive car park. Improved open public space with new trees and seating.
- Transform the former Wharf area into a new public space.
- Closure of Denison Canal Bridge to all motor vehicles, except emergency services.

Business Case Summary:

Strategic Case	<p>Selby experiences low levels of rail use and high levels of car ownership, despite having good rail connectivity with key destinations across the region. This is mainly attributed to the current uninviting station environment with limited accessibility by bike or on foot. Although the bus station is located a few metres from the rail station, the two are poorly integrated which discourages bus usage and transfer between rail and bus for onward travel and vice versa.</p> <p>A significant level of housing and employment growth is forecast in Selby in the future which will increase travel. Without intervention, the increase will place additional pressure on</p>
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	<p>roads, increasing existing congestion, emissions, and air quality issues.</p> <p>The scheme will support the vision of the Selby District Core Strategy Local Plan (2013) by providing a better and safer environment for cyclists, pedestrians, and people with reduced mobility, by improving Selby Rail Station and the Bus Hub and ensuring better links and access to the station gateway area by bike and on foot. The scheme will also enable the implementation of Selby's Local Cycling and Walking Infrastructure Plan (2020).</p> <p>By enhancing access to Selby Rail Station by bike and on foot along with improvements to the rail-bus interchange, the scheme will increase levels of walking and cycling for local trips and promote and encourage bus and rail use for longer distance trips. The scheme is also anticipated to bring about wider social benefits, by improving access to employment and educational opportunities within the district and across the wider Leeds City Region.</p> <p>Given the proximity of Selby Station Gateway to a designated Air Quality Management Area, the scheme also aims to contribute towards reducing emissions and improving air quality by reducing trips by car.</p>
Commercial Case	<p>Selby Town Centre is compact, yet a high number of trips are made by car, rather than by bike or on foot. Without intervention, the significant future growth planned in Selby will put additional pressure on local roads, impacting on congestion and local air quality and increasing carbon emissions.</p> <p>The scheme has the potential to achieve a change in travel behaviour, reduce car dependency and promote and enable more local trips by bike or on foot and by bus and rail for longer trips.</p>
Economic Case	<p>The scheme will improve links to Selby Rail Station by bike and on foot and improve access to the bus station from the rail station to make it easier to continue journeys by bus and vice versa. By enabling more people to make more trips on foot and by bike, bus, and rail, rather than private cars, the scheme is anticipated to take over 250,000 car kilometres from local roads each year.</p>
Financial Case	<p>The total scheme cost estimate at Outline Business Case is £22,560,216. The Combined Authority's contribution is £20,502,216 from the Transforming Cities Fund. The remaining £2,058,000 is made up of contributions from North Yorkshire County Council (£100,000), Selby District Council (£1,908,000) and the Changing Places Toilets Fund (£50,000).</p>

Management Case	<p>A robust project management framework and governance structure is in place to manage the scheme through to construction. The scheme will be delivered jointly by North Yorkshire County Council and Selby District 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>NYCC will have a dedicated TCF Projects Delivery Manager in place to oversee the delivery phases and development of the scheme.</p> <p>The Selby Station Gateway scheme reports into the TCF Access to Places Thematic Programme Board that focuses on the delivery of similar types of packages and interventions with common objectives and outcomes, allowing for a coherent and consistent approach.</p>
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Location Map

The following map shows the location of the TCF Selby Station Gateway scheme:



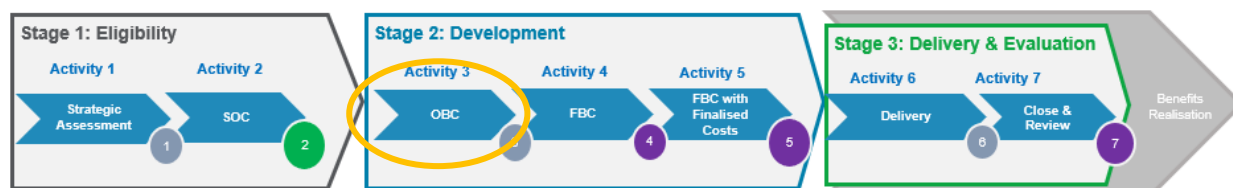
Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

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

Name of scheme:	Leeds City Centre Package - City Square Plus
Lead organisation:	Leeds City Council
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund (WY+TF)
Growth Fund Priority Area (if applicable):	Not applicable
Approvals to date:	<p>Leeds City Centre Package level approvals:</p> <p>November 2015 – Investment Committee approval of Gateway 1.</p> <p>28 June 2018 – The Combined Authority indicatively approved a Change Request to increase the funding contribution from the West Yorkshire plus Transport Fund from £36,500,000 to £66,800,000 and that the package would be delivered as four individual phases.</p> <p>6 November 2020 – Managing Director approved Change to reallocate £1,500,000 development funding from Armley Gyratory to City Square Plus.</p>
Forecasted Approval to Proceed:	April 2022
Forecasted Delivery date (decision point 5):	December 2022
Total scheme cost (£):	£15,380,000
Combined Authority funding (£):	£6,430,000
Total other public sector investment (£):	To be confirmed
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – Leeds City Centre Package (LCCP)

Current Assurance Process Activity:



Scheme Description:

The City Square Plus package of schemes will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).

The LCCP programme complements schemes being delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS).

The City Square Plus scheme includes City Square closure, East Parade bus improvements, Westgate Slip Road, Globe Road signalisation, traffic management measure, and a signing strategy.

- **City Square Closure** – Access will be retained for buses, taxis, and cycles only. The existing all traffic route along Wellington Street, immediately north of Leeds Rail Station is removed and the area pedestrianised. Vehicular access to the southern end of Quebec Street is also removed allowing this area to also be pedestrianised, with access being maintained from the north via this section being made two-way (East Parade). The direction of traffic along Wellington Street between its junctions with Kings Street and Aire Street is reversed to maintain access to Aire Street.
- **East Parade and King Street** – Will become two-way, with new bus stops and a bus gate. The bus gate will restrict access to all vehicles except public transport and (where specified) taxis and authorised vehicles, indicated by appropriate signage. New two-way segregated cycleways will be provided, and footpaths widened. North of East Parade and The Headrow, a new two-way segregated cycle route is proposed along Calverley Street, along with formalisation of the existing car parking facilities. Parking will include a mix of pay and display and disabled spaces.
- **Westgate** – Introduction of a new westbound slip road with traffic signals, on to the inner ring road.
- **Business District Traffic Management** – Plans include signalisation of Globe Road.
- **City Centre Signage Strategy** – To reduce unnecessary vehicular journeys within the city centre, redirecting journeys to the Inner Ring Road, Strategic Road Network, and other key routes.

Business Case Summary:

Strategic Case	Delivery of the City Square Plus package will allow City Square to be pedestrianised, improving connectivity and safety for people travelling by bike or on foot within the city centre, and making it more attractive to walk
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	<p>or cycle to employment, housing, retail, education, and public transport (bus and rail).</p> <p>The scheme will also improve bus journey reliability with new bus gates, new stops, and changes to routes to complement the wider network. Buses will also no longer have to compete for road space with motorists.</p> <p>ANPR (number plate recognition) survey of 2013 revealed that around 30% of traffic that uses City Square does not originate in or is destined for the city centre. So, a notable proportion of traffic simply use this route as an alternative to the Inner Ring Road for northbound journeys across the city.</p> <p>The package will complement other activity being delivered in Leeds through the Leeds City Centre Package (LCCP) programme, the Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and CityConnect – and through it demonstrates support for the mayor’s “tackle climate emergency” pledge and principles of the Strategic Economic Framework (SEF), for example Enabling Inclusive Growth.</p> <p>Public consultation was held in August 2021. It highlighted 47% of responses in support of the scheme, with most support for the pedestrian improvements (67%). Engagement with businesses impacted by the scheme, which so far has been positive, will continue.</p>
Commercial Case	<p>The scheme has appointed Balfour Beatty on a design and build contract off the SCAPE framework and has signed an Access Agreement, giving it access to all building and engineering services covered by the framework.</p>
Economic Case	<p>The package reflects a Very Poor value for money when assessed against the Department for Transport’s criteria. Whilst the scheme demonstrates good benefits in terms of accident, cycling and walking, pedestrian journey time, and public space quality, they are outweighed by the significant disbenefits to motorists.</p> <p>The principle aim of the scheme is to reprioritise road space in Leeds City Centre to sustainable travel (cycling, walking and buses) and local impacts and strategic priorities have been considered as part of the value for money assessment alongside the Benefit Cost Ratio (BCR).</p>
Financial Case	<p>The package has a total cost estimate of £15,380,000 at outline business case stage. Given commitment of funding to schemes within the LCCP programme, it has an available budget of £6,430,000 from the WY+TF.</p> <p>To support its delivery programme timescales and affordability, Leeds City Council is considering a phased programme with Phase 1 comprising closure to City Square, bus improvement measures at East Parade, and essential components of its traffic management and signing strategy.</p>
Management Case	<p>The lead organisation is Leeds City Council. The scheme is forecast to start construction in April 2022 for Phase 1 and complete in December 2022.</p> <p>Leeds City Council intend to deliver the Armley Gyratory highway works and it be operational before it closes City Square to through traffic.</p>

	Scheme risks will be managed through a costed risk register and a monitoring and evaluation plan is being developed at programme level.
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Location Map

The following map shows the location of the Leeds City Centre Package: City Square Plus:



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

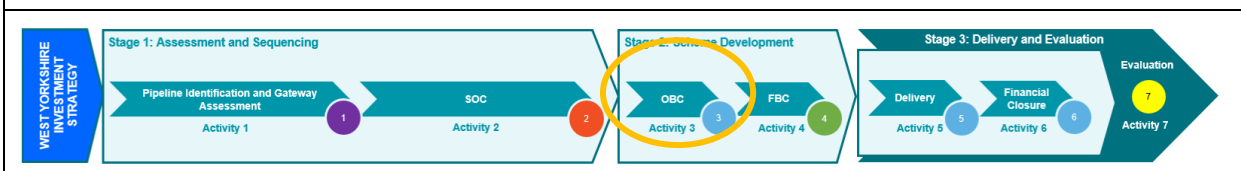
For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>

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Section A: Scheme Summary

Name of scheme:	Brownfield Housing Fund - Castleford
Applicable funding stream(s) – Grant or Loan:	Brownfield Housing Fund - Grant
Approvals to date:	Brownfield Housing Fund Programme strategic outline case (decision point 2) approved by the Combined Authority on 4 September 2020.
Forecasted full approval date (decision point 4):	October 2022
Forecasted completion date (decision point 5):	April 2025
Total scheme cost (£):	Commercially sensitive
Combined Authority funding (£):	Commercially sensitive
Total other public sector investment (£):	Commercially sensitive
Total other private sector investment (£):	Commercially sensitive
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - Brownfield Housing Fund Programme

Current Assurance Process Activity:



Scheme Description:

This scheme will redevelop 4.83 acres of brownfield land to enable development of 69 homes. The housing will be a mixture of two, three and four bedroom units and 100% of the site will be affordable housing with 52 units at affordable rent and 17 at shared ownership.

The scheme has good transport connections from Castleford to the wider Wakefield area and beyond.

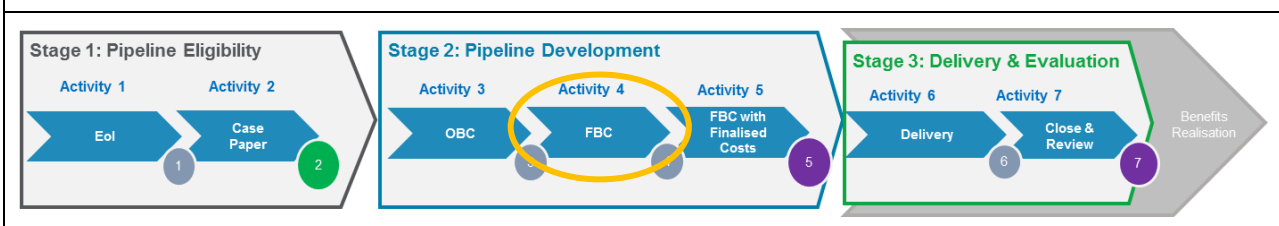
Business Case Summary:

Strategic Case	<p>The 100% affordable housing scheme will regenerate a redundant brownfield site. The new affordable properties will help support delivery of identified housing need, particularly with the provision of larger four bed units. All properties will be affordable with a mix of affordable rent and shared ownership tenures. All units will be constructed to the latest environmental and other regulatory standards.</p> <p>The proposed scheme is located within an area of demand for both affordable rent and shared ownership properties. The nearby Aire River Growth Corridor in Castleford has been designated by local and national government as a “housing zone” which seeks to develop 4,500 new homes for new and existing residents.</p>
Commercial Case	<p>A preferred bidder has been selected and a fixed price land and construction delivery contract will be entered into.</p>
Economic Case	<p>This scheme has a benefit cost ratio of 1.2:1 representing acceptable value for money.</p>
Financial Case	<p>Commercially sensitive.</p>
Management Case	<p>Construction is due to commence in January 2023 and be completed by April 2025.</p>

Section A: Scheme Summary

Name of scheme:	Brownfield Housing Fund - Pontefract
Applicable funding stream(s) – Grant or Loan:	Brownfield Housing Fund - Grant
Approvals to date:	Brownfield Housing Fund Programme strategic outline case (decision point 2) approved by the Combined Authority on 4 September 2020.
Forecasted full approval date (decision point 4):	February 2022
Forecasted completion date (decision point 5):	December 2022
Total scheme cost (£):	Commercially sensitive
Combined Authority funding (£):	Commercially sensitive
Total other public sector investment (£):	Commercially sensitive
Total other private sector investment (£):	Commercially sensitive
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes- Brownfield Housing Fund

Current Assurance Process Activity:



Scheme Description:

This scheme will redevelop 1.08 acres of brownfield land to enable the delivery of 100% affordable rented housing. This scheme will create 37 apartments in a 3-storey building with associated landscaping works. Car parking provisions of 26 spaces will also be provided.

The scheme is situated in Pontefract Town Centre with close links to the regional motorway network, and within walking distance of the bus station and Pontefract Tanshelf train station, with Pontefract Baghill and Pontefract Monkhill train stations which offer links to Wakefield, Leeds, Barnsley, Sheffield and beyond within easy reach.

Business Case Summary:

Strategic Case	<p>The 100% affordable housing scheme is a regeneration of a redundant brownfield site. The new affordable properties will help support the delivery of housing. The redevelopment of the site will act as a potential catalyst for the wider regeneration of the area and is located in the Pontefract Masterplan Area (a priority for housing and employment growth for Wakefield Council).</p> <p>The scheme will incorporate electric vehicle charging points, along with bicycle stores to promote the use of more sustainable modes of transport and will be built to the latest building regulation standards.</p> <p>The development will provide improved environmental benefits to what is currently a derelict unused brownfield site.</p>
Commercial Case	<p>A fixed price design and build contract is being used for delivery of this scheme. Engagement with the contractor has commenced.</p>
Economic Case	<p>This scheme has a benefit cost ratio of 1.2:1 representing acceptable value for money.</p>
Financial Case	<p>Commercially sensitive.</p>
Management Case	<p>Construction is due to commence in December 2021 and be completed by December 2022.</p>

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Report to: Place, Regeneration and Housing Committee

Date: 7 February 2021

Subject: **Transforming Cities Programme Review**

Director: Melanie Corcoran, Director of Delivery

Author: Fiona Limb, Transforming Cities Implementation Lead

Is this a key decision?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input 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 type="checkbox"/> No

1. Purpose of this report

- 1.1 To provide an overview of the progress made on the Transforming Cities Fund Programme since the last review in June 2021 as well as highlighting key issues and risks to delivery of the programme.
- 1.2 To update the committee on the funding for the programme including changes anticipated as a result of the new five year City Region Sustainable Transport Settlement (CRSTS)
- 1.3 To update and approve TCF Project milestones and delivery timescales.
- 1.4 To provide an overview of TCF financial information including project budget allocations and anticipated spend profiles.

2. Information

Background

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

2.2 The Combined Authority at its meeting on 27th July 2020 approved the use of future gainshare to support delivery of the 'High Scenario' of the Transforming Cities programme at an additional cost of up to £164.5 million. Following this approval West Yorkshire scheme promoters are developing a range of options as part of scheme Business Cases to determine the best scheme, which will include options costing up to the High Scenario. The requirement for Gainshare funding to support delivery of the high scenario has now been assessed as £140m rather than the original maximum value of up to £164.5m, providing a total programme budget of £457m. These figures will be subject to further review as the programme progresses and in the context of the emerging City Region Sustainable Transport Settlement funding regime.

2.3 The Transforming Cities Fund forms part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. The TCF programme is organised into three themes:

- improving public transport and cycling corridors:
- improving accessibility to key locations,
- and improving transport hubs and Interchange facilities.

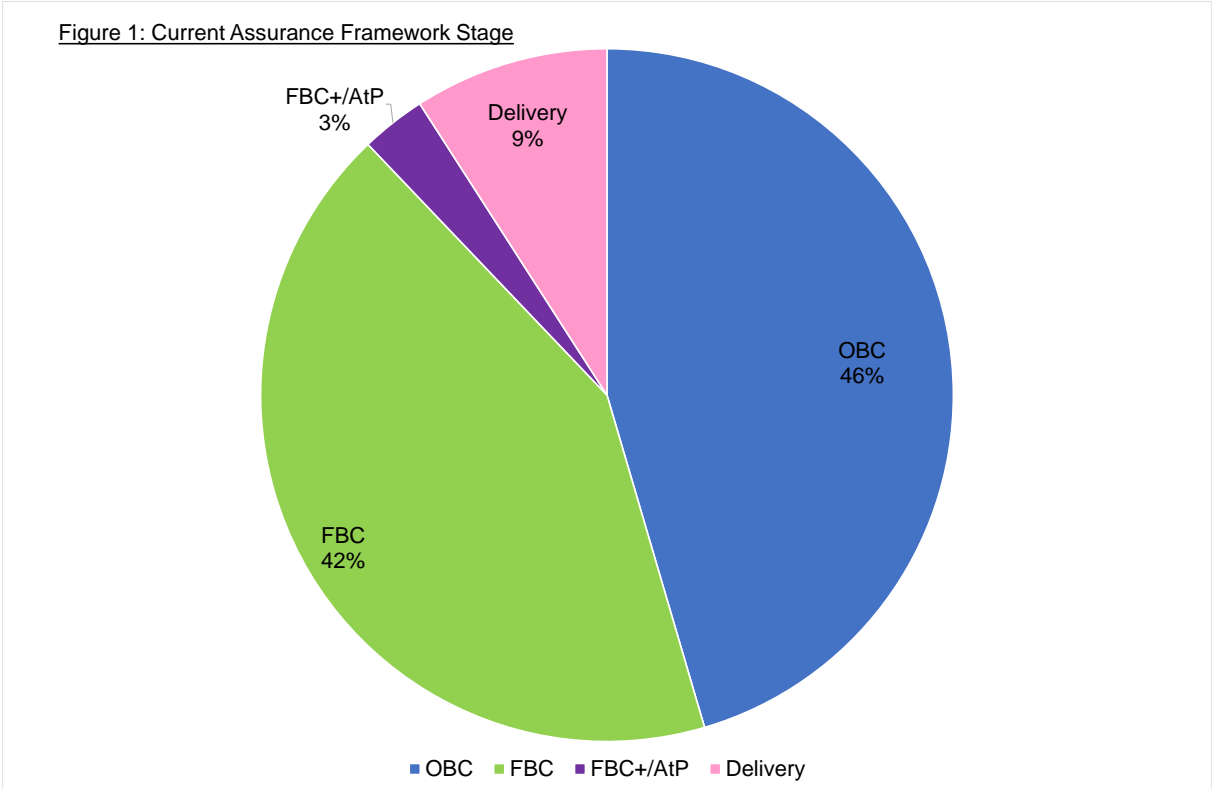
2.4 Developing a 21st Century transport system is central to the Combined Authority's vision of building a strong, successful, zero carbon economy that provides a great quality of life for everyone who lives and works in the region. The TCF Programme is central to realising this vision through providing accessible, attractive and cleaner alternatives to car journeys through delivery of transport infrastructure including new and improved bus and rail stations, cycling and walking infrastructure and new bus based Park and Ride facilities. The TCF schemes are focussed on connecting people in the communities of greatest economic need with job and training opportunities, helping to boost productivity, living standards and air quality.

Progress to Date

2.5 The TCF Programme is comprised of 34 individual projects across the three programme areas. Some projects are jointly funded by other Combined Authority Funding streams such as the West Yorkshire Plus Transport Fund and the Local Transport Plan Integrated Transport Block (ITB) and many are also supported by local contributions (please refer to Appendix A for details).

2.6 Since the last programme review there has been some good progress on projects with two projects now in the delivery on site stage, Halifax Bus Station and Leeds City Centre Cycle Improvements. Some projects, such as Leeds Sustainable Travel Gateway and York Rail Station Gateway are also undertaking early enabling works in preparation for the full construction period. These include activities such as diversion of statutory undertakers' equipment, purchase of land, site clearance, bus stop relocations and other necessary off-site highways works. Projects are also considering options for phasing of delivery and early delivery of elements to accelerate completion of the programme.

2.7 Fourteen projects have completed Outline Business Case activity (with some recently submitted for appraisal and approval as shown on Appendix B). The remainder of the programme, 15 projects are still undertaking Outline Business Case Activity, whilst this does show some slippage on anticipated milestones, partners are taking robust approach to development of these schemes by undertaking further design, consultation and other development activities (such as land negotiations and site surveys) prior to OBC to mitigate risks to delivery such as future cost increases, design change and public acceptability to the preferred schemes. It is expected that by undertaking these activities earlier in the project lifecycle time savings can be realised in the later stages. Figure 1, below summarises the current status of project progress within the assurance stages.



2.8 All TCF projects, with the exception of the A61 and A639 corridors have completed at least one round of public consultation. These two schemes are being jointly developed by Wakefield and Leeds Councils and have recently agreed to undertake further design work on options prior to public consultation early in 2022. Within the next quarter there will be significant further consultation and engagement activity on second round public consultations for a large proportion of TCF projects, this will need to be managed around the upcoming purdah period, which can limit this activity.

2.9 The Combined Authority continues to work with our partners to identify and put in place the resources needed to develop and deliver the TCF programme. A new multi-supplier professional services consultancy framework has recently been procured by the Combined Authority for TCF and other CA funded projects. Partners can directly 'call off' service contracts to support project development and delivery. This will enable a compliant, flexible and quick route to procurement of specialist

resources complementing the project teams within the Combined Authority and our Partners.

Impact of City Region Sustainable Transport Settlement

2.10 In Summer 2021 Government announced a new capital funding programme City Region Sustainable Transport Settlements, which is available to Mayoral Combined Authority areas. This new funding will come in the form of a five-year settlement and is focussed on delivering improvements to public transport, cycling and walking infrastructure, aligning with the objectives set out in the National Bus Strategy and National Cycling and Walking Investment Strategy and aimed at:

- Driving growth and productivity through infrastructure investment;
- Levelling-up services towards the standards of the best; and
- Decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling.

As well as additional new funding the settlement will also ‘wrap up’ a number of existing funding streams, including the DfT’s contribution to the TCF Programme from financial year 2022/23.

2.11 Whilst this new funding regime enables an element of flexibility to the TCF programme timescales (along with the flexibilities provided by the local gainshare contribution), it does not mean that the projects within the programme can progress at a slower pace. There will be significant pressure to deliver in the early years of the settlement, and it is expected that TCF will form the bulk of this early delivery as it is further progressed than other components of the CRSTS programme.

2.12 Government have indicated that West Yorkshire is likely to receive in the region of £830m for CRSTS. A business case is being developed for submission to DfT in mid-January 2022. This will detail the funding allocation requested to support the delivery of the TCF programme.

2.13 CRSTS provides a funding opportunity for West Yorkshire only. Therefore, the Combined Authority is continuing dialogue with DfT on the funding route beyond March 2022, for those schemes in North Yorkshire (York, Selby, Harrogate and Skipton) which form part of the programme as approved in March 2020. It is envisaged that DfT funding outside of the West Yorkshire CRSTS settlement will fund these projects.

2.14 A further update on the outcome of the CRSTS Business case and final TCF implications will be presented through the next TCF Programme Review.

Quality Management

2.15 Since the start of the TCF programme two key pieces of DfT Guidance have been issued that the schemes within the programme need to be aligned with. Firstly, the Local Transport Note 1/20 – Cycling Infrastructure Design Guidance and more recently the National Bus Strategy. The CRSTS guidance and correspondence from the DfT have also stressed the need to deliver against these quality expectations, with indications given that schemes that do not meet these requirements will not be funded.

2.16 To ensure that those schemes still in the earlier stages of design and development are taking this into consideration, along with local strategies and guidance such as the Mayor's priorities and pledges, a Quality Management Strategy for the programme has been developed. This management strategy includes quality checklists and the setting up of a quality review panel. Scheme promoters are required to complete a quality checklist to confirm they are adhering to guidance and, where appropriate, provide details of any departures from the quality guidance and expectations. The Quality Panel provides an independent review to cover key quality aspects of each scheme. This approach complements the existing Assurance Framework and helps to demonstrate compliance with the funders expectations.

Challenges to Delivery and Progress

2.17 There have been some significant challenges faced by the programme over the last six months which have impacted on progress against milestones. The impact of the ongoing Covid-19 pandemic has been felt across all schemes and is expected to continue to affect programme delivery and cost.

2.18 Availability and continuity of resource. In addition to absence periods due to sickness and isolation, staff retention in key roles across the partnership has been an issue and is expected to continue as the economy recovers. The Combined Authority will continue to work with partners collaboratively to manage this issue including through the sharing of staff across the partnership, for example through informal secondments of CA staff to support Partner's projects.

2.19 Capacity for timely decision making has been more limited during the Pandemic and partly also as the CA adjusted to new Governance arrangements as a Mayoral Combined Authority. This will improve as new governance arrangements are 'bedded in' and flexibility is applied to provide additional capacity for decision making to manage peaks in activity.

2.20 While there has been significant public and stakeholder consultation activity across the programme as detailed in paragraph 2.8 there has not been the ability to fully engage with seldom heard groups and communities in consultation periods due to restrictions on face-to-face engagement. This could result in an increased risk of challenge to decisions. Further work is underway to ensure that projects fully consider their local communities and circumstances and increase the reach of engagement through the next stages of consultation, including particularly how this is linked to Equality Diversity and Inclusion considerations through Equality Impact Assessments.

2.21 As already detailed earlier in this report projects that are more progressed and have undertaken more detailed work on costs have reported increased costs, due to significant increases in materials costs and inflation levels far in excess than was expected at earlier stages. For projects in the later phases of the pre-construction stage, this has often also led to more protracted negotiation periods, requirements for last minute value engineering exercises or further procurement exercises, also causing delay. For projects working on OBC currently, high levels of inflation may need to be accommodated for delivery in future years. Whilst at present, as shown in Appendix A the costs reported to date can be accommodated

within the overall TCF programme budget, there are still a significant number of projects yet to complete robust costing as expected at OBC. Future Programme reviews may therefore need to consider options for dealing with this issue.

2.22 Projects currently in the latter stages of construction procurement and undertaking engagement with contractors are reporting extended lead in times for materials and supply issues. This is being monitored and is linked to the inflation issue above. It is unclear at this stage how long this impact will be felt and partners are being encouraged to engage with the construction market early and throughout the project development process as well as consider opportunities to phase delivery where this will assist with supply issues without increasing cost.

2.23 Delays to procurement of development and delivery partners for some schemes have impacted on progress over the last six months however these resources are now in place and progress is being made to bring the schemes forward for delivery.

2.24 Some schemes have been impacted by external national priority schemes being brought forward within TCF timescales. For example, the scope of the Huddersfield Town centre package of schemes has needed to be reviewed following the announcement of TRU works which may impact the works that were planned in and around Huddersfield Town Centre and the Rail Station. In addition, the recent announcement of the Integrated Rail Plan has resulted in unanticipated further work to assess the impact of this on the business case for some of the TCF schemes that have an interface with these plans, this may impact on the timescales for these scheme elements being delivered.

Programme Review Key Messages and Outcomes

2.25 The TCF Programme Team initiated a review of the programme and its projects with Partners in early-November 2021. The review has considered project key milestones, finances and risks to delivery. Partners were asked to provide an update on their anticipated project milestones, overall budget requirements, financial forecasts and key risks and issues that they are managing.

2.26 The review also provided an opportunity to explore with partners if there are any challenges to project delivery that could not be resolved through the programme tolerances at this time (overall cost and time) and if options for reductions in scope, phasing or pausing of projects should be considered through the review. No projects are requesting change outside of the normal Assurance Framework at this time, therefore, no recommendations of this nature have been brought forward for consideration through this report. However, as the programme progresses, and delivery challenges are experienced this may be an option to be considered for future reviews.

2.27 Appendix A sets out the details of the projects and their current approved funding allocations from the overarching £457m programme budget. Partners were asked to review their current overall project costs and in some cases there are indications that the current approved indicative budget allocations will be insufficient to realise expected outputs from the project for a variety of reasons. The reasons identified by projects for additional costs include;

- insufficient risk and contingency,

- inflation rates (materials costs) currently running at over double expected at previous business case stages,
- funding allocations insufficient to realise quality expectations

2.28 The potential future funding requirements are detailed in Appendix A. The programme budget includes a separate allocation for risk/contingency and inflation. This funding will be allocated to projects as and when the business case is made for an increase in project delivery funding; to be determined through the Assurance Framework. The figures in this review are therefore for noting only at this stage. The exceptions to this are the uplifts shown for Selby Station Gateway and Heckmondwike Bus Hub as these are subject to recommendations being considered through separate Capital Approvals reports at the February 2022 Place and Regeneration Committee meeting. The overall delivery costs of the programme have not increased and any cost increases at a scheme level are currently being managed within the available risk/contingency and inflation amount.

2.29 In line with other CA funded projects the CA incurs overhead costs that need to be met through the capital programme. These are now being captured at a project level. Therefore, all project budget indicative allocations need to be adjusted to reflect these amounts, which have been capped at 3% (which is a prudent estimate which provides headroom to cover any future funding requirements) over the lifetime of the project, and are recommended for approval through this report. These costs include the wider costs of managing within the Combined Authority of managing the capital programme (including legal, finance, IT, monitoring evaluation, governance, assurance framework, funding programme legacy management etc) over and above the direct costs of direct programme costs (charged to the programme and included as a separate budget line) and project management (charged to the project and included within each project budget).

2.30 The TCF programme budget included an £8m allocation for Carbon Mitigation. A prioritisation exercise has been undertaken to identify which schemes would benefit from an allocation of this funding to enhance the carbon outputs of the scheme such as through inclusion of power generation (Solar PV), energy saving technologies, electric vehicle technology or SUDs (sustainable urban drainage). The funding approvals for this additional scope will also be considered through the usual Assurance Framework processes. In addition, there is also a contribution towards a bid to DfT for electric buses and bus charging infrastructure (ZEBRA); as well as an allocation towards a new Leeds public e-bike share scheme, which has recently submitted an SOC for consideration for approval at a future meeting.

2.31 The TCF Programme is applying the same criteria and principles to exceptional circumstances as previously established for the WY+TF. Whereby project budgets are set at the Outline Business Case stage and cost increases are only accepted beyond this in exceptional circumstances as approved by the Investment Committee in June 2021 as follows:

- (i) A project that experiences a change in design standards or where new regulations need to be implemented, a review of scope options and value engineering needs to take place. Once all options have been explored,

the project will be considered for additional funding through the Assurance Process.

- (ii) All projects need a comprehensive QRA risk register that includes extraordinary risks. Other exceptional risks (where they are unforeseeable) will be considered for additional funding through the Assurance Process if value engineering and a scope option review has taken place. All projects should continually review overall risk to project delivery. If the overall risk to delivery is very high, a review of the viability of the project needs to take place in partnership with the Combined Authority.
- (iii) All projects should continually review overall risk to project delivery. If the overall risk to delivery is very high, a review of the viability of the project needs to take place in partnership with the Combined Authority.
- (iv) All projects must demonstrate value for money. Where costs are increasing, value engineering must be evidenced, and other sources of funding explored before further funding will be considered.
- (v) New guidance or regulations must be included in project development at the strategic outline case and outline business case stages in the assurance process.
- (vi) Inflation must be included in project budget costs.
- (vii) VAT needs to be understood and factored into project costs where relevant.

Projects are expected to undertake a robust Quantified Risk Assessment at Outline Business Case stage and include allowance for this along with contingency and inflation within their agreed project budgets. If projects are forecast to exceed their agreed budgets across the programme due to unforeseen circumstances further Programme Reviews may need to consider reduction of scope to ensure that the programme remains within the funding available.

2.32 The project partners were asked to review their spend forecasts and update in line with any changes to key milestones. This exercise has resulted in the overall programme annual spend forecasts being adjusted as set out in Table 1 below.

Actual 20/21	£10,758,886
Forecast 21/22	£38,756,506
Forecast 22/23	£129,518,965
Forecast 23/24	£146,122,163
Forecast 24/25	£131,843,479

2.33 Appendix B sets out the updated project milestones and delivery timescales for each of the projects. As detailed earlier in this report there has been a delay to some

schemes completing Outline Business Case Activity, which is to accommodate more detailed development activities within this stage to reduce risk at the full business case stage/construction phase. Partners have also reviewed future milestones and expected construction periods, again these have been elongated, as a result of early contractor involvement at earlier stages in the process, learning lessons from previous delivery, as well as reflecting challenges expected in the near future relating to materials and resource constraints in the construction market.

2.34 With the challenging deadline previously set by DfT for the programme now relaxed through CRSTS and the local Gainshare contributions it is now recommended that the updated, milestones are accepted and formally approved to enable projects to progress and plan for future stages with more certainty. It is expected that the increased flexibility on timescales will enable projects to be developed to high quality and risks associated with delivering within constrained timescales can be mitigated.

3. Tackling the Climate Emergency Implications

3.1 The TCF Programme is delivering Transport Projects across the region that provide high quality cycling, walking and public transport infrastructure to enable a shift away from private vehicle usage. This supports the West Yorkshire Climate and Environment Plan's vision zero that requires more journeys to be undertaken by public transport, cycling and walking. [west-yorkshire-climate-and-environment-plan.pdf \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/wp-content/uploads/2021/07/West-Yorkshire-Climate-and-Environment-Plan.pdf)

3.2 The schemes within the programme deliver against the following policies within the action plan; Connectivity Infrastructure Plan, Road Space Reallocation, Cycling and Walking infrastructure, Electric Vehicle Charging, Bus Reform, Shared Mobility and Better Active Mobility Neighbourhoods.

3.3 Each of the TCF schemes will utilise the Combined Authority's Carbon Impact tool, once it is available, to measure their contribution to delivering against the Climate Emergency.

4. Inclusive Growth Implications

4.1.1 The programme is focused on connecting people in the communities of greatest economic need with job and training opportunities, through delivery of public transport, cycling and walking schemes across the region. This will, in turn, help boost productivity, living standards and air quality, helping to create happier healthier communities for the future. The programme scheme prioritisation that formed part of the SOBC submission was developed to deliver early outcomes and interventions identified in the Leeds City Region Connectivity Strategy and Inclusive Growth Corridors Plans.

4.3 Each scheme business case will detail its contribution to Inclusive Growth including an assessment of the social and distributional impacts of the investment to communities.

5. Equality and Diversity Implications

5.1 Each TCF scheme is required to complete and update scheme specific Equality Impact Assessments.

5.2 Public and stakeholder consultation undertaken on TCF schemes requires development of a stakeholder engagement plan to ensure that the needs of protected groups and seldom heard groups are taken into consideration through the development of the project.

6. Financial Implications

6.1 The report recommends that the project indicative budget allocations are approved as set out in Appendix A which includes programme management costs. These costs are contained within the overall programme budget allocation of £457m.

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 Place Regeneration and Housing Committee notes the progress update on the TCF Programme following the review in November and December 2021 provided in this report

10.2 That the Place Regeneration and Housing Committee approves the updated project key milestones as detailed in Appendix B

10.3 That the Place Regeneration and Housing Committee approves the updated Project Indicative Budgets, including the CA Programme Management overhead costs as detailed in Appendix A, to be funded from the TCF Programme Budget allocation of £457m.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

Appendix A – TCF Project Budget Allocations

Appendix B – TCF Project Milestones

Appendix A - Scheme Budget Indicative Allocations and Local Match Funding

Lead Partner	ProjectName	Current Approved Indicative Funding	Combined Authority Programme Overhead costs	Scheme Costs	Indicative Funding Recommended for Approval Feb 22	+/- Change	Indicative Local Match (non-CA funds)	Future Indicative TCF Funding Requirements	Comments Nov 21
Bradford	TCF - Bradford City Centre Cycling and Walking Improvements	30,000,000	896,307	30,000,000	30,896,307	0		30,896,307	
Bradford	TCF - Bradford Interchange Station Access	13,200,000	378,711	13,200,000	13,578,711	0	2,400,000	13,578,711	Costs and scope of Bradford schemes to be reviewed throughout OBC development stage.
Bradford	TCF - Manchester Road Bus Expressway and Park and Ride	20,000,000	595,309	20,000,000	20,595,309	0	5,688,000	20,595,309	
Bradford	TCF - Bradford - Thornton Cycleway	17,500,000	523,190	17,500,000	18,023,190	0		18,023,190	
Calderdale	TCF - Brighouse Cycling and Walking Improvements	143,650	3,748	143,650	147,398	0		147,398	
Calderdale	TCF - Elland Rail Station Access	5,276,350	158,291	5,276,350	5,434,641	0		8,335,433	Increase expected due to inflationary Material costs increases for bridges elements - costs being reviewed through next stage
Calderdale	TCF - Halifax Rail Station Gateway	22,500,000	645,727	22,500,000	23,145,727	0		23,145,727	No change
Calderdale	TCF - North Halifax Improved Streets for People	10,638,000	Included in previous approval	10,638,000	10,638,000	0		10,638,000	No change
Calderdale	TCF - West Halifax Improved Streets for People	8,000,000	Included in previous approval	8,000,000	8,000,000	0	1,000,000	8,000,000	No change
Combined Authority	TCF - Dewsbury Bus Station	8,000,000	236,540	8,000,000	8,236,540	0		14,153,540	Costs included in OBC submission currently being appraised. Includes element of Carbon mitigation funding
Combined Authority	TCF - Halifax Bus Station	17,245,000	498,604	17,245,000	17,743,604	0		17,245,000	No change
Combined Authority	TCF - Huddersfield Bus Station (Including Kirklees elements)	9,000,000	266,998	9,000,000	9,266,998	0	1,000,000	16,175,998	estimates at present - subject to review as OBC is being finalised.
Combined Authority	TCF - White Rose Station	12,000,000	360,000	12,000,000	12,360,000	0		12,360,000	Up to £12m as per FBC+ approval
Combined Authority	TCF - Benefits Realisation	1,000,000	30,000	1,000,000	1,030,000	0		1,030,000	No change
Combined Authority	TCF - Carbon Mitigation Measures	8,000,000	233,945	1,758,900	1,992,845	-6,241,100		1,992,845	Indicative allocation reduced to account for Leeds e-bike hire. Zebra match funding. Amount reduced due to measures (and funding included in projects lines for) - Heckmondwike bus hub & Dewsbury Bus station
Combined Authority	TCF Carbon Mitigation - Zero Emission Buses (ZEBRA)	0	1,500	4,000,000	4,001,500	4,000,000		4,001,500	FBC due to be completed early 2022 - DfT decision thereafter. Funding to be held until decision.
Combined Authority	TCF - Network Navigation	15,200,000	455,125	15,200,000	15,655,125	0	460,000	15,655,125	No change
Combined Authority	TCF - Programme Management	7,690,000	N/A	7,690,000	7,690,000	0		7,690,000	No change
Kirklees	TCF - Dewsbury Town Centre Walking & Cycling Improvements	10,250,000	306,192	10,250,000	10,556,192	0	2,000,000	10,556,192	No change
Kirklees	TCF - A629 Wakefield Road	6,000,000	180,000	6,000,000	6,180,000	0		6,180,000	No change
Kirklees	TCF - Huddersfield Station Connections (formally Trinity St Access Improvements & Hudds Rail Station Access)	13,000,000	387,155	13,000,000	13,387,155	0	3,000,000	13,387,155	Now 2 schemes combined - no change in funding allocation.
Kirklees	TCF - Heckmondwike Bus Hub	4,000,000	117,541	4,853,000	4,970,541	853,000		4,970,541	Increase as per OBC Approval being considered Feb 22 Places Committee (includes Carbon Mitigation funding)
Kirklees	TCF - A638 Dewsbury - Cleckheaton Sustainable Travel Corridor	12,000,000	354,253	12,000,000	12,354,253	0		12,354,253	No change
Kirklees	TCF - Dewsbury - Batley - Chidswell Sustainable Travel Corridor	6,000,000	177,381	6,000,000	6,177,381	0		6,177,381	No change
Leeds	TCF - Leeds City Centre Cycle Improvements	7,057,000	205,173	7,057,000	7,262,173	0		7,762,173	Higher amount to potentially include additional cycling links around City Square subject to review
Leeds	TCF - Leeds Station - Sustainable Travel Gateway	32,440,000	389,433	32,440,000	32,829,433	0	100,000	33,329,433	Initial costs back from contractor being reviewed in addition to funding regime for Boar Lane works.
Leeds	TCF Carbon Mitigation - Public E-Bike cycle share	150,000	4,500	2,000,000	154,500	1,850,000		2,004,500	No change to expected request - from Carbon Mitigation
Leeds	TCF - A64 Park and Ride	15,000,000	450,000	15,000,000	15,450,000	0		15,450,000	No Change
Leeds	TCF - A64 Bus, Cycle and Walking Improvements	7,000,000	203,285	7,000,000	7,203,285	0		7,768,000	OBC in review, costs above budget. Additional funding includes additional scope subject to Park and Ride element progression
North Yorks	TCF - Harrogate Railway Station Gateway - Active Travel Improvement Scheme	10,637,163	299,779	10,637,163	10,936,942	0	300,000	10,936,942	No Change
North Yorks	TCF - Selby Station Gateway	17,465,000	502,216	20,000,000	20,502,216	2,535,000	2,600,000	20,502,216	Increase as per OBC Approval being considered Feb 22 Places Committee
North Yorks	TCF - Skipton Railway Station Gateway - Active Travel Improvement Scheme	7,630,953	216,154	7,630,953	7,847,107	0	200,000	7,847,107	No Change
Wakefield	TCF - Wakefield City Centre Bus, Cycle and Walking Improvements	13,600,000	404,108	13,600,000	14,004,108	0		14,004,108	No Change
Wakefield	TCF - A61 Bus, Cycle and Walking Improvements	11,568,000	346,474	11,568,000	11,914,474	0		11,914,474	No Change
Wakefield	TCF - A639 Bus, Cycle and Walking Improvements	10,860,000	324,067	10,860,000	11,184,067	0		11,184,067	No Change
York	TCF - York Railway Station Gateway	13,117,000	389,433	13,117,000	13,506,433	0		13,506,433	No Change
York	TCF - York Tadcaster Road Corridor Improvement scheme	1,430,000	42,900	1,430,000	1,472,900	0	5,000,000	1,472,900	No Change
	Prog Risk/Contingency & Inflation (to be allocated to project budgets)	52,401,884			40,670,947			22,028,043	
	Total	457,000,000			457,000,000			457,000,000	
Programme CA Funding (as 21/1/22)									
	DfT	317,000,000							
	Gainshare	140,000,000							
	Total Budget	457,000,000							

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Appendix B - TCF Programme Milestones

Lead Partner	Project	Next Decision Point	Baseline Approved Date	New Date (submission)	New Date (approval)	Future Decision Points	Baseline Approved Date	New Date (submission)	New Date (approval)	Future Decision Points	Baseline Approved Date	New Date (submission)	New Date (approval)	Future Decision Points	Current Approved Date (PIMS)	New Date (Approval)
Bradford	TCF - Bradford City Centre Cycling and Walking Improvements	OBC	30/06/2021	30/06/2022	01/10/2022	FBC	31/01/2022	31/10/2022	01/02/2023	AtP	~	31/10/2022	01/02/2023	Completion	31/03/2023	24/07/2024
Bradford	TCF - Bradford Interchange Station Access	OBC	30/06/2021	30/06/2022	01/10/2022	FBC	31/01/2022	30/09/2022	01/01/2023	AtP	~	01/11/2022	01/01/2023	Completion	31/01/2023	26/04/2024
Bradford	TCF - South Bradford Park and Ride and Expressway	OBC	30/09/2021	31/05/2022	01/09/2022	FBC	31/01/2022	31/07/2022	01/11/2022	AtP	~	01/01/2023	01/02/2023	Completion	31/03/2023	26/03/2024
Bradford	TCF - West Bradford - Cycle Superhighway Extension	OBC	29/06/2021	30/04/2022	01/08/2022	FBC	31/01/2022	31/05/2022	01/09/2022	AtP	~	06/10/2022	01/11/2022	Completion	31/03/2023	20/03/2024
Calderdale	TCF - Brighouse Cycling and Walking Improvements	OBC	30/07/2021	01/02/2022	01/05/2022	FBC	To be taken forward with the WYTF A641 scheme									
Calderdale	TCF - Elland Rail Station Access	FBC	09/09/2021	01/12/2022	01/02/2023	AtP	~	01/03/2023	01/04/2023	Completion	30/06/2023	N/A	01/03/2024			
Calderdale	TCF - West Halifax Improved Streets for People	FBC	19/09/2022	01/07/2022	01/09/2022	AtP	03/10/2022	01/09/2022	01/10/2022	Completion	14/08/2023	N/A	14/08/2023			
Calderdale	TCF - Halifax Rail Station Gateway	FBC	31/01/2022	01/06/2022	31/10/2022	AtP/FBC+	~	31/12/2022	01/02/2023	Completion	31/12/2024	N/A	30/06/2025			
Calderdale	TCF - North Halifax Improved Streets for People	FBC	23/09/2022	01/07/2022	01/09/2022	AtP	07/10/2022	01/09/2022	01/10/2022	Completion	18/08/2023	N/A	18/08/2023			
Combined Authority	TCF - Carbon Mitigation Measures	Approvals for this funding to come forward as new individual schemes or through enhancements to existing TCF schemes to deliver Carbon benefits.														
Combined Authority	TCF - Dewsbury Bus Station	OBC	30/09/2021	01/12/2021	08/03/2022	FBC	30/08/2022	01/12/2022	01/02/2022	AtP	~	01/03/2023	01/04/2023	Completion	30/09/2023	09/02/2024
Combined Authority	TCF - Halifax Bus Station (Combined Authority)	Completion	28/07/2023	N/A	28/07/2023											
Combined Authority	TCF - Huddersfield Bus Station	OBC	~	04/01/2022	01/04/2022	FBC	~	14/03/2023	01/05/2023	AtP	~	18/07/2023	01/08/2023	Completion	~	08/07/2024
Combined Authority	TCF - Network Navigation	FBC	14/03/2022	01/08/2022	01/10/2022	AtP/FBC+	~	01/08/2022	01/10/2022	Completion	31/03/2023	N/A	31/03/2024			
Combined Authority	TCF - White Rose Station	Completion	31/03/2023	N/A	31/03/2023											
Kirklees	TCF - Dewsbury - Batley - Chidswell Sustainable Travel Corridor	OBC	03/02/2021	01/07/2022	01/10/2022	FBC	25/06/2021	01/12/2022	01/02/2023	AtP	~	01/02/2023	01/03/2023	Completion	30/09/2022	01/02/2024
Kirklees	TCF - Dewsbury - Cleckheaton Sustainable Travel Corridor	OBC	30/04/2021	01/01/2022	01/04/2022	FBC	11/02/2022	01/08/2022	01/10/2022	AtP	~	15/09/2022	01/10/2022	Completion	31/03/2023	30/09/2023
Kirklees	TCF - Dewsbury Town Centre Walking and Cycling Improvements	OBC	31/10/2021	01/04/2022	01/07/2022	FBC	30/06/2022	01/08/2022	01/10/2022	AtP	~	15/09/2022	01/10/2022	Completion	30/09/2023	30/09/2023
Kirklees	TCF - Heckmondwike Bus Hub	FBC	30/04/2021	15/06/2022	01/09/2022	AtP	~	15/08/2022	01/09/2022	Completion	~	N/A	01/07/2023			
Kirklees	TCF - Huddersfield Rail Station Connections	OBC	01/01/2021	01/05/2022	01/08/2022	FBC	01/06/2021	01/09/2022	01/11/2022	AtP	~	15/10/2022	01/11/2022	Completion	~	30/11/2023
Kirklees	TCF - A629 Wakefield Road Sustainable Travel Corridor	OBC	30/09/2021	01/08/2022	01/11/2022	FBC	30/09/2022	01/12/2022	01/02/2023	AtP	~	01/02/2023	01/03/2023	Completion	~	31/03/2024
Leeds	TCF - A64 Bus - Cycle - Walking Improvements	OBC	07/01/2021	01/12/2021	08/03/2022	FBC	31/01/2022	01/01/2023	01/03/2023	AtP	~	01/04/2023	01/05/2023	Completion	31/03/2023	01/02/2024
Leeds	TCF - Leeds City Centre Cycle Improvements	Completion	29/07/2022	30/04/2023	N/A											
Leeds	TCF - Leeds Station - Sustainable Travel Gateway	FBC	31/12/2021	01/03/2022	01/05/2022	AtP/FBC+	~	01/05/2022	01/06/2022	Completion	31/08/2023	N/A	31/03/2024			
Leeds	TCF - A64 Park and Ride	OBC	07/01/2021	TBC	TBC	FBC	31/01/2022	TBC	TBC	AtP	~	TBC	TBC	Completion	31/03/2023	TBC
Leeds	Leeds E-Bike Hire scheme	OBC	~	01/02/2022	01/06/2022	FBC	~	01/02/2023	01/04/2023	AtP	~	01/02/2023	01/04/2023	Completion	~	01/06/2023
North Yorkshire	TCF - Harrogate Railway Station Gateway	FBC	08/02/2022	01/05/2022	01/07/2022	AtP/FBC+	~	30/06/2022	01/08/2022	Completion	31/03/2023	N/A	29/08/2023			
North Yorkshire	TCF - Selby Station Gateway	FBC	~	01/07/2022	01/09/2022	AtP/FBC+	~	12/09/2022	01/10/2022	Completion	31/03/2023	N/A	26/09/2023			
North Yorkshire	TCF - Skipton Railway Station Gateway	FBC	02/06/2022	22/04/2022	01/07/2022	AtP/FBC+	~	29/07/2022	01/10/2022	Completion	30/06/2023	N/A	18/08/2023			
Wakefield	TCF - A61 Bus - Cycle - Walking Improvements	OBC	04/03/2021	01/07/2022	01/10/2022	FBC	01/03/2022	01/07/2023	01/09/2023	AtP	~	01/10/2023	01/11/2023	Completion	31/03/2023	01/12/2024
Wakefield	TCF - A639 Bus - Cycle - Walking Improvements	OBC	04/03/2021	01/07/2022	01/10/2022	FBC	01/03/2022	01/07/2023	01/09/2023	AtP	~	01/10/2023	01/11/2023	Completion	31/03/2023	01/12/2024
Wakefield	TCF - Wakefield City Centre Bus - Cycle - Walking Improvements	OBC	08/07/2021	01/02/2022	01/05/2022	FBC	~	01/10/2022	01/12/2022	AtP	~	01/01/2023	01/02/2023	Completion	~	01/02/2024
York	TCF - Tadcaster Road Corridor Improvements	FBC	01/07/2021	01/05/2022	01/07/2022	AtP/FBC+	~	08/10/2022	01/11/2022	Completion	~	N/A	31/03/2023			
York	TCF - York Railway Station Gateway	AtP/FBC+	~	19/04/2022	01/06/2022	Completion	31/03/2023	N/A	31/08/2023							

schemes in red text are currently in appraisal / approval period for next decision point
Dates in Bold are recommended for Approval

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Report to: Place, Regeneration and Housing Committee

Date: 7 February 2022

Subject: **Forward Agenda 2022**

Director: Liz Hunter, Director of Policy & Development

Author: Alison Gillespie, Head of Place and Environment Policy

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

1.1 To recommend the business agenda for this Committee during 2022.

2. Information

2.1 The key purpose of the Committee is to support, enable and provide scrutiny on progress on place, regeneration and housing policy development and programme delivery. This purpose informs the business agenda proposed for 2022.

Business Agenda for 2022

2.2 All meetings of the Committee will take standing items providing delivery updates and capital approvals. It is proposed that in addition the Committee will take policy items themed around the areas of influence of the Committee. It is proposed that the agendas for the year ahead cover:

- Brownfield Land and Regeneration
- One Public Estate and Repurposing of Land
- Securing Design Quality / Inclusivity through Design
- Affordable Housing Delivery and Housing Retrofit
- Spatial Priority Areas and Delivery Models

- Digital Infrastructure

3. Tackling the Climate Emergency Implications

- 3.1 Tackling the climate emergency will be a cross-cutting theme of the Committee's activity for the year ahead. The Committee will have a particular focus on retrofit and enabling delivery of sustainable homes. The Combined Authority's approach to tackling the climate emergency is set out in the West Yorkshire Climate and Environment Plan.

4. Inclusive Growth Implications

- 4.1 It is crucial that we tackle inequality in West Yorkshire. Our policy and investment programmes must achieve better outcomes for our most excluded and deprived groups and communities. Inclusive growth goals and outcomes will be included in the project programmes and policies that are brought to Committee.

5. Equality and Diversity Implications

- 5.1 Place-based policy and programmes should be equitable and not be at the expense of any groups or communities. To that extent equality and diversity implications and solutions will be cross cutting and integrated into the detailed development and delivery of the work of the Committee. All delivery proposals will be subject to Equality Impact Assessments.

6. Financial Implications

- 6.1 The priorities of the Mayor and West Yorkshire Combined authority are set out in the West Yorkshire Investment Strategy. The West Yorkshire Combined Authority and wider partnership is committed to securing the funding needed to advance these priorities. The work of this committee is aligned to Investment Priority 3 Creating Great Places and Accelerated Infrastructure. This investment priority will need to be appropriately resourced with the right capital and revenue and investment in skills and capacity to lead actions.

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. The activity outlined will be resourced through existing Combined Authority staff and Committee members time.

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That the Committee considers and approves the proposed business agenda for the year 2022.

11. Background Documents

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

12. Appendices

None.

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