

WEST YORKSHIRE COMBINED AUTHORITY

**MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 7 SEPTEMBER
2023
IN COMMITTEE ROOM 1, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

Please note that this meeting will be filmed for live or subsequent broadcast via the Combined Authority's internet site. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. Generally, the public seating areas will not be filmed; however, by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting. If you have any queries regarding this, please contact Governance Services on 0113 251 7220.

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
 1. To highlight Agenda Item 9, Appendix 2, and Agenda Item 10 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 exemption 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 Agenda Item 9, Appendix 2, and Agenda Item 10.
 3. If the recommendation is 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 Agenda Item 9,

Appendix 2, and Agenda Item 10 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. MINUTES OF THE MEETING OF THE COMBINED AUTHORITY HELD ON 27 JULY 2023

(Pages 1 - 16)

For Decision

5. PROJECT APPROVALS

(a) INVESTMENT PRIORITY 3: CREATING GREAT PLACES AND ACCELERATED INFRASTRUCTURE

(Lead Member: Cllr D Jeffery, Director: Liz Hunter)

(Pages 17 - 52)

(b) INVESTMENT PRIORITY 5: FUTURE TRANSPORT

(Lead Member: Cllr S Hinchcliffe, Director: Melanie Corcoran)

(Pages 53 - 118)

6. STRENGTHENING PRIVATE SECTOR ENGAGEMENT

(Lead member: The Mayor, Lead Director: Felix Kumi-Ampofo)

(Pages 119 - 126)

7. COMBINED AUTHORITY BRAND REVIEW

(Lead Member: The Mayor, Director: Alan Reiss)

(Pages 127 - 132)

8. CORPORATE CHANGE

(Lead Member: The Mayor, Director: Alan Reiss)

(Pages 133 - 136)

9. UK SHARED PROSPERITY FUND

(Lead Member: The Mayor, Director: Alan Reiss)

(Pages 137 - 192)

10. PROPERTY MATTER

(Lead Member: The Mayor, Director: Alan Reiss)

(Pages 193 - 198)

For Information

11. MINUTES FOR INFORMATION

(Pages 199 - 200)

Signed:

A handwritten signature in black ink, consisting of the letters 'BAM' in a stylized, cursive font. Below the letters is a single horizontal line that ends in a small arrowhead pointing to the right.

**Chief Executive
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE COMBINED AUTHORITY
HELD ON THURSDAY, 27 JULY 2023 AT COMMITTEE ROOM 1,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Mayor Tracy Brabin (Chair)	West Yorkshire Combined Authority
Councillor Susan Hinchcliffe	Bradford Council
Councillor Jane Scullion	Calderdale Council
Councillor James Lewis	Leeds City Council
Councillor Rebecca Poulsen	Bradford Council
Councillor Alan Lamb	Leeds City Council
Councillor Claire Douglas	City of York Council
Councillor Matthew Morley (Substitute)	Wakefield Council
Councillor Stewart Golton (Substitute)	Leeds City Council

In attendance:

Ben Still	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Melanie Corcoran	West Yorkshire Combined Authority
Felix Kumi-Ampofo	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
Caroline Allen	West Yorkshire Combined Authority
Ian Parr	West Yorkshire Combined Authority

21. Apologies for Absence

Apologies for absence were received from Cllr Jeffery, Cllr Holdsworth, Cllr Pandor, Cllr Scott, and Mandy Ridyard.

The Mayor welcomed Felix Kumi-Ampofo, the new director of Inclusive Economy, Skills, and Culture to his first Combined Authority meeting.

The Mayor noted that Cllr Shabir Pandor had resigned as leader of Kirklees Council with immediate effect on 26 July 2023. The Mayor expressed thanks to Cllr Pandor for his support, his championing of inclusivity and growth, and his leadership of Kirklees throughout the pandemic and the difficult economic landscape. The Mayor noted that a new leader would be selected, and Cllr Cathy Scott, the current Deputy Leader, would assume the leadership role until then.

The Mayor highlighted the national closure of train station ticket offices which would close all West Yorkshire ticket offices apart from Bradford, Huddersfield, and Leeds, and would negatively impact the accessibility of stations as well as the employment of the staff affected. The Mayor informed the members of the intention to submit a legal challenge regarding the lawfulness of the consultation in conjunction with other Mayoral Combined Authorities. The Mayor noted that the Rail Delivery Group had announced an extension of the consultation until 1 September 2023, and the Combined Authority was awaiting a response from operators which would inform the actions taken.

22. Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests.

23. Exempt Information - Possible Exclusion of the Press and Public

There were no items identified as exempt from the press and public.

24. Minutes of the Meeting of the Combined Authority held on 22 June 2023

Resolved: That the minutes of the meeting of the West Yorkshire Combined Authority held on 22 June 2023 be approved and signed by the Chair.

25. West Yorkshire Investment Strategy Review

Members considered a report to endorse the revisions made to the West Yorkshire Investment Strategy through the annual review process

The Mayor noted the West Yorkshire Investment Strategy was a key document to inform the prioritisation of investments, and the updates reflected the current economic landscape and the missions of the West Yorkshire Plan. Officers noted changes were summarised in the submitted report. The Mayor highlighted the focus on health outcomes and noted that work was ongoing alongside the Inclusivity Champion to address health inequality.

Members questioned if the equality impact assessment could incorporate the voice of children into the decision-making process. Officers offered to take the suggestion into consideration.

Members questioned how the outcomes would be measured, and how potential inadvertent negative health outcomes would be avoided. The Mayor responded that the targets to measure against were detailed in the West Yorkshire plan and that the Combined Authority would be guided by the data in decision making, but members were encouraged to raise any concerns they had. The Mayor added that further devolution would allow for greater autonomy regarding how the management of health funding and would result in further positive outcomes.

Resolved: That the revisions to the West Yorkshire Investment Strategy be approved.

26. UK Shared Prosperity Fund (UKSPF)

Members considered a report to provide and update of the progress made on implementing the West Yorkshire UKSPF Local Investment Plans, including Core UKSPF, Multiply and the new Rural England Prosperity Fund, and to approve officers to develop the Invitation to Bid and agree the full Invitation to Bid.

The Mayor noted the funding included the Multiply programme and had so far improved the skills of more than 2,000 learners across the region. The Mayor emphasised the aim to further develop innovative solutions towards the improvement of skills, and expressed frustration that delays in receiving the funding had given less time to deliver the project and the unspent funding had to be returned to the government. The Mayor raised concerns that the funding was difficult to access for smaller organisations, and challenged officers to address the issue so more learners could benefit overall.

Officers confirmed that approximately 60% of the £68 million of funding had been allocated. The bidding process for organisations to access approximately £12 million for the Pillar 2 'Business Support' element had been run and the Local Partnership Group, made up of councillors and regional stakeholders, would consider the bids before returning to the Combined Authority for approval in September. For the Pillar 3 'People and Skills' element, it had been agreed to allocate £14 million, with the government requirement that it could only be allocated for one year which had created a challenge to identify suitable providers who could deliver within that period. Officers confirmed Employment and Skills Committee had discussed the funding, which was aligned with the investment strategy for delivery in conjunction with the five partner councils. Three additional programmes would be delivered with external partners, comprising of the Work and Health Programme, the Community Grant Programme, and the Youth Unemployment Programme. Officers noted funding had been allocated to each of the districts for hyper-local programmes, and there were further opportunities for small organisations to access funding. Officers explained that a grant provider would manage the funding, but the details had not yet been agreed waiting feedback from regional stakeholders

The Mayor queried how organisations would be informed of the funding opportunities, officers responded that a website was under development, and the Combined Authority had a list of over 1,000 businesses who could be contacted directly, with each district also having similar contact lists. The Mayor suggested the organisations that had been involved with the delivery of the Mayor's Cost Of Living Emergency Fund should be involved as well as the Combined Authority's Inclusivity Champion.

Members welcomed the funding and questioned what support would be provided for rural areas given the relative difficulty of access to urban

centres. Officers responded the delivery in rural areas would be built into the bid invitation, the Mayor added that the focus on improved transport links for rural areas would improve the access to training and education.

Members questioned which rural partners were being engaged with and if there were any details that could be shared with schools and communities, officers noted the organisations included the National Farmers Union and the Yorkshire Food and Farming Rural Network, but a more complete list could be provided to members. Officers responded that there was difficulty engaging with schools due to the timing of receipt of the funding in relation to the school year. The Mayor noted that engaging with parents was key to building relationships, and if they attended one class, they would be more likely to attend more and increase their skills further. Members requested a report detailing the approved rural projects following delivery.

Members expressed concerns about the delivery of projects in Calderdale where the funding delays had caused some projects to be shut down early. Members noted there was limited capacity for community organisations to deliver projects, the Mayor responded that deeper devolution would be able to address the capacity issues. The Mayor thanked the members of the Local Partnership Group for their diligent work considering bids in relation to UKSPF projects.

Resolved:

That the progress made on implementing the West Yorkshire UKSPF Local Investment Plans be noted.

That the recommendations made by the West Yorkshire UKSPF Local Partnership Group on its 31st July 2023 meeting be noted and approved, which are:

- The LPG endorsed the design of the Calls including the proposed funding envelopes and key policy areas for intervention as set out above, providing their feedback and advice is taken in to account as the Invitation to Bid is finalised.

The funding envelopes and priority areas for the three Pillar 3 People and Skills open calls for projects via an invitation to bid be approved, and the Chief Executive be authorised to agree, prior to publication, the full Invitation to Bid documentation in consultation with the Mayor and the Chair of the Employment and Skills Committee given the launch timescales.

27. Appointment of Combined Authority Returning Officer

Members considered a report to agree to appoint Tom Riordan, the Leeds City Council Chief Executive and Local Returning Officer, as the Combined Authority Returning Officer (CARO) for the West Yorkshire Combined Authority Mayoral election, due to take place on Thursday 2 May 2024. The report also noted the intention that Ben Still, Chief Executive of the Combined Authority would be appointed as a deputy CARO.

The Mayor noted the arrangements would mirror the arrangements of the election held in 2021.

Resolved:

That Tom Riordan, Leeds City Council Chief Executive and Local Returning Officer, be appointed as the Combined Authority Returning Officer (CARO) in respect of the West Yorkshire Combined Authority Mayoral election, due to take place on Thursday 2 May 2024.

The intention that Ben Still, Chief Executive of the Combined Authority be appointed as a deputy CARO be noted.

28. Project Approvals

(a) Investment Priority 3: Creating Great Places and Accelerated Infrastructure

Members considered two schemes for progression through the West Yorkshire Combined Authority Assurance Framework.

Employment Land Accelerator Fund

Officers explained the scheme would support the creation of a pipeline of potential employment sites to create opportunities for future investments. Locations would be identified alongside the partner councils and external consultants to determine the feasibility and future needs of each location. The Place, Regeneration, and Housing Committee had also contributed to the development of criteria for each site.

Members queried how the value for money for each site would be determined. Officers responded that the estimation could vary but would be based on the future evaluations of the sites and the potential jobs that could be created as a result. Members questioned when updates would be brought to the members for review, officers responded that evaluations are conducted as a part of the assurance process and members could challenge each scheme at the appropriate decision point. Officers added a similar housing project was currently under evaluation before returning for review by the Combined Authority at a future meeting.

Members queried if the criteria for the identification of sites included their potential, or if the potential was considered after land was identified and suggested that links to transport would be beneficial to encourage public transport and active travel to access the sites. Members also asked if local communities would be able to provide input for the businesses that would occupy the site. Officers responded that the Place, Regeneration, and Housing Committee considered the transport links during the development of the criteria, and there was a focus on sites that were already close to existing or developing mass transit corridors. The Mayor noted that the Backstage Academy was already providing opportunities for young

people and similar businesses would further improve the opportunities in any location.

Langthwaite Enterprise Zone – Wakefield

Officers explained the site was already owned by the Combined Authority, and additional funding would allow for the purchase of adjoining land for the development of an access road and further development of the site.

Resolved:

With respect to Employment Land Accelerator Fund the Combined Authority approved that:

- i. The Employment Land Accelerator Fund scheme proceed through decision point 2 to 4 (business justification) and work commence on activity 5 (delivery).
- ii. Approval to the Combined Authority's contribution of £2,000,000. The total scheme value is £2,000,000.
- iii. Future approvals be made in accordance with the assurance pathway and approval route and tolerances outlined in the submitted report. Where required, any future committee level approvals be delegated to the Place, Regeneration and Housing Committee.

With respect to Enterprise Zone Langthwaite Business Park Extension the Combined Authority approved that:

- i. The Enterprise Zone Langthwaite Business Park Extension scheme proceed through decision point 4 (FBC) and work commences on activity 5 (Delivery), subject to the conditions set by the Programme Appraisal Team.
- ii. Subject to the conditions set by the Programme Appraisal Team, approval of £11,626,000 be given, taking the total approval to £12,678,000. The total scheme value is £12,678,000.
- iii. Approval of £350,000 development costs, from the total approval, taking the approval to date to £1,402,000.
- iv. Approval be granted for the purchase of additional land adjacent to Onward Way for provision of the access road.
- v. Future approvals be made in accordance with the assurance pathway and approval route and tolerances outlined in the submitted report. Where required, any future committee level approvals be delegated to the Place, Regeneration and Housing Committee.

(b) Investment Priority 5: Delivering Sustainable, Inclusive and Affordable Transport

Members considered five schemes for progression through the West Yorkshire Combined Authority Assurance Framework.

Local Electric Vehicle Infrastructure Scheme (LEVI)

Officers explained that the Combined Authority had been awarded a total of £17 million of government funding from three different funding pots, for a pilot scheme, a second phase, and additional capacity funding. The scheme would deliver publicly accessible electric vehicle charging points for homes without access to off-street parking. Officers noted that additional private sector funding was being sought to increase the total available funding, which would be distributed between the Combined Authority and the partner councils for local delivery. The Mayor noted that there were additional opportunities to set up training and new jobs regarding the installation and maintenance of charging points which would deliver further value from the scheme.

Members queried what metrics would be measured to identify success and noted that many households could not afford an electric vehicle even with access to new charging points. The Mayor noted that car clubs were considered within the plans to encourage more electric vehicle usage. Officers added that the relative affluence of communities was taken into consideration, but the object of the scheme was not to incentivise the purchase of a vehicle, but to deliver where chargers were not currently available. The Mayor added that the government had introduced a ban on the sale of new electric vehicles from 2030 and the scheme would help to support communities towards that eventuality.

Members questioned if there was an estimate of the number of homes with no off-street parking, and if a range of solutions would be considered. The Mayor noted the delivery would be led by the available data to ensure value from the scheme, officers added that the local authority partners would have input into the locations of delivery and the funding would contribute towards the identification of solutions.

Members questioned how the scheme would fit with the published strategies of the Combined Authority. Officers responded that the Local Transport Plan was under revision, and further guidance would be released by the government regarding electric vehicles and parking. Officers added the scheme was at the strategic outline business case stage and further detail would be available once more individual schemes began development.

Members suggested the private sector would favour installation in areas with more potential customers, and faster delivery in higher

demand areas would drive down the cost of future installations. Officers noted that the number of required charging points had not yet been calculated, but more information could be circulated to members.

CRSTS Highways Asset Management and Enhancement Programme and Off Highway Walking and Cycling Network

Officers explained that the scheme would deliver the second and third year of a five-year programme of highway and carriageway improvements. Officers noted it was proposed to enter into agreements with each partner authority to deliver the improvements.

Members questioned if pavement parking was taken into consideration Golton and if the Combined Authority had a position on the outlaw of pavement parking. Officers responded that the interventions would be to create a better environment along targeted corridors and would not directly address the issue, however the issue would be targeted in new scheme designs. Officers added that the government had recently run a consultation on pavement parking and the outcome was being awaited.

Members suggested that local authorities were already behind in the delivery of highway improvements and questioned if there was enough capacity to deliver new improvements. Officers responded that they understood there were no issues with delivery, and maintenance and delivery of new schemes were delivered by separate teams.

Safer Roads

Officers noted the scheme would provide a range of road safety interventions in line with the 'Vision Zero' action plan to reduce injury and death on the roads. The scheme would initially identify locations for delivery and develop in the second and third years.

Members questioned if preventative measures could be taken in other areas as well as those that had been identified as dangerous. Members noted that the most dangerous areas should be targeted as a priority, and officers added that local officers would help to identify such areas.

Active Travel Fund 3 – A660 Otley Road

Officers explained the scheme would deliver interventions along the A660 to provide a sustainable travel corridor, including 2.5 kilometres of segregated cycleway on each side of the carriageway. The scheme would seek to halve the number of injuries over a five-year period and encourage active travel and bus use

Members questioned the methodology used to identify the improvements and raised concerns about the mingling of cycles and

pedestrians, especially if e-bikes became more common. Officers responded there were strict appraisal criteria used to make the case, the model used was pre-pandemic and the situation had changed in the meantime, however it would be preferable to act rather than waiting for updated guidance by which time inflation or other factors may affect delivery. Officers noted the impact of the changes on bus travel were not considered to be significant. Officers added that Active Travel England had provided engineering standards and advice, the scheme had met their criteria but there was still much to learn regarding the appraisal of schemes.

Members asked if a consultation had been undertaken, officers noted there had been one conducted by Leeds City Council, members offered to provide the outcome.

Zero Emissions Bus Regional Area

Officers noted the scheme would introduce 111 zero-emission buses, and the change request would add 25 more up to a total of 136 from March 2024. Officers explained the scheme would remove 50 tonnes of nitrogen oxides and reduce carbon dioxide emissions by 7,000 tonnes per year. Older diesel buses would be replaced, and the government would pay the operator for the difference in cost. The Combined Authority would work with First Group to introduce the buses via the Bramley depot.

Resolved:

With respect to Local Electric Vehicle Infrastructure (LEVI) Programme the Combined Authority approved that:

- i. The Local Electric Vehicle Infrastructure (LEVI) Programme proceed through decision point 2 (strategic outline case) and work commence on individual project business cases as outlined in the submitted report.
- ii. An indicative approval to the Combined Authority's contribution of £17,142,000. The total programme value is between £20,642,000 and £32,642,000, dependent on leveraged private sector contributions.
- iii. Subject to the conditions set by the Programme Appraisal Team, approval to funding of £1,316,000 to progress the Local Electric Vehicle Infrastructure (LEVI) Capability Fund scheme to Activity 5 (Delivery). The total scheme costs are £1,316,000.
- iv. Indicative approval to funding of £1,500,000 for the Local Electric Vehicle Infrastructure (LEVI) Phase 1 Pilot scheme be given and work commence on Activity 4 (full business case). The total scheme costs are £3,000,000.

- v. Indicative approval to funding of £14,326,000 for the Local Electric Vehicle Infrastructure (LEVI) Phase 2 scheme be given and work commence on Activity 3 (outline business case). The total scheme costs are £16,326,000.
- vi. The following development costs be approved:
 - £354,953 for the Combined Authority for the LEVI Capability scheme
 - £ 961,047 for the five West Yorkshire partner local authorities for the LEVI Capability scheme
 - £120,000 for the Combined Authority for the Phase 1 LEVI Pilot scheme and the Phase 2 LEVI scheme
- vii. The Combined Authority enter into a funding agreement for the amounts set out below with each of the five partner councils for the capability fund:
 - City of Bradford Metropolitan District Council for expenditure of up to £184,480.
 - Calderdale Council for expenditure of up to £195,000.
 - Kirklees Council for expenditure of up to £188,631.
 - Leeds City Council for expenditure of up to £197,936.
 - Wakefield Council for expenditure of up to £195,000.
- viii. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report and where required, any change requests be delegated to the transport committee. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

With respect to CRSTS Highways Asset Management and Enhancement Programme and Off Highway Walking and Cycling Network the Combined Authority approved that:

- i. The CRSTS Highways Asset Management and Enhancement Programme for the 2023/24 financial year (year 2) proceed through decision point 2 to 4 (strategic outline case) and delivery continue to end of 2023/24, and work commence on the strategic outline case for future years.
- ii. The CRSTS Off Highway Walking and Cycling Network Programme for the 2023/24 financial year (year 2) proceed through decision point 2 to 4 (strategic outline case) and delivery continue to end of 2023/24, and work commence on the strategic outline case for future years.
- iii. The Department for Transport's Pothole Fund proceed through decision point 2 to 4 (strategic outline case) and into delivery.
- iv. An indicative approval be given to the total £248,000,000 for CRSTS Highways Asset Management CRSTS Highways Asset

Management and Enhancement programme and £3,440,000 for the Off Highway Walking and Cycling network programme.

- v. Approval to an additional £35,768,466 of development and delivery costs for quarters 2, 3 and 4 of the CRSTS Highways Asset Management and Enhancement programme (year 2) be given to provide a total allocation of £48,168,466 for the 2023/24 financial year.
- vi. Approval to an additional £516,000 of development and delivery costs for quarters 2,3 and 4 of the CRSTS Off Highway Walking and Cycling network programme (year 2) be given to provide a total allocation of £688,000 for the 2023/24 financial year.
- vii. Approval to the £6,484,800 additional funding awarded from the Department for Transport's Pothole Fund to fund interventions to maintain the highway network prioritised through the CRSTS programme.
- viii. The Combined Authority enter into addendums to the existing funding agreement(s) with partner councils for expenditure of the apportioned £35,768,466 for CRSTS Highways Asset Management and Enhancement programme (year 2), £516,000 for the CRSTS Off Highway Walking and Cycling Network programme (year 2) for the 2023/24 financial year, and £6,484,800 for the Pothole Fund up to the amounts below:
 - Expenditure of up to £20,297,416 with Bradford Council
 - Expenditure of up to £13,810,080 with Calderdale Council
 - Expenditure of up to £21,839,627 with Kirklees Council
 - Expenditure of up to £33,203,445 with Leeds Council
 - Expenditure of up to £16,478,698 with Wakefield Council
- ix. Delegations to the Director of Transport Policy and Delivery to amend allocated funding amounts released as part of this decision as required.
- x. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report and where required, any change requests be delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

The Combined Authority approved that subject to the conditions set by the Programme Appraisal Team that:

- i. The CRSTS Highways Asset Management and Enhancement Programme for the 2024/25 financial year (year 3) proceed through decision point 2 to 4 (strategic outline case) and delivery continue to end of 2024/25.

- ii. The CRSTS Off Highway Walking and Cycling Network Programme for the 2024/25 financial year (year 3) proceed through decision point 2 to 4 (strategic outline case) and delivery continue to end of 2024/25.
- iii. Approval to an additional £52,736,931 for development and delivery costs for the CRSTS Asset Management and Enhancement programme (year 3) be given to provide a total allocation of £52,736,931 for the 2024/25 financial year.
- iv. Approval to an additional £688,000 for development and delivery costs for the CRSTS Off Highway Walking and Cycling network programme (year 3) be given to provide a total allocation of £688,000 for the 2024/25 financial year.
- v. The Combined Authority enter into addendums to the existing funding agreement(s) with partner councils for expenditure of the apportioned £52,736,931 for CRSTS Asset Management and Enhancement programme (year 3) and £688,000 for CRSTS Off Highway Walking and Cycling Network programme for the 2024/25 financial year (year 3), up to the amounts below:
 - Expenditure of up to £32,607,832 with Bradford Council
 - Expenditure of up to £19,954,032 with Calderdale Council
 - Expenditure of up to £31,866,203 with Kirklees Council
 - Expenditure of up to £50,036,552 with Leeds Council
 - Expenditure of up to £24,589,578 with Wakefield Council
- vi. Delegations to the Director of Transport Policy and Delivery to amend allocated funding amounts released as part of this decision as required.
- vii. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report and where required, any change requests be delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

With respect to CRSTS Safer Roads Programme the Combined Authority approved that:

- i. The CRSTS Safer Roads Programme proceed through Decision Point 2 and 4, and delivery continues until the end of 2023/24, and work commence on the development of the strategic outline case for Year 3.
- ii. An indicative approval to the total CRSTS Safer Roads programme value of £25,000,000 be given.

- iii. Approval to an additional £4,397,000 of development and delivery costs for quarters 2, 3 and 4 for the CRSTS Safer Roads programme (Year 2) be given to provide a total allocation of £5,647,000 for the 2023/24 financial year. The total allocation up to the end of Year 2 is £10,647,000.
- iv. The Combined Authority enter into addendums to the existing funding agreements with the five partner councils for expenditure of the apportioned £5,647,000 for the 2023/24 financial year, up to the amounts shown below:
 - City of Bradford Metropolitan District Council for expenditure of up to £1,155,000
 - Calderdale Council for expenditure of up to £440,000
 - Kirklees Council for expenditure of up to £925,000
 - Leeds City Council for expenditure of up to £2,377,000
 - Wakefield Council for expenditure of up to £750,000
- v. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report and where required, any change requests be delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

With respect to Active Travel Fund 3 - A660 Otley Road the Combined Authority approved that:

- i. The Active Travel Fund - Tranche 3: A660 Otley Road scheme proceed through FBC (Decision Point 4) to Activity 5 (Delivery).
- ii. Approval to the delivery costs of up to £10,005,000 be given, taking the total approval to £10,475,000. The total scheme cost is £10,475,000, which is to be fully funded by the Combined Authority.
- iii. The Combined Authority enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £10,475,000.
- iv. Future approvals be made in accordance with the assurance pathway and approval route and tolerances outlined in the submitted report. Where required, any future committee level approvals be delegated to the Transport Committee.

With respect to Zero Emission Bus Regional Area the Combined Authority approved that:

- i. The change request for the Zero Emission Bus Regional Area scheme to increase the funding approval by £5,744,069, taking the total contribution to £30,309,240, be approved. The total scheme value is £69,978,646.

- ii. The Combined Authority enter into an Addendum to the existing Grant Funding Agreement with First Bus for expenditure of up to £12,635,472 from the DfT Zero Emission Bus Regional Areas (ZEBRA) fund.
- iii. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report and where required, any change requests be delegated to the transport committee. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

(c) Investment Priority 6: Culture and Creative Industries, Sport and Physical Activities

Members considered two schemes for progression through the West Yorkshire Combined Authority Assurance Framework.

The Mayor noted the schemes would feeds into the Creative New Deal and provide training and support for individuals to access creative industries. The Mayor noted almost 48,000 jobs in the creative industries were advertised in West Yorkshire in the preceding year, which was a 17% increase compared to the year before and greater than the national average. The Mayor added that investment in well-paid jobs would increase the available talent and innovation, and support growth across the sector.

Bradford City of Culture 2025

Officers explained the funding would contribute to the development of the business case, which would further confirm the future funding needs. Delivery would be led by the City of Bradford and would help to build capacity in charitable and community organisations ahead of the year of culture. The Mayor noted Bradford had also successfully applied for funding from the Department for Culture, Media & Sport and the Heritage Fund.

Members queried how it could be ensured that local talent would be developed in favour of those travelling from outside of West Yorkshire. The Mayor noted that there had already been many opportunities created, and through assessment of the workforce it could be seen over several years that individuals would progress to more senior roles with the experience they had gained. Officers added that as projects develop there would be better estimations of where people had come from. Members noted that similar projects had long-lasting impacts beyond the culmination of the scheme and cited the arrival of Channel 4 in Leeds which had provided significant employment for local people.

Members questioned who would decide how the funding was spent. Officers confirmed the initial funding would be to support capacity for small organisations, but future funding needs would be for Bradford to determine.

You Can Make it Here – Skills and Business Support for Culture

Officers explained the scheme would focus on multiple projects, including development of skills and support, funding for accessibility, and support for freelancers and micro businesses. Some projects had already achieved success, and officers expressed the aim to develop further knowledge to improve future schemes. The Mayor noted that freelancers had been particularly affected throughout the pandemic and did not always have broad networks, and similar organisations to Brudenell would provide benefit. The Mayor added the Screen Diversity Programme had given positive outcomes for diversity in culture and could be expanded to writers as well as performers.

Resolved:

With respect to Bradford City of Culture 2025 the Combined Authority approved that:

- i. The Bradford City of Culture 2025 scheme proceed through decision point 1 (strategic assessment) and work commence on the business case.
- ii. Approval be given to the Combined Authority's contribution of £300,000.
- iii. The Combined Authority enter into a funding agreement with Bradford Council for expenditure of up to £300,000.

With respect to You Can Make it Here – Creative Industries Skills and Business Support the Combined Authority approved that:

- i. The You Can Make it Here – Creative Industries Skills and Business Support scheme proceed through decision point 2 to 4 (business justification) and work commence on activity 5 (delivery).
- ii. Approval to the Combined Authority's contribution of £1,734,750 be given. The total scheme value is £1,734,750.
- iii. Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report. This would be subject to the scheme remaining within the tolerances outlined in the submitted report. Where required, any future committee level approvals be delegated to the Culture, Heritage, and Sport Committee.

29. Governance Arrangements

Members considered a report to provide the Combined Authority with an update on the process to recruit new private sector members to the LEP Board.

Members were informed that a campaign had recently been undertaken to recruit new members to the Board reflecting the diverse communities, businesses, and geography of West Yorkshire. These appointments form part of our process to integrate the LEP into the CA and maintain the strong public/private sector partnership we have developed in our region.

Officers added that, at its last meeting on 23 June, given that the recruitment of members was taking place between the cycle of LEP Board meetings, the Board had delegated authority to the Mayor and Chief Executive to recommend and make appointments on their behalf. The Mayor advised members that the recruitment campaign had now concluded, the Appointments Panel had met last week and the following members were recommended for appointment subject to completion of reference checks:

- Aaron Holt – Holdson Ltd, based in Kirklees
- Annette Joseph MBE – Diverse & Equal, based in Leeds
- Jane Atkinson CBE – Enfinium UK Ltd, based in Wakefield
- Lisa Johnson – Starship Technologies, based in Leeds
- Natalie Sykes – James Wilby Ltd, based in Wakefield
- Sherin Matthew – AI Tech Ltd, based in Leeds

Officers confirmed that the recruitment and appointment of the Mayor's business advisor would continue throughout the summer.

The Mayor also advised that the following existing private sector members had successfully applied to become members of the Board:

- Fara Butt
- Nicky Chance-Thompson
- Asma Iqbal

Resolved:

(i) That the update provided on the recruitment of members to the LEP Board be noted.

(ii) That the appointment of the members proposed by the Appointments Panel be made by the Mayor and Chief Executive in line with the delegation of the LEP Board.

30. Minutes for Information

Resolved: That the minutes and notes of the Combined Authority's committees and panels be noted.



Report to: Combined Authority

Date: 07 September 2023

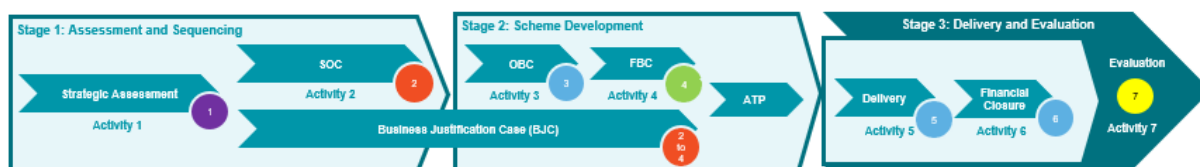
Subject: Project Approvals - Investment Priority 3 – Creating Great Places and Accelerated Infrastructure

Director: Liz Hunter, Director of Policing, Environment & Place

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 projects under Investment Priority 3 – Creating Great Places and Accelerated Infrastructure, within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



1.2 The recommendations can be found in Section 12 of this report.

2 Report

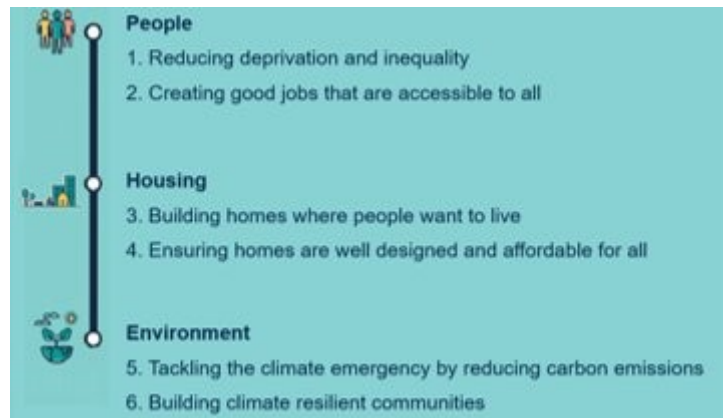
2.1 This report presents proposals for the progression of schemes through the Combined Authority’s assurance process in line with the Combined Authority’s Assurance Framework. Further details on the schemes summarised below can be found as part of this report.

3 Investment Priority 3 (IP3) - Creating Great Places and Accelerated Infrastructure

3.1 Investment Priority (IP) 3: Creating Great Places and Accelerated Infrastructure, is a broad investment priority with cross-cutting themes and is well aligned to place-making, housing, regeneration, flood risk and digital infrastructure which are key areas of activity driven by the Place Regeneration and Housing Committee, the Combined Authority and the Mayor.

3.2 The Place Narrative¹ provides a level of strategic context for what we want to achieve through investment in place-based activity and the IP3 Portfolio. The Narrative identifies six cross-cutting place-based challenges which underpin our strategic approach to infrastructure programme and delivery.

Figure 1: Place Narrative Cross-Cutting Challenges



3.3 The challenges confirm that despite a thriving economy in parts of the region, not all of our communities feel the benefits of that growth. Increasing polarisation between communities and tackling the climate emergency requires action across all parts of the economy and infrastructure delivery.

3.4 The IP3 Portfolio identifies a range of themes with potential for a significant positive impact on the priorities outlined in the West Yorkshire Investment Strategy. The IP3 Portfolio contains a suite of programmes and projects within one or more of the following themes:

- Housing and Regeneration
- Employment Land
- Spatial Priority Areas
- Flood Infrastructure
- Digital Infrastructure
- Natural Environment and Green Infrastructure
- Safer and Stronger Communities (Safer Parks)

3.5 Our proposed investments in place making, infrastructure and programme development activity aims to shape places in a way that responds to these key challenges. In developing the priorities for the IP3 Portfolio it is useful to reflect on the extent to which investments will help to tackle these challenges.

3.6 Many of the themes specifically provide support and enabling capacity to the commercial sector where there is evidence of market failure. This can be due

¹ The Narrative was produced in partnership with the Place Panel (the advisory panel that preceded Place, Regeneration and Housing Committee).

to a lack of commercial appetite/return or areas which cannot be delivered commercially for example, a public good, such as Green Infrastructure. Other themes support our public sector partners to deliver our shared objectives.

- 3.7 The Combined Authority is working to support housing delivery through a number of programmes. The West Yorkshire / Homes England Strategic Place Partnership (SPP) sets out the shared ambition of West Yorkshire Combined Authority, Homes England and the five West Yorkshire Local Authorities to contribute to the delivery of much needed new homes as part of a co-ordinated approach to the regeneration and transformation of its places. A proposed Housing Accelerator Fund will build on the predecessor Housing Pipeline Revenue Fund programme to support projects across the strategic housing pipeline to reach an investment ready position to access suitable capital funding programmes and/or secure private sector investment.
- 3.8 The Brownfield Housing Fund is an £89 million allocation of funding from Government to bring forward new housing developments on brownfield sites where a market failure has prevented development from taking place. Brownfield Housing Funding is the only fund currently the Combined Authority is utilising to deliver homes or regenerate areas of blighted brownfield. Projects which include affordable housing and/or building designs with low carbon characteristics have been prioritised where possible.

Scheme summaries

<p>Brownfield Housing Fund (BHF) Points Cross Phase 2</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will develop 183 apartments in the Hunslet area of Leeds City Centre.</p> <p>The scheme will be delivered through the Brownfield Housing Fund.</p> <p><u>Impact</u></p> <p>The 183 high quality and energy efficient homes consist of social rent (114) and affordable shared ownership (69).</p> <p>The development will deliver 10% on site renewable energy and will have other renewable technologies installed such as high efficiency heat recovery ventilation systems included in the development (to improve carbon performance and reduce end user energy costs), 17 electric vehicle (EV) charging points in the underground car park, and energy efficient LED light fittings in all dwellings.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 1.3:1. This is categorised as acceptable value for money.</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>Total value of the scheme - £63,836,869</p> <p>Total value of Combined Authority funding - £3,000,000</p> <p>Funding recommendation sought - £3,000,000.</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Brownfield Housing Fund (BHF) - Sky Gardens</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will develop 306 one, two and three bedroom apartment homes for rent in Leeds.</p> <p>The scheme will be delivered through the Brownfield Housing Fund.</p> <p><u>Impact</u></p> <p>The scheme responds to the climate emergency through its low carbon design, which incorporates a solar heating element and use of natural ventilation. 312 secure cycle spaces and a car club will be provided.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.</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>Total value of the scheme - £72,510,719</p> <p>Total value of Combined Authority funding - £2,850,000</p> <p>Funding recommendation sought - £2,850,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Brownfield Housing Fund (BHF) – Water Lane</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will develop 375 apartment homes for rent of which 5% will be affordable.</p> <p>The scheme will be delivered through the Brownfield Housing Fund.</p> <p><u>Impact</u></p> <p>The scheme impacts will include provision of 19 affordable homes. It will respond to the climate emergency by its low carbon design features that include fully electric power, smart heating systems, low energy lighting and use of natural ventilation. The design also includes 220 secure cycle spaces and 46 parking spaces with electric charging points.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.</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>Total value of the scheme - £89,955,633</p> <p>Total value of Combined Authority funding - £4,600,000</p> <p>Funding recommendation sought - £4,600,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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3.9 Since the Combined Authority's meeting on 27 July 2023, no decision points or change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Place, Regeneration and Housing Committee.

4 Information

4.1 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.

4.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

Projects in Stage 1: Assessment and Sequencing

- 4.3 There are no schemes to review at this stage.

Projects in Stage 2: Scheme development

Project Title	Brownfield Housing Fund (BHF) - Points Cross Phase 2
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.4 This scheme will be funded from the Brownfield Housing Fund (BHF). This is a £89 million fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face for example, making former industrial land safe.
- 4.5 The site and land were acquired by The Guinness Partnership in November 2018 and is currently partially vacant. The site was previously used as a car sales and repair garage but is now being developed as part of the wider Points Cross development stages.
- 4.6 This scheme will deliver a sustainable building comprising of 183 affordable residential apartments which will be a mix of shared ownership (69) and social rented (114) located on the outskirts of Leeds City Centre. The development will comprise of 91 x one-bedroom apartments, 56 x two-bedroom apartments, 27 three-bedroom apartments and 9 x three-bedroomed town houses.
- 4.7 Phase 2 includes the construction of the underground car parking facility, which will have 45 spaces at basement level and 10 car parking spaces at ground floor level. The underground car park will include 17 EV charging points with associated infrastructure for more to be added at a later date). The

development also includes 559sqm of commercial space, gardens, and landscaping.

- 4.8 The scheme will be developed by The Guinness Partnership Limited (TGP) who specialise in housing developments, and who have a commitment within their strategy (2025) to deliver 5,500 new homes by March 2025 within key local authorities.
- 4.9 The scheme objectives are:
- To develop Phase 2 (0.68ha) of a large (2.64 hectare) brownfield scheme on the edge of Leeds City Centre which maximises opportunities to recycle previously developed land for the district by 2028.
 - To deliver a residential development by December 2025 on previously used sites to allow the north and south halves of Leeds City Centre to be more effectively integrated and better connected, in line with Leeds Local Plan Policy CC2: City Centre South.
 - To deliver 183 affordable residential homes by December 2025 contributing to The Guinness Partnerships' Homes England delivery targets and contributing to delivering housing to combat wider national housing shortage, significantly contributing to Leeds City Council's affordable housing need of 1230 homes per year across the city.
 - To unlock private sector investment and Homes England grant funding by December 2025.
 - To provide 559sqm of commercial space by December 2025 at ground floor as part of this Phase 2 development, providing new employment opportunities.
 - The delivery of the scheme will provide five full time jobs and 12 apprenticeships during the construction phase of the development.
 - To unlock local investment of 15% of contract spend to be with local businesses and small and medium sized enterprises (SME's) (20-mile radius of site).
- 4.10 The Points Cross development has already undertaken work contributing significantly to social value impact and benefits being created outside of contractual obligations as part of the first phase it brought forward. For example, a strong partnering relationship with local colleges, particularly Leeds College of Building, which is adjacent to the site, has been established. Students are involved in the development through work experience throughout the construction phase, as well as 12 apprenticeships at varying levels being provided. The developer has also held engagement learning sessions with large numbers of staff and students, used the local colleges for catering for these sessions, and donated any leftover food to St George's Crypt.
- 4.11 The scheme is requesting £3,000,000 of grant funding from the Combined Authority Brownfield Housing Fund. The total scheme cost is £63,836,869 with £24,032,000 funded from Homes England Social Housing Grant funding and the remainder from The Guinness Partnership.

- 4.12 The scheme contributes to the West Yorkshire Mayor's pledges to 'build 5000 sustainable homes' and 'support local businesses and be a champion for the regional economy'. The homes will be highly sustainable and energy efficient. Providing quality homes for shared ownership and social rent within this area of the South Bank will serve to support high demand for affordable housing in one of the most disadvantaged wards in Leeds and boost and support local businesses and city centre workers.
- 4.13 A summary of the scheme's business case and location map is included in **Appendix 1**.

Tackling the Climate Emergency Implications

- 4.14 The scheme has been designed to achieve 10% on site renewable energy as required by Leeds City Council. The scheme also includes:
- The heating system will be fully electric.
 - High efficiency heat recovery ventilation systems throughout the development to improve carbon performance and reduce end user energy costs.
 - 17 electric car charging points will be installed in Phase 2 of the development, along with the underground infrastructure to add further charging points at a later date.
 - All dwellings have been designed with energy efficient LED light fittings. The communal areas of the development have movement activated lighting controls to aid the reduction in energy use.
- 4.15 A full Carbon Impact Assessment (CIA) has been completed for the scheme.

Outputs and Benefits

- 4.16 The scheme outputs and benefits include:
- To meet local and national housing need through contributing 183 new homes in the South Bank area of Leeds City Centre, started on site by 2025.
 - Phase 2 will remediate 0.68 hectares of brownfield land (total scheme is 2.64 hectares) by 2028.
 - Creation of 12 apprenticeships during the construction of the development.
 - Creation of five full time jobs during the construction of the development.
 - Provide 17 electric vehicle (EV) charging points and the infrastructure for more to be added at a later date.
 - 45 car parking spaces will be built in the underground car park with 10 spaces being available at a ground floor level.
 - 15% contract spend to be with local businesses supporting SMEs.

- 4.17 The value for money assessment reflects a benefit cost ratio (BCR) of 1.3:1. This is categorised as acceptable value for money.

Inclusive Growth Implications

- 4.18 The scheme inclusive growth implications include:
- The Points Cross scheme supports the Inclusive Growth Strategy by increasing the attractiveness of the city centre to draw investment. It is particularly important in unlocking land to allow the provision of affordable homes within one of the most deprived wards in Leeds.

Equality and Diversity Implications

- 4.19 A Stage 2 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.
- 4.20 Physical disability has been considered as part of the planning process for the scheme. The scheme will provide homes to a standard which provides a higher level of accessibility and adaptability than standard housing.

Risks

- 4.21 The scheme risks include:
- Non-compliance with building control, building regulator and warranty provider - Points Cross Phase 2 is within scope of the Building Safety Regulator. The implementation of the Building Safety Act to ensure compliance is still uncertain due to the Act not being finalised at present. Mitigation is to have included measures that exceed what is expected under the existing regulations.
 - Permanent closure of Chadwick Street highway – The temporary highway closure of Chadwick Street in place until February 2024. Permanent ‘stopping up’ court order is being progressed by Leeds City Council (LCC). Mitigation is TGP to continue to monitor the application by Leeds City Council.
 - The start on site date is delayed - This will be mitigated by the programme being reviewed each week at a meeting with mitigation measures agreed. The programme has been updated to reflect the value engineering exercise, tender review, and analysis period.

Costs

- 4.22 The total scheme costs are £63,836,869.
- 4.23 The Combined Authority’s contribution is £3,000,000 from the Brownfield Housing Fund. The remaining funding is £24,032,000 from Homes England Social Housing Grant funding and the remainder from The Guinness Partnership Limited.
- 4.24 All funding has been secured.

- 4.25 The Combined Authority will need to enter into a funding agreement with The Guinness Partnership for expenditure of up to £3,000,000 from the Brownfield Housing Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/12/2025

Other Key Timescales

- Start on site (mobilisation) – July 2023
- Substructure – November 2023
- Roofing and waterproofing – January 2025
- Completion on site – December 2025

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within +6 months of those outlined in this report.</p> <p>Outputs and benefits remain within -10% of those outlined in this report.</p>

Appraisal Summary

- 4.26 The scheme has clear alignment to local and regional and national policies, strategies, aims and priorities and will contribute to Leeds City Council's local plans (specifically ambitions for the South Bank Regeneration), and the Combined Authority's Strategic Economic Framework (SEF) and Mayor's pledges to build more sustainable homes and champion the local economy.
- 4.27 The land/site was acquired by The Guinness Partnership in November 2018, with the planning application being approved on 20 November 2018. A non-material amendment planning revision has been submitted to Leeds City Council and approval of this is outstanding but expected to be in place in time for the delivery of the scheme.

- 4.28 Market demand appears clear and evidenced and being in one of the wards with highest deprivation in Leeds, new social rented and affordable homes are in strong demand.
- 4.29 The BCR is 1.3:1 which is categorised as acceptable value for money for the BHF programme.

Recommendations

- 4.30 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The Points Cross Phase 2 scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £3,000,000. The total scheme value is £63,836,839.
 - (iii) The Combined Authority enters into a funding agreement with The Guinness Partnership for expenditure of up to £3,000,000.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Brownfield Housing Fund (BHF) – Sky Gardens
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.31 This scheme will be funded from Brownfield Housing Fund (BHF). This is a £89 million fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face, for example, making former industrial land safe.
- 4.32 The Sky Gardens development is on a compact site within 15 minutes walking distance of Leeds City Centre. The historic site previously operated as Midland Mills which closed in 1982, and the Grade II listed mill buildings remain on the site and will be incorporated in the new development, along with the new build tower.
- 4.33 The scheme will provide 306 one, two and three bedroomed apartments for rent accommodated in part within the restored Midland Mill buildings and in a new 33 storey tower designed to complement the heritage buildings and the city skyline. Within the scheme, there is communal amenity space for use by all residents and ground floor business space is being created for retail and commercial use.
- 4.34 The business space is intended for rent by retail or commercial businesses, which could create up to 20 jobs at the site.
- 4.35 Through the statutory planning process, none of the flats in the scheme will be offered on an affordable rent but the developer is contributing £1,626,214 to Leeds City Council to support the development of affordable homes in the city.
- 4.36 The scheme was originally granted full planning consent in 2019 and this was renewed in August 2022. The project is currently developed to the construction

industry RIBA stage 3+ and will be developed to RIBA 4 and be ready to start on site by late August 2023.

- 4.37 A summary of the scheme's business case and location map is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 4.38 The scheme will incorporate 312 cycle parking spaces with 70 bicycles provided for use by residents. A car club will also be established.
- 4.39 The scheme will benefit from roof mounted solar photovoltaics panels, low carbon air source heat pumps, low energy lighting with energy saving controls.
- 4.40 The development design uses 'fabric first' insulation standards for walls, roofs and floors and reduced heat loss through glazing that exceeds current building regulations.

Outputs and Benefits

- 4.41 The scheme outputs and benefits include:
- Development of a brownfield site, inactive since 1982, that includes the historic Grade II listed Midland Mills buildings.
 - 306 high quality one, two and three bedroom apartments will be spread across Midland Mill and 32 floors of the new iconic 33-floor Midland Tower, providing homes with capacity for up to 600 people. Residents will be 15 minutes' walk from City Square, promoting walking, cycling and access to first rate public transport.
 - Communal amenity space will include concierge desk in reception, lounge, gym, and storage for 312 cycle storage spaces with 70 bicycles provided for residents.
 - Business space on the ground floor of 363m² for retail or commercial uses.
 - External amenity space to include Leeds Car Club parking spaces for cars that can be rented by the hour.
 - An accessible rooftop garden with 'green wall' wind mitigations and landscape planting space of 1,639m² that will enhance biodiversity.
 - Subject to the business space being fully let, potential for up to 20 full time jobs.
 - The scheme will contribute to and complement the existing developments in the Holbeck area that are delivering to the local plan, celebrating its industrial heritage, and creating a new city centre community. It will sustain investor confidence for future developments including at the adjacent Water Lane development.
- 4.42 The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.

Inclusive Growth Implications

4.43 The scheme inclusive growth implications include:

- A commuted sum payment from the developer of £1,626,214 has been agreed as part of the planning consent to contribute to affordable homes locally.
- There is a commitment to create commercial premises on the ground and up to 20 jobs, subject to attracting commercial/retail tenants.

Equality and Diversity Implications

4.44 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.

4.45 All homes meet the nationally described space standards and in the tower block are fully accessible by the three lifts provided, although apartments in the converted mill buildings have stairs only.

4.46 The developer is committing to 'quality inclusive amenities available to all residents, to build a strong sense of community.'

Risks

4.47 The scheme risks include:

- Price of construction rises due to increase in material or labour costs due to inflation or shortages caused by war or climate or other unknown factors. This risk is to be transferred to the main contractor in a fixed price contract.
- On site delays causing the scheme to run over programme. This is mitigated by the developer including financial penalties in the contract with the main contractor for the construction. Also appointing a project manager consultancy to continuously facilitate progress to plan between the delivery partners and consultants engaged in the delivery. This will include managing change and risk.
- Not reaching an agreement with Network Rail to permit work on site next to the railway. This and other consents will be checked as part of due diligence to be carried by the BHF team or will be a condition in the grant agreement is signed.

Costs

4.48 The total scheme costs are £72,510,719.

- The Combined Authority's contribution is £2,850,000 from the Brownfield Housing Fund.
- The remaining funding is from the private sector developer.
- The Combined Authority will need to enter into a funding agreement with CityLife Holdings 6 Limited for expenditure of up to £2,850,000 from the Brownfield Housing Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	20/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	July 2026

Other Key Timescales

- Sky Garden Tower – Start on site October 2023
- Midland Mill – Start on site January 2024
- Midland Mill – Completion on site June 2025
- Sky Garden Tower – Completion on site May 2026

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within +6 months of those outlined in this report.</p> <p>Outputs and benefits remain within -10% of those outlined in this report.</p>

Appraisal Summary

- 4.49 There is a clear strategic need for this scheme as it contributes a substantial number of homes to the Mayoral pledge to build 5,000 homes and contributes towards a large number of housing units (306) in the wider Leeds City Centre. The scheme will also redevelop a Grade 2 listed Midland Mill building which has been vacant since 1982.
- 4.50 The scheme is adopting a robust procurement strategy to assure value for money in the selection of the main contractor to whom the risk of cost increases during construction will be transferred. The developer has experience in developing similar schemes and full planning permission is in place for delivery.
- 4.51 There are numerous low carbon measures incorporated into the design such as solar heating, solar photovoltaics panels and high-quality glazing.

Recommendations

- 4.52 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The Sky Gardens BHF scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £2,850,000. The total scheme value is £72,510,719.
 - (iii) The Combined Authority enters into a funding agreement with CityLife Holdings 6 Limited for expenditure of up to £2,850,000.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Brownfield Housing Fund (BHF) – Water Lane
Stage	2 (scheme development)
Decision Point	4 (full business case)

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

Background

- 4.53 This scheme will be funded from the Brownfield Housing Fund (BHF). This is a £89 million fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region to be started on site by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face, for example, making former industrial land safe.
- 4.54 The Water Lane development is on a 0.67-hectare brownfield site within 15 minutes walking distance of Leeds City Centre that is currently used as an ad hoc informal car park by commuters. The historic site previously accommodated an industrial mill dating from the 18-century adjacent to the railway. The Water Lane site is adjacent to the Midland Mills site which also has ambitious redevelopment plans that this current scheme will complement. The scheme will be developed by McLaren Living.
- 4.55 The scheme includes a medium high-rise block to 25 floors offering 375 build to rent homes including a 5% affordable element made up of 19 affordable three bedrooomed apartments. The development includes provision of amenity space which includes landscaped outside space. A gym is also included as part of communal amenity space.
- 4.56 The building is designed to have a low carbon footprint in operation as it is orientated to the sun to achieve maximum solar gain, has natural ventilation and smart heating systems that will enable tenants to see and control their energy use in real time. The scheme will have low energy lighting throughout and water meters. The scheme will also promote sustainable travel and lifestyles as it is merely 15 minutes on foot from City Square and the train station. The scheme includes substantial secure cycle storage for 220 bicycles in the interior amenities and only 46 parking spaces that can be rented, all equipped with electric charging points.

- 4.57 The developer, as a planning condition, is contributing £355,463 to highways improvements for pedestrians and cyclists' facilities that will benefit access to the scheme and the local community.
- 4.58 The scheme has full planning permission and is fully developed to the construction industry RIBA stage 4, meaning it is ready to start on site once funding is in place.
- 4.59 The scheme delivers to the Mayor's pledge of building 5,000 homes including affordable homes by creating 375 new homes of which 19 are affordable and intended for families. The scheme also contributes 13 new jobs towards the Mayor's pledge of creating 1,000 jobs and the Strategic Economic Framework's aim of boosting productivity. Inclusive growth is addressed by the provision of the affordable homes and tackling the climate emergency by the low carbon measures.
- 4.60 A summary of the scheme's business case and location map is included in **Appendix 3**.

Tackling the Climate Emergency Implications

- 4.61 The building will be developed to a high quality and low carbon design on a disused city centre brownfield site close to jobs, education, and public transport.
- 4.62 The building design will be fully electric, orientated to maximise solar gain, efficient glazing, and energy efficient lighting. Natural ventilation and smart energy management systems, enabling residents to monitor and manage their energy use, will be implemented.
- 4.63 Infrastructure on site will provide 220 secure cycle spaces, 46 car parking spaces, and a gym for residents onsite. All parking spaces will have electric vehicle charging.
- 4.64 Section 106 funding agreed as part of planning conditions will invest £355,463 in highways infrastructure improvement for pedestrians and cyclists in the area and those accessing the scheme promoting more active travel.
- 4.65 Operational carbon, which is the carbon emissions associated with the use of the building, will be low because of the design that ensures good light levels, with building orientation designed to maximise free solar gain. The building will be fully electric and use smart energy management systems enabling residents to monitor and manage their energy and water use.

Outputs and Benefits

- 4.66 The scheme outputs and benefits include:
- 375 city centre homes to rent that meet or exceed national standards for internal space.
 - 13 full time permanent jobs in facilities management and services will be provided by the funder/operator.

- 19 affordable homes with three bedrooms for families.
- 220 secure cycle spaces.
- 46 car parking spaces all with electric charging points and two Leeds Car Club parking spaces for rental of shared vehicles on an hourly basis.
- Remediation of a 0.67 hectares (1.5 acres) brownfield site.
- Creating 650m² of internal amenity space including a gym and 886m² of external gardens.
- The scheme's benefit cost ratio is 1.8:1 which demonstrates satisfactory value for money for the grant invested and this may rise on reappraisal when the final costs are known with the selection of the main contractor in September 2023.
- During construction from 2023-26, the applicant will ensure seven apprenticeships are supported.
- During construction from 2023-26, 134 construction jobs will be created, with the aim of 50% to be with sub-contractors from Leeds or wider West Yorkshire area.

4.67 The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.

Inclusive Growth Implications

4.68 The scheme inclusive growth implications include:

- The scheme will provide city centre accommodation to address historic undersupply to house people within 15 minutes' walk of the city centre amenities, jobs, and national public transport hubs for example Leeds Railway Station.
- Accommodation is in short supply in Leeds and the scheme will provide 19 affordable three-bedroom homes.

Equality and Diversity Implications

4.69 An Equality Impact Assessment has been submitted for this scheme.

4.70 The scheme will be fully accessible on all floors with the provision of six lifts at the site.

Risks

4.71 The scheme risks include:

- Significant construction cost inflation over the last two years has impacted upon the overall viability of the development. The risk to increase costs remains but is being mitigated by putting in place a fixed price contract with the main contractor. Also, any costs for any future design changes will be met by the future funder.

Costs

- 4.72 The total scheme costs are £89,955,633.
- 4.73 The Combined Authority's contribution is £4,600,000 from the Brownfield Housing Fund. The remaining funding is from the developer.
- 4.74 The Combined Authority will need to enter into a funding agreement with McLaren Living for expenditure of up to £4,600,000 from the Brownfield Housing Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/09/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	28/11/2026

Other Key Timescales

- Award build contract to main contractor - September 2023.
- Select future funder/owner - October 2023.
- Deadline for site purchase - October 2023.
- Start on Site - October 2023
- Practical completion on site - October 2026.

Assurance Tolerances

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

Appraisal Summary

- 4.75 There is a strong strategic recognition both nationally and locally in the Holbeck area of Leeds of the need for provision of high-quality low carbon housing, including an affordable element, to respond to city centre population growth as evidenced in the latest census. The under supply of rented homes

in the city centre has been validated by an independent review of the state of the rental market in Leeds.

- 4.76 The initial benefit cost ratio of delivering the preferred scheme on this site is 1.8:1 and this could rise to 2.2 according to the adjusted assessment. In terms of procurement the main contractor is being selected through a competitive tendering process which will assure best value. The final costs will also be known in September when the main contractor is appointed, and a renewed economic appraisal will then take place by the BHF Team.
- 4.77 Full planning consent for the scheme is granted and the management structure is in place to deliver the scheme including experienced private partners responsible for development project delivery including fire regulations and wind appraisal for high rise buildings.
- 4.78 A Stage 2 Carbon Impact Assessment will be required when approval to proceed is sought.

Recommendations

- 4.79 The Combined Authority subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The BHF Water Lane scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £4,600,000. The total scheme value is £89,955,633.
 - (iii) The Combined Authority enters into a funding agreement with McLaren Living for expenditure of up to £4,600,000.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

4.80 There are no schemes to review at this stage.

5 Tackling the Climate Emergency implications

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

6 Inclusive Growth implications

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

7 Equality and Diversity implications

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

8 Financial implications

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

9 Legal implications

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

10 Staffing implications

10.1 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.

11 External consultees

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

12 Recommendations (Summary)

Brownfield Housing Fund (BHF) Points Cross Phase 2

12.1 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:

(i) The Points Cross Phase 2 scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).

(ii) Approval to the Combined Authority's contribution of £3,000,000. The total scheme value is £63,836,839.

- (iii) The Combined Authority enters into a funding agreement with The Guinness Partnership for expenditure of up to £3,000,000.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Brownfield Housing Fund (BHF) - Sky Gardens

12.2 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:

- (i) The Sky Gardens BHF scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £2,850,000. The total scheme value is £72,510,719.
- (iii) The Combined Authority enters into a funding agreement with CityLife Holdings 6 Limited for expenditure of up to £2,850,000.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Brownfield Housing Fund (BHF) – Water Lane

12.3 The Combined Authority subject to the conditions set by the Programme Appraisal Team, approves that:

- (i) The BHF Water Lane scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £4,600,000. The total scheme value is £89,955,633.
- (iii) The Combined Authority enters into a funding agreement with McLaren Living for expenditure of up to £4,600,000.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

13 Background Documents

13.1 None as part of this report.

14 Appendices

Appendix 1 - Brownfield Housing Fund (BHF) Points Cross Phase 2 – Business Case Summary

Appendix 2 - Brownfield Housing Fund (BHF) - Sky Gardens - Business Case Summary

Appendix 3 - Brownfield Housing Fund (BHF) – Water Lane - Business Case Summary

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Project Overview

Project Title	BHF Points Cross Phase 2
Main Funding Programme	Brownfield Housing Fund
Sub Funding Programme (if applicable)	N/A
Current Forecast Project cost	£63,836,869
Funding Applied for from the Combined Authority now	£3,000,000

Scheme description

This scheme will develop an 11-storey apartment building, comprising of 183 high quality and energy efficient social rent (114) and affordable shared ownership (69) apartments. It will include a basement-level car park, communal gardens and 559sqm of ground floor commercial space in the South Bank area of Leeds City Centre.

The scheme contributes towards the West Yorkshire Mayor's pledges to 'build 5,000 sustainable homes' and 'support local businesses and be a champion for the regional economy'.

Business Case Summary

Strategic Case

The scheme is a new build apartment development situated in the outskirts of Leeds City Centre (South Bank) being led by housing development specialists and charitable organisation The Guinness Partnership Limited.

The scheme is phase 2 of a wider programme. This scheme will facilitate the development of the site for 183 new high-quality and energy efficient homes for social rent (114) and shared ownership (69). The development will comprise of 91 x 1-bedroom apartments, 56 x 2-bedroom apartments, 27 3-bedroom apartments and 9 x 3-bedroomed town houses. The scheme will also deliver 559sqm of commercial space, underground car parking (including 17 electrical vehicle parking spaces with the development and more to be added at a later date), landscaping and gardens.

The development of the site will unlock derelict brownfield land to help deliver ambitious housing plans and contribute towards much-needed social housing in an area which has high levels of demand. Points Cross Phase 2 is located in the Southbank Regeneration and innovation district of Leeds, an emerging housing location with good transport links and a short walk to the city centre.

The scheme closely aligns to the Combined Authority's Strategic Economic Framework, particularly priority 4 Infrastructure for Growth and the Mayor's pledges to 'build 5000 sustainable homes' and 'support local businesses and be a champion for the regional economy'.

Economic Case

The value for money assessment reflects a benefit cost ratio (BCR) of 1.3:1. This is categorised as acceptable value for money.

Commercial Case

The tender approach throughout has been open-book (including all fees, costs, and allowances) as a design and build contract.

Financial Case

The total scheme costs are £63,836,869.

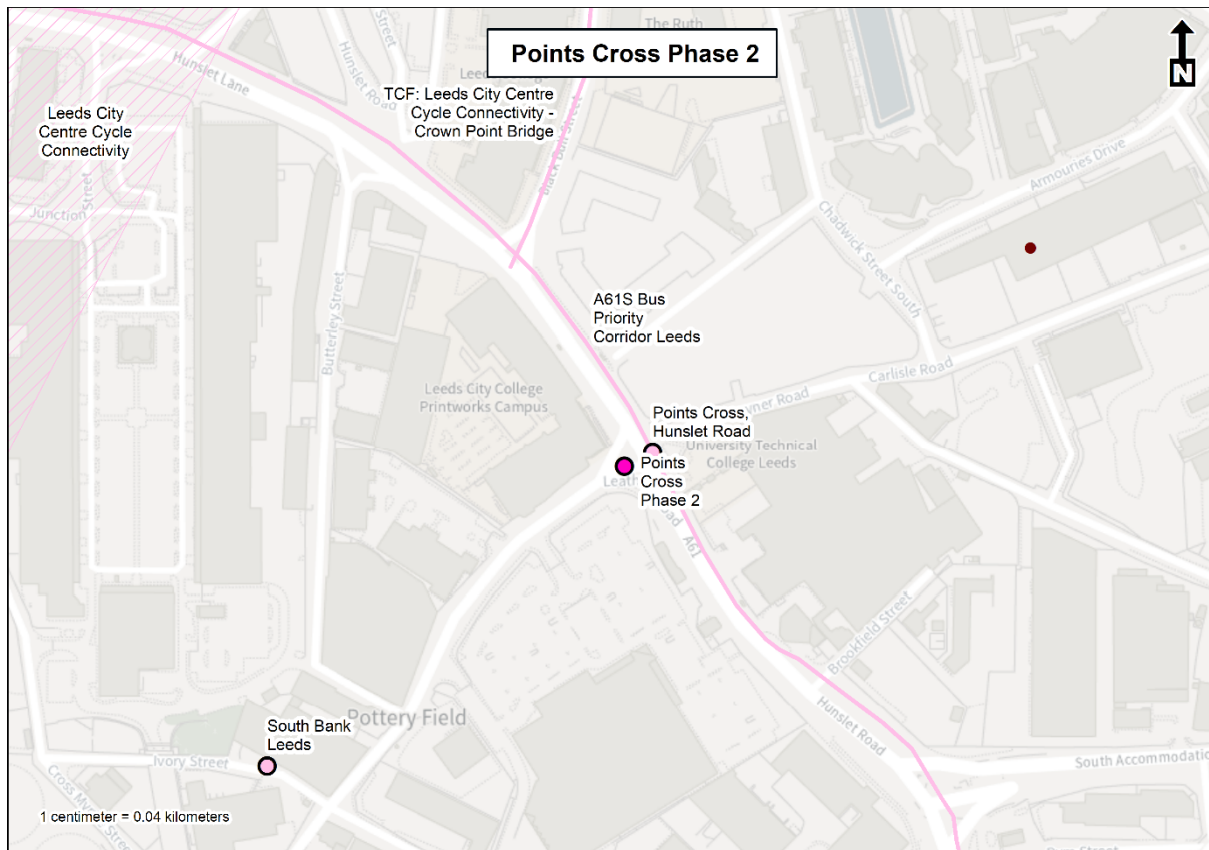
The Combined Authority's contribution is £3,000,000 from the Brownfield Housing Fund. The remaining funding is £24,032,000 from Homes England Social Housing Grant funding and the remainder from The Guinness Partnership Limited

Management Case

The scheme aims to start site mobilisation in July 2023 and start building the substructure in November 2023. The scheme will be completed by December 2025.

Location Map

The following map shows the location of the BHF Points Cross Phase 2 scheme



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

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

Project Overview

Project Title	BHF Sky Gardens
Main Funding Programme	Brownfield Housing Fund
Sub Funding Programme (if applicable)	N/A
Current Forecast Project cost	£72,510,719
Funding Applied for from the Combined Authority now	£2,850,000
Private sector funding amounts and sources	£69,660,719

Scheme description

The Sky Gardens development is on a compact site within 15 minutes walking distance of Leeds City Centre. The historic site previously operated as Midland Mills which closed in 1982, and the Grade II listed mill buildings remain on the site and will be incorporated in the new development, along with the new build tower.

The scheme will provide 306 one, two and three bedroomed apartments for rent accommodated in part within the restored Midland Mill buildings and in a new 33 storey tower designed to complement the heritage buildings and the city skyline. Within the scheme, there is communal amenity space for use by all residents and ground floor business space is being created for retail and commercial use.

The Sky Gardens development will develop a 0.4 hectare brownfield site incorporating the Grade II listed Midland Mill buildings in Leeds. The site is a 15-minute walk from City Square and will provide 306 apartment homes for purchase. The scheme helps deliver the Mayoral pledge to create 5,000 homes and to the Strategic Economic Framework by boosting productivity with the potential to create up to 20 jobs in the commercial space on the ground floor. The development requires grant funding to overcome the inability of the property financing market to fully fund development on this site.

As well as homes with capacity for up to 600 residents, the scheme impacts will include provision of a £1,626,214 commuted sum to support the development of affordable homes locally. The commercial space on the ground floor has potential to support up to 20 full time jobs. The scheme responds to the climate emergency by being car-free, while its low carbon design incorporates a solar heating element and use of natural ventilation. A total of 312 secure cycle spaces are provided.

Business Case Summary

Strategic Case

This scheme is aligned to the Mayor's pledge on delivering 5,000 homes and the Combined Authority's and Leeds City Council's joint strategic aims of providing high quality, sustainable homes where they are needed, close to employment and further education.

Through the statutory planning process, none of the flats in the scheme will be offered on an affordable rent, the developer is contributing £1,626,214 to Leeds City Council to support the development of affordable homes in the city.

Subject to the business space being fully let, potential for up to 20 full time jobs.

The scheme will contribute to and complement the existing developments in the Holbeck area that are delivering to the local plan, celebrating its industrial heritage, and creating a new city centre community. It will sustain investor confidence for future developments including at the adjacent Water Lane development.

Making the site economically active again will increase land values in the area and encourage further development.

The scheme addresses the undersupply of homes for sale in Leeds. The 2021 census demonstrated the growing number of 24-34-year-olds living in the city and how many graduates from the region's universities are staying locally.

Economic Case

The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.

Commercial Case

A competitive procurement was used to procure the main contractor to construct the scheme.

Financial Case

The total scheme costs are £72,510,719.

The Combined Authority's contribution is £2,850,000 from the Brownfield Housing Fund.

The remaining funding is from the private sector developer.

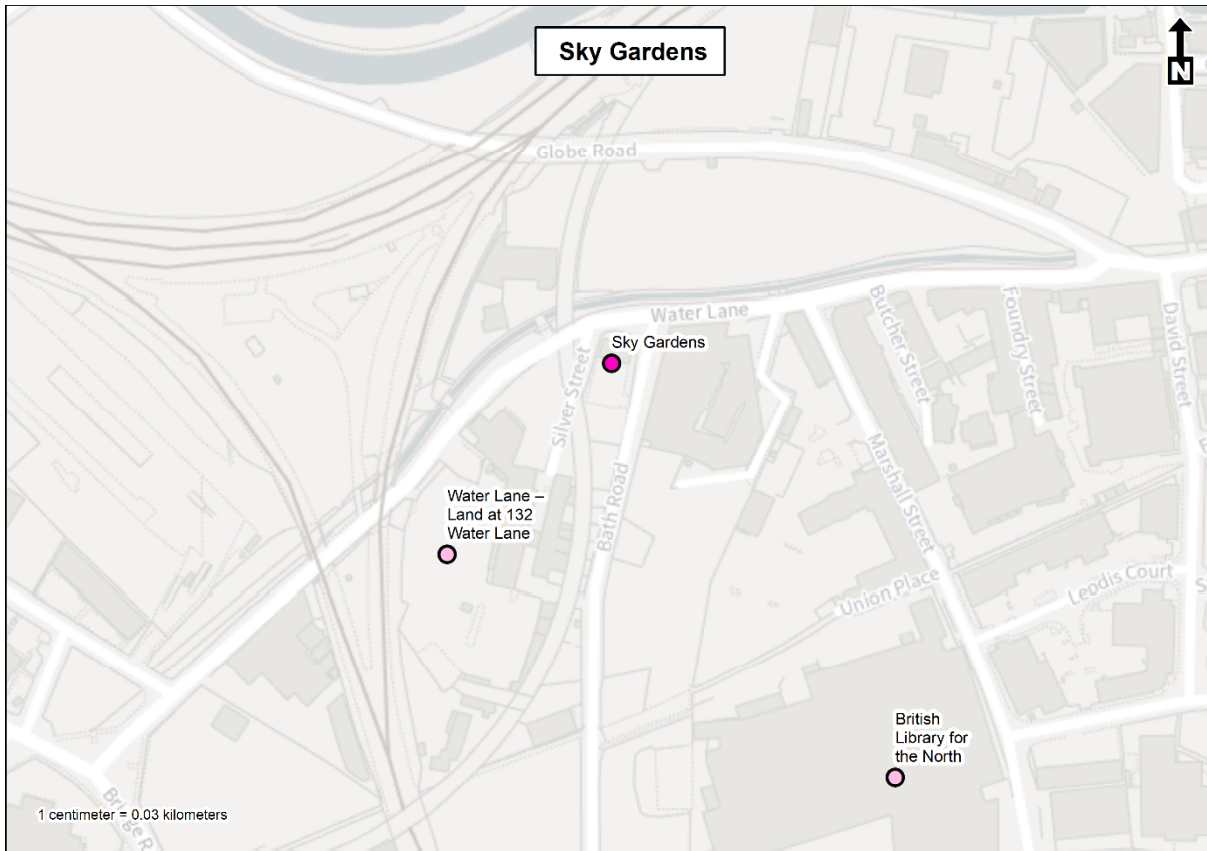
Management Case

Full planning permission is in place for the scheme. The scheme design is complete.

There is a project management consultancy in place, working with the developer to support the build process.

Location Map

The following map shows the location of the BHF Sky Gardens scheme.



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

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

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Project Overview

Project Title	BHF Water Lane
Main Funding Programme	Brownfield Housing Fund
Current Forecast Project cost	£89,955,633
Funding Applied for from the Combined Authority	£4,600,000
Private sector funding amounts and sources	£85,355,633

Scheme Description

The Water Lane development is on a 0.67-hectare brownfield site within 15 minutes walking distance of Leeds City Centre that is currently used as an ad hoc informal car park by commuters. The historic site previously accommodated an industrial mill dating from the 18-century adjacent to the railway. The Water Lane site is adjacent to the Midland Mills site which also has ambitious redevelopment plans that this current scheme will complement. The scheme will be developed by McLaren Living.

The scheme includes a medium high-rise block to 25 floors offering 375 build to rent homes including a 5% affordable element made up of 19 affordable three bedrooomed apartments. The development includes provision of amenity space which includes landscaped outside space. A gym is also included as part of communal amenity space.

Business Case Summary

Strategic Case

The strategic case for investment is clear and aligned to the Combined Authority's strategic aims of providing high quality sustainable housing where it is needed in the city centre, close to jobs, education, retail, leisure and other facilities. The site to be developed is a 0.67-hectare brownfield site currently used as an informal car park by commuters.

The site is within 15 minutes walking distance of national transport connections at Leeds Rail Station. and has the potential to be home to over 1,500 people in its 375 apartments.

A mill previously on the site was levelled ten years ago, so the main strategic driver is to let the site make an economic contribution through redevelopment. The second strategic driver is addressing the undersupply of rental homes in Leeds, evidenced through an independent report on the current and rising demand for rental homes including from the growing number of 24–34-year-olds living in the city, and the increasing number of graduates staying locally.

There is a strategic priority to provide affordable homes and this scheme will provide 19 affordable rented homes for families in three bedrooomed flats as part of a mixed community development.

Economic Case

The value for money assessment reflects a benefit cost ratio (BCR) of 2.2:1. This is categorised as good value for money.

Commercial Case

A competitive procurement process is being undertaken to procure the main contractor to build the housing scheme. The outcome of this is expected by the early autumn 2023.

Sub-contractors will then be put in place and at least half of them will be from within the Leeds City Region making jobs available at the site during its three-year construction period. Seven apprenticeships will also be supported over this period.

Financial Case

The total scheme costs are £89,955,633.

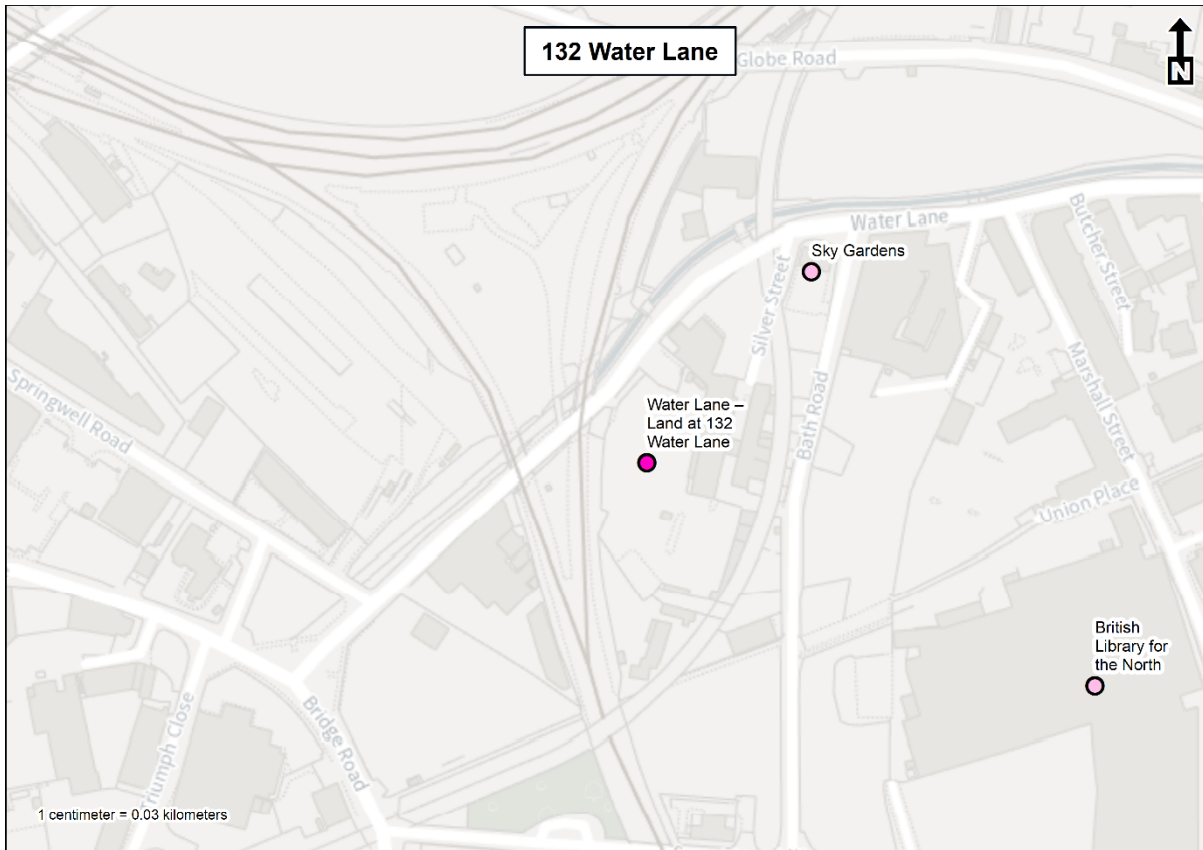
The Combined Authority's contribution is £4,600,000 from the Brownfield Housing Fund. The remaining funding is from the developer.

Management Case

Full planning permission has been in place for the scheme since October 2022. The scheme design is complete, and McLaren Living has appointed a dedicated development manager and a comprehensive team of partner organisations. These will support the effective construction of the building and meet the planning conditions and regulations, which state how the construction will be managed safely and successfully.

Location Map

The following map shows the location of the BHF Water Lane scheme.



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

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

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Report to: Combined Authority

Date: 07 September 2023

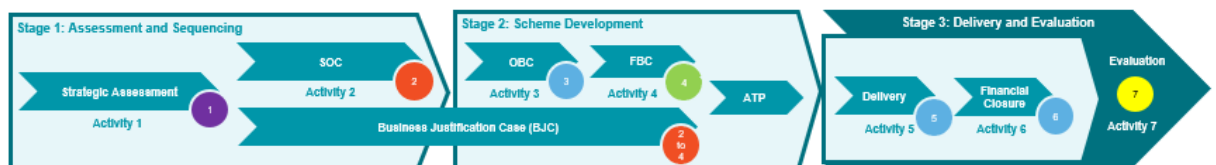
Subject: Project Approvals - Investment Priority 5 – Delivering Sustainable, Integrated, Inclusive and Affordable Transport

Director: Melanie Corcoran, Director of Transport Policy & 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 projects under Investment Priority 5 – Delivering Sustainable, Integrated, Inclusive and Affordable Transport, within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



- 1.2 The recommendations can be found in Section 12 of this report.

2 Report

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

3 Investment Priority 5 (IP5) - Delivering Sustainable, Integrated, Inclusive and Affordable Transport

- 3.1 The West Yorkshire Investment Strategy (WYIS) sets out the Investment Priorities for the period 1 April 2021 to 31 March 2024 across six areas. In each, a number of priority project / programme areas have been identified that are the focus for intervention.

3.2 Investment Priority 5 will deliver a range of programmes and schemes which focus on:

- Creating an affordable, simple, integrated, and accessible system for people to travel anywhere by public transport.
- Increasing passenger numbers on bus, rail, and future transport networks.
- Improving air quality and reduction in car dominance.
- Ensuring that people are enabled to make sustainable travel choices from housing and employment sites.
- Transforming access for communities where households have prolonged experiences of poverty, to employment opportunities and skills centres.
- Enhancements in ticketing and travel information.
- Buses being an effective and affordable mode of transport.
- Enhancing customer satisfaction with public transport.

Scheme summaries

<p>CRSTS Capacity Fund West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The government's City Region Sustainable Transport Settlement (CRSTS) programme has been designed to deliver investment in integrated cross-modal sustainable transport plans across a city region, with funding devolved to Mayors over a five-year period to deliver.</p> <p>The Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities, known as CRSTS Capacity Funding.</p> <p>The purpose of the capacity funding is to support building longer-term local transport planning and delivery capacity, which could include developing local institutional capability and potentially including formal project and programme leadership training. This funding should be used only for transport purposes, not wider priorities.</p> <p><u>Impact</u></p> <p>The Combined Authority's proposed scope of this funding and core requirements are:</p> <ul style="list-style-type: none"> • Supporting development of the pipeline of future schemes. • Developing transport policy and strategy that will help to identify schemes for the future pipeline. • Supporting development of the CRSTS 2022-27 programme and preparing for future settlement periods. • Increasing capacity and skills within the Combined Authority and partner councils. <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 5 (full business case).</p> <p>Total value of the scheme - £21,343,000</p> <p>Total value of Combined Authority funding - £21,343,000</p> <p>Funding recommendation sought - £15,586,589</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Network Management Renewals and Enhancements</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme seeks to address West Yorkshire's ageing traffic signal infrastructure and equipment. The scheme includes replacement and enhancement of traffic signals, including new signalised crossings, improved communications equipment and better bus and cycle detection technology. The scheme also includes the more rapid deployment of LED lamps in traffic signals which will reduce energy costs and lower carbon emissions.</p> <p>The scheme is to be delivered through the City Region Sustainable Transport Settlement (CRSTS).</p> <p><u>Impact</u></p> <p>Replacement of ageing traffic signal stock will reduce the risk of faults and failures which result in danger and delays to road users and affect the reliability of the transport network. Providing new crossings will remove barriers to cycling and walking and promote a shift away from car use.</p> <p>A specific benefit cost ratio (BCR) for this programme is still in development but the promoter has estimated the BCR as being High (reflecting a BCR of 2:1 or above).</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work continues on activity 5 (delivery) for the 2023/4 financial year.</p> <p>Total value of the scheme - £25,000,000</p> <p>Total value of Combined Authority funding - £25,000,000</p> <p>Funding recommendation sought - £3,966,250</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver bus-only streets, north and southbound bus lanes, junction improvements and will re-route general traffic to prioritise buses, walking, and cycling. The scheme will also deliver new pedestrian crossings, will close side roads to general traffic to prioritise cycling and walking and deliver a 1.11 kilometre segregated two-way cycle track and widened footways, making it easier and safer to travel by bike or on foot along the route.</p> <p>The scheme will be funded by the City Region Sustainable Transport Settlement (CRSTS) programme.</p> <p><u>Impact</u></p> <p>Bus improvement measures will provide quicker and more reliable bus journeys along the route, providing affordable and sustainable transport to more people. By encouraging more people to use the bus, walk, or cycle, the scheme will reduce traffic congestion levels and support an improvement in local air quality as less people use the car.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 3.23:1, this is categorised as High value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>Total value of the scheme - £20,500,000</p> <p>Total value of Combined Authority funding - £20,500,000</p> <p>Additional funding recommendation sought - £300,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>A6110 Leeds Outer Ring Road</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will be delivered in two phases. Phase 1 comprises junction signalisation at Elland Road South, including a bus bypass and a cycle route around Elland Road South and crossings. Phase 2 comprises a cycle route between Elland Road South and Elland Road North, a cycle route between Elland Road North and Junction One Retail Park and a northbound bus lane from Elland Road South to Elland Road North</p> <p>The scheme is funded by the West Yorkshire plus Transport Fund, City Region Sustainable Transport Settlement and Section 106 developer contributions. Currently only Phase 1, with total scheme costs of up to £8,761,000 is affordable within the funding available.</p> <p><u>Impact</u></p> <p>The overall scheme will reduce traffic congestion, improve bus journey times, and journey time reliability, promoting increased bus use and a shift away from cars. The scheme will also include new pedestrian crossings widened footways and a new cycling route to encourage more to travel by bike or on foot.</p> <p>The value for money assessment for the overall scheme reflects a benefit cost ratio (BCR) of 2.18:1. This is categorised as High value for money.</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 - £14,212,000</p> <p>Total value of Combined Authority funding - £7,000,000</p> <p>Funding recommendation sought - £879,000.</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>A58 Beckett Street</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme consists of a series of improvements along the A58 Beckett Street, Leeds, including new bus lanes, bus signal prioritisation, segregated cycle routes, new pedestrian crossings, widened footways, extended bus stops, and waiting areas, and landscaping.</p> <p>The scheme is funded by City Regional Sustainable Transport Settlement (CRSTS).</p> <p><u>Impact</u></p> <p>The scheme will deliver benefits to bus users and those travelling by bike or on foot along the corridor, improve bus reliability and encourage more people to travel by bus, bike or on foot rather than using a car.</p> <p>At outline business case stage, the original scheme which included York Street, had a benefit cost ratio (BCR) of 1.47:1, which represents Low Value for Money (VfM). The BCR will be recalculated at full business case for the A58 Beckett Street scheme only.</p> <p><u>Decision sought</u></p> <p>Approval to the change request to revise the scope of the scheme, to change the total scheme costs to £16,420,000 (an increase of £2,477,000), for additional development costs of £1,500,000 to progress the scheme to full business case and to extend the scheme's delivery timeframe to July 2026.</p> <p>Total value of the scheme - £16,420,000.</p> <p>Total value of Combined Authority funding - £16,420,00.</p> <p>Funding recommendation sought - £1,500,000.</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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- 3.3 Since the Combined Authority's meeting on 27 July 2023, no decision points or change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Transport Committee.

4 Information

4.1 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.

4.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

Additional Approvals –Transport Committee delegation

4.3 The high volume of schemes currently progressing through the assurance process means approval is also sought through this report, for the delegation of authority to the Transport Committee, to approve, in accordance with the Assurance Framework, the following schemes, at its meeting on 19 September. This delegation is sought to maintain programme delivery and spend targets.

<p>Leeds Healthier Streets Spaces and Communities</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will look to provide new infrastructure for cycling and walking for short local journeys in Leeds. The project will improve use and provide access to the cycling and walking infrastructure that already exists or is being planned for these areas.</p> <p>This will be funded by the City Region Sustainable Transport Settlement (CRSTS) and the expected contribution by this funding source is approximately £6,200,000.</p> <p>The scheme is seeking approval to progress through Decision Point 2 (Strategic Outline Business Case).</p> <p><u>Impact</u></p> <p>This scheme will look to:</p> <ul style="list-style-type: none"> • Increase the number of local cycling and walking journeys and reduce the need for short local journeys by car. • Improve first and last mile connections with key local destinations, transport hubs and public transport services. • Improve connections to education, employment, leisure, and housing. • Contribute to health and wellbeing by encouraging safe, accessible cycling and walking options for all sectors of the community. • Maximise the benefits of better connections into the improved core cycling and walking network infrastructure.
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	<ul style="list-style-type: none"> • Support zero-emission neighbourhood transport and contribute to improved local air quality.
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<p>LUF2 A639 Park Road</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will implement a range of interventions to the A639 Park Road corridor between Stuart Road in Pontefract and Junction 32 of the M62. It will enable the local road network to operate more efficiently by reducing congestion, improving journey times, and providing infrastructure to support modal shift towards more sustainable modes of transport.</p> <p>£570,000 of scheme development costs were funded by the Corridor Improvement Programme (CIP). Further project development and some aspects of delivery will be funded by up to £1,002,000 from the Levelling Up Fund 2</p> <p>The scheme is seeking approval to progress through decision point 3 (outline business case).</p> <p><u>Impact</u></p> <p>This scheme will look to:</p> <ul style="list-style-type: none"> • Improve bus, walking and cycling provision, leading to better access to jobs and training opportunities for residents of deprived communities. • Reduce negative noise and air quality impacts from congestion that disproportionately affects residents with poor health. • Improve journey times for general traffic on the A639. • Provide upgraded signalised crossing facilities that will provide vulnerable users with safe facilities at identified accident hotspots. • Create two new LTN1/20-compliant routes for cyclists and pedestrians with connections to other facilities.
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Recommendation

4.4 The Combined Authority approves:

- (i) Delegation of authority to the Transport Committee, to approve, in accordance with the Assurance Framework, the Leeds Healthier Streets Spaces and Communities and the LUF2 A639 Park Road schemes, at its meeting on 19 September 2023.

Projects in Stage 1: Assessment and Sequencing

Project Title	CRSTS Capacity Fund
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

- 4.5 The government's City Region Sustainable Transport Settlement (CRSTS) programme has been designed to deliver investment in integrated cross-modal sustainable transport plans across a city region, with funding devolved to Mayors over a five-year period to deliver. The Budget 2021 committed £4.2 billion for CRSTS capital settlements for Mayoral Combined Authorities, commencing in 2022/23. £830,000,000 of CRSTS capital funding was indicatively awarded to the Combined Authority. A Programme Business Case for the CRSTS programme that will be delivered through this £830,000,000 was submitted to government in January 2022.
- 4.6 Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities (MCA), known as CRSTS Capacity Funding.
- 4.7 This updated business justification case sets up out details of revised proposals for a CRSTS Capacity Fund programme, funded through government CRSTS Capacity resource funding which was initially confirmed to Mayoral Combined Authorities in 2021 and subsequent confirmations via ministerial letters and grant determinations, with £21,343,000 total funded expected up to March 2025. To date, £17,857,000 has been granted and paid to the Combined Authority.
- 4.8 A further £3,846,000 is expected in 2024/25, as confirmed in the final CRSTS confirmation letter. The final grant determination letter for this funding payment is expected March/April 2024, but the CRSTS final confirmation letter April 2022 confirmed that 2023/24 and 2024/25 funding would be half of 2022/23.
- 4.9 This updated business justification case follows approval of a strategic assessment in June 2021 and a business justification in March 2022, which

set out high level approach and context for the funding and a detailed programme, through which £5,756,411 of development and delivery funding was approved. Delivery of activities as part of this approval is underway.

- 4.10 This updated business justification case seeks approval for a programme totalling £15,586,589 of additional activity, which forms the remainder of expected CRSTS Capacity Funding, whilst setting out strengthened governance and change control processes. With the previous approval of £5,756,411 this brings the total to £21,343,000.
- 4.11 Government's CRSTS guidance sets out a brief description of the purpose of CRSTS Capacity funding, as follows:
- Each eligible MCA with appropriate governance arrangements has been allocated capacity funding to support this programme.
 - Given the long-term and integrated nature of settlements, part of this resource funding should be used to support building longer-term local transport planning and delivery capacity, which could include developing local institutional capability, potentially including formal project and programme leadership training.
 - This funding should be used only for transport purposes, not wider priorities.
- 4.12 There is no further detailed guidance on how the funding is to be used and as part of a devolved long term funding settlement, a degree of local discretion can be expected in line with the commitment in the West Yorkshire Devolution Deal.
- 4.13 Although payments have been made annually since 2021/22, there are no conditions or known requirements for funding to be spent in year and it is expected that funding can be utilised through the CRSTS period (up to March 2027) to deliver support when required, to meet local needs.
- 4.14 The Combined Authority's proposed scope of this funding and core requirements are set out below and the details of individual activities to be funded are detailed within the business case.
- Supporting development of the pipeline of future schemes.
 - Developing transport policy and strategy that will help to identify schemes for the future pipeline.
 - Supporting development of the CRSTS 2022-27 programme and preparing for future settlement periods.
 - Increasing capacity and skills within the Combined Authority and partner councils.
- 4.15 Since March 2022, alongside delivery of the activities within the programme identified at approval stage, in-depth engagement with teams within the Combined Authority and partner councils has taken place to test the principles of the revised programme – in terms of structure and proportions of total funding to be allocated to themes; and in terms of the detail of activities to be

funded within those themes, responding to priorities identified by Combined Authority and partner council teams.

- 4.16 Development of the updated CRSTS Capacity Fund programme has taken place with reference to other transport related capacity funded programmes also in development and delivery, including Gainshare capacity (IP5 Future Transport), Active Travel Capability Fund, and Local EV Infra-structure Capability funding.
- 4.17 A summary of the scheme's business case is included in **Appendix 1**.

Tackling the Climate Emergency Implications

- 4.18 One of the national CRSTS objectives is decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling. This CRSTS Capacity Funding will support delivery of the CRSTS Programme which will help achieve the national objective and the West Yorkshire Strategic Economic Framework (SEF) priority, and its Climate and Environment Action Plan aims by:

- Enabling mode shift through improvements to bus, cycle, walking and rail provision in the region. This includes measures to provide priority for buses, in line with the National Bus Strategy requirements, alongside safe, segregated cycle provision, which will make these genuinely competitive transport modes as an alternative to car travel. The mode shift achieved through this programme will help us to meet the travel behaviour changes identified as required in the Connectivity Infrastructure Plan and our Climate and Environment Action Plan 2021-2024.
- Providing a new form of low carbon, high-capacity transport through development and initial delivery of a mass transit system for the region, with further delivery planned through subsequent settlements.
- Enabling decarbonisation of the transport system and vehicles, through investment in zero emission buses and EV charging infrastructure to increase the proportion of electric cars and vans within the overall fleet.

- 4.19 CRSTS Capacity funded activity will also help deliver initiatives that support decarbonisation of transport. In particular, it will support the development of a new Local Transport Plan (LTP) which will aim to facilitate the decarbonisation of the transport sector, as well as encourage more travel by walking, cycling, bus and other sustainable modes in order to tackle the climate emergency – in response to Government's desire for LTPs to deliver on quantified carbon reductions.

Outputs and Benefits

- 4.20 Based on the guidance provided by government, a set of principles for use of the funding has been developed that has been used to inform programme development and is expected to be reflected in monitoring delivery and any funding agreements with partners. These include:

- Activity will need to align with emerging LTP vision, objectives, and policy framework, and is expected to support delivery of West Yorkshire and national CRSTS capital programmes and other similar sustainable transport programmes, in the first instance.
- This funding will be used only for transport purposes, not wider priorities.
- CRSTS Capacity Fund used to undertake early development work/resourcing on schemes should be capitalised where possible when capital allocations from CRSTS or other programmes are approved when capital approval is received. Funding will therefore be effectively loaned to the capital fund and is proposed to be replenished on approval of capital funding.

4.21 The scope of the programme includes activities that will:

- Support development of the pipeline of future schemes, including prioritisation of future investment and schemes and business case development of prioritised future schemes
- Develop transport policy and strategy that will help to identify schemes for the future pipeline, as well as supporting infrastructure investment through CRSTS programmes by creating policy environments that will help to meet wider transport objectives.
- Support development of the CRSTS 2022-27 programme, including Prospectus and Programme Business Case development for submission to Government, as well as early development work on schemes to enable delivery to commence as soon as possible following confirmation of funding.
- Increase capacity, capability and skills within the Combined Authority and partner councils to successfully deliver the CRSTS 2022-27 programme and future sustainable transport schemes, meeting programme objectives and wider objectives set out in the West Yorkshire Transport Strategy 2040 and the Connectivity Infrastructure Plan. This includes data and intelligence capabilities within the Combined Authority and partner councils.

4.22 The programme (including the current approved programme with changes approved by SRO since March 2022) is now proposed to be structured around five themes, forming workstreams or sub-programmes.

- Pipeline resourcing and business case development.
- Expanded skills and training programme.
- Transport strategy and policy development.
- Data collection and analytical tools capability.
- Cross-cutting and emerging themes/priorities.

4.23 This business justification case sets out a proposal for an additional £15,586,589 to be approved for:

- £5,600,000 for pipeline development - Including Pipeline/LTP Implementation development fund; CRSTS2 bid development; early priority scheme development and district Local Area Transport Plan development.
- £2,000,000 for transport strategy and policy - Including LTP Stage 2 development and other West Yorks transport policy and strategy development; Local/district transport strategy development.
- £2,080,000 for skills, training, and development - Skills, training and development programme developed through skills assessment process – for existing Combined Authority and partner council transport teams, implementation of West Yorkshire transport graduate and apprenticeship schemes.
- £1,884,854 for data collection and analysis capability. - Core programme of essential data collection and analysis; additional partner priorities to support transport delivery.
- £4,021,735 for cross-cutting theme/emerging priorities. - Strengthening Combined Authority and district partner staff resources in transport policy development, pipeline development and data analysis. Contingency allowance.

Inclusive Growth Implications

4.24 One of the national CRSTS objectives is levelling-up services towards the standards of the best. This CRSTS Capacity Funding will support delivery of the CRSTS Programme and development of an updated LTP, which will help achieve the national objective and the West Yorkshire SEF priority of inclusive growth by:

- Prioritising transport on corridors which connect deprived communities to economic opportunities.
- Supporting transport interventions which improve access to new housing and employment sites, particularly for walking and cycling which can provide a low-cost travel option for residents.
- Interventions in areas of low car ownership, enabling a greater proportion of residents in these areas to access opportunities further afield through sustainable travel.
- Ensuring that information about public transport is accessible to all groups, regardless of disability or native language.
- Reducing the many negative impacts of car-based travel, especially where these are borne by those least likely to drive.
- Build on existing programmes to continue to fill strategic gaps in our network and bring more people within range of attractive, efficient, sustainable transport options.

Equality and Diversity Implications

4.25 The CRSTS Capacity Funding offers the opportunity to increase skills and understanding of issues affecting all users of the transport system, through

general and targeted equality diversity and inclusion (EDI) training. This will link to wider organisational EDI training plans and the Combined Authority's Equality Diversity and Inclusion Officer will be involved in the development of training delivered using CRSTS Capacity Funding.

- 4.26 The CRSTS programme which will be supported through CRSTS Capacity Funding aims to make improvements that will increase access for all residents to our transport system and to the opportunities it provides connectivity to. Accessibility improvements to rail and bus facilities across all five West Yorkshire districts will open up the public transport network to a wider range of customers and enable more journeys to be made by sustainable means, whilst interventions in areas of low car ownership, enabling a greater proportion of residents in these areas to access opportunities further afield through sustainable travel.
- 4.27 An acceptable programme level Equality Impact Assessment (EqIA) has been submitted and further development of EqIAs for each of the five themes is to be undertaken.

Risks

- 4.28 The key scheme risks are:

- Recruitment of staff – issues with recruiting to some posts have been experienced within the Combined Authority and partner councils in recent years. As this proposal has a focus on increased in house skill and resource levels, this is dependent on the Combined Authority and partner councils being able to recruit to posts. There is also a risk of roles being filled in some authorities through existing staff being recruited from other partners.

Mitigation: A district resource audit has been undertaken, which has identified current vacancies within partner councils and a plan being developed collaboratively by West Yorkshire partners to address these wider issues around recruitment and retention including improvements to the image and communications of the work of the Combined Authority and partner councils to attract more candidate to the transport industry, public sector work and to West Yorkshire authorities.

- Preserving enhanced capacity and capabilities - Investment into resources and skills (e.g. through recruitment and training) and the broader capacity and capability of the Combined Authority and partner councils will put at risk if staff cannot be retained.

Mitigation: as part of wider planning around recruitment and resourcing (see above), measures to increase staff retention will be explored and implemented. This could include consideration of pay grades and working conditions as well as containing to provide development opportunities and create structures that enable progression within authorities.

- External supplier availability (where external support is still required) - External suppliers (e.g. consultancy support) is required in some

specialist areas (e.g. rail, training provision) and where internal resource is not sufficient to deliver work in house. Demand for consultancy support arising from the Combined Authority and partner councils for other workstreams, as well as wider industry requirements, could lead to difficulties in successfully procuring suitable support.

Mitigation: external support will be aimed at meeting specialist needs rather than addressing general resource gaps, and consideration of delivery internally will be made if this can deliver outputs to timescales required. Existing frameworks will be used, and market testing undertaken where appropriate for the nature and scale of work.

- Uncertainty and responsiveness to changing context and priorities - As a longer-term revenue programme (6 years total) operating within a fast-changing policy context both locally and nationally, the CRSTS Capacity Fund should be used to enable West Yorkshire partners to respond to emerging priorities driven either by local need or changes in government policy. A key example is unforeseen funding opportunities arising from new Government initiatives, where CRSTS Capacity Fund is planned to allow partners to respond quickly with support for bid and scheme development. Although some situations such as this can be foreseen, it should be recognised that not all future developments will be foreseeable at the point of the initial programme development and measures put in place to future proof the programme.

Mitigations: where possible, foresee potential future areas of activity such as future bid development and allocate funding from outset and ensure that governance and management arrangements allow for a flexible approach in reallocating and deploying funding, through the agreed governance structure.

Costs

- 4.29 This updated Business Justification sets out details of revised proposals for a CRSTS Capacity Fund programme, funded through government CRSTS Capacity resource funding which was initially confirmed to Mayoral Combined Authorities in 2021 and subsequent confirmations via ministerial letters and grant determinations, with £21,343,000 total funded expected. To date, £17,857,000 has been granted and paid to the Combined Authority.
- 4.30 A further £3,846,000 is expected in 2024/25, as confirmed in the final CRSTS confirmed (grant determination letter expected March/April 2024, but CRSTS final confirmation letter April 2022 confirmed that 2023/24 and 2024/25 funding would be half of 2022/23).
- 4.31 This updated business justification follows approval of a strategic assessment in June 2021 and a business justification in March 2022, which set out high level approach and context for the funding and a detailed programme, through which £5,756,000 of development and delivery funding was approved. Delivery of activities as part of this approval is underway.
- 4.32 This updated business justification case seeks approval for a programme totalling £15,586,589 of additional activity, which forms the remainder of

expected CRSTS Capacity Funding, whilst setting out strengthened governance and change control processes. With the previous approval of £5,756,411 this brings the total to £21,343,000.

- 4.33 This business justification case sets out a proposal for an additional £15,586,589 to be approved for:
- £5,600,000 for pipeline development - Including Pipeline/LTP Implementation development fund; CRSTS2 bid development; early priority scheme development and district Local Area Transport Plan development.
 - £2,000,000 for transport strategy and policy - Including LTP Stage 2 development and other West Yorks transport policy and strategy development; Local/district transport strategy development.
 - £2,080,000 for skills, training, and development - Skills, training and development programme developed through skills assessment process – for existing Combined Authority and partner council transport teams, implementation of West Yorkshire transport graduate and apprenticeship schemes.
 - £1,884,854 for data collection and analysis capability. - Core programme of essential data collection and analysis; additional partner priorities to support transport delivery.
 - £4,021,735 for cross-cutting theme/emerging priorities. - Strengthening Combined Authority and district partner staff resources in transport policy development, pipeline development and data analysis. Contingency allowance.
- 4.34 The Combined Authority will enter into funding agreements with each of the councils for expenditure as detailed below:
- | | |
|----------------------|------------|
| • Bradford Council | £888,099 |
| • Calderdale Council | £1,043,253 |
| • Kirklees Council | £700,559 |
| • Leeds City Council | £1,350,000 |
| • Wakefield Council | £161,854 |
- 4.35 The proposed programme includes some areas of activity where detail of activity and funding allocations to deliver them is still to be developed and agreed, and this is expected to take place later within the programme period. As a result, the proposed allocations to partners above represent an initial allocation and may increase as further details are agreed.
- 4.36 The remaining funding of £11,442,824 is for further allocation or for Combined Authority expenditure delivering activities with West Yorkshire-wide benefits.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
1 (strategic assessment)	Recommendation: Strategic Assessment Priority (SAP) Group Decision: Director of strategy, Communications and Policing and Director of Delivery	21/06/2021
2 to 4 (business justification)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	17/03/2022
2 to 4 (business justification) Revised	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	05/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2027

Other Key Timescales

- Funding Agreements for partner delivery - 05/10/2023
- Mid-term review - 11/10/2024

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within 0% of those outlined in this report Delivery (DP5) timescales remain within 6 months of those outlined in this report.

Appraisal Summary

- 4.37 The strategic case is strong and capacity funding to the partner councils and the Combined Authority are key to ensuring the success of the current and future CRSTS programmes, and development of ambitious transport policy for the region. However, it is recommended that work is undertaken during delivery to make the Outputs SMARTer.
- 4.38 Value for money assessments for funding and activities of this nature are not considered appropriate, with no known assessment methodology or comparators to base an assessment on. However, investment of this kind is still regarded as providing good value for money.

- 4.39 The restructure of the programme around five themes provided the opportunity to test different proportions of funding against each, to ensure the right balance was met. This was tested with the SRO and district partners via the Chief Highways Officers (CHOs) group.
- 4.40 Activities will be procured via a combination of existing staff resource, external recruitment, and procurement of external suppliers where necessary. Procurement of any external suppliers for consultancy or training will be undertaken in line with the Combined Authority's Contract Standing Orders and Procurement and Commercial Strategies.
- 4.41 A detailed programme of activities, estimated costs and spend profiles has been provided and risk and contingency allowances are included to account for potential changes to the programme over the programme period.
- 4.42 The programme is based on all expected funding being granted by Government in line with their most recent confirmation letter (dated 29 March 2023). Any risk around this will be fully understood in March/April 2024 when CRSTS funding is confirmed for the year. In the unlikely event that expected and confirmed revenue funding granted for 2024/25 is lower than previously confirmed, a further prioritisation process will be undertaken to identify an affordable programme.
- 4.43 Governance of CRSTS Capacity Fund has been reviewed since the original business case submission in March 2022, and is now proposed to be provided by the West Yorkshire LTP Board which oversees the development of the LTP.
- 4.44 All future transport investment and delivery, supported by CRSTS Capacity Fund, will need to be aligned to the LTP and deliver towards its vision, objectives, and policies. Development of the LTP is also a key output of this programme. Accordingly, LTP Board is felt to be the most appropriate governance structure to oversee progress on CRSTS Capacity and make strategic decisions about changes to the programme, the detail making up activity areas, reallocations of funding between and within themes.
- 4.45 Progress including spend to date and forecasts, alongside benefits achieved, will also be reported to CRSTS Operational Programme Board as part of quarterly reporting to Government.
- 4.46 An evaluation plan needs further development and is set as a condition of this approval.

Recommendations

- 4.47 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The CRSTS Capacity Fund scheme proceeds through decision point 2 to 4 (business justification) and work continues on activity 5 (delivery).
 - (ii) Approval to £15,586,589 is given, including initial allocations for partner councils as detailed below, bringing the total approval to £21,343,000:

• Bradford Council	£888,099
• Calderdale Council	£1,043,253
• Kirklees Council	£700,559
• Leeds City Council	£1,350,000
• Wakefield Council	£161,854
• Combined Authority and for further allocation	£11,442,824

- (iii) The Combined Authority enters into a funding agreement with each of the councils for expenditure as detailed in ii) above.
- (iv) Changes to ii) and iii) above are delegated to the SRO for the scheme.
- (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	Network Management Renewals and Enhancements
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

- 4.48 This scheme will be funded from City Region Sustainable Transport Settlement (CRSTS) fund. The £830,000,000 CRSTS fund was awarded in the summer of 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling), the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire and the pressure this creates on the transport network so that public transport become an attractive and truly viable alternative to the car.
- 4.49 The Network Management and Enhancement Programme seeks to address the issues caused by West Yorkshire's ageing and increasingly obsolete traffic signal infrastructure.
- 4.50 Higher levels of faults and failures at older traffic signals result in danger and delay to road users and adversely affect the reliability of the transport network. The lack of signalised pedestrian and cycle crossings at some sites represent a barrier to cycling and walking.
- 4.51 The programme includes replacement and enhancement of traffic signal installations including the provision of new signalised crossing facilities. This will lower the incidence of traffic signal faults and failures, resulting in better journey time reliability, improved safety, and a better user experience.
- 4.52 The programme also incorporates improved detection technology and ground-breaking artificial intelligence and control techniques to improve pedestrian, cyclist, and bus user experience.
- 4.53 The detection technology which will be trialled on signalised crossings will feature video detectors linked to sophisticated video analytics software, which

predicts whether someone will want to cross and places a demand into the traffic signal controller to activate the crossing without them needing to press the push button. This should speed up crossing activation and will be particularly helpful to people with mobility issues.

- 4.54 The bus detection technology will link the radio transponders, which most buses already carry to the traffic signal control systems, to allow them to know that a bus is approaching traffic signals and clear traffic queues in front of the bus to reduce delays at busy times.
- 4.55 The programme will also speed up the roll-out of LED lamp technology across West Yorkshire's traffic signals. This will lower energy use and operating costs as well as reducing signal fault levels. The reduced energy consumption will also reduce the carbon impacts of energy generation.
- 4.56 The overall cost of the five-year programme is £25,000,000, which is split between the five West Yorkshire partner councils, based on the number of traffic signal assets held in each district.
- 4.57 It has been agreed that the promoters will seek approval for the funding in a series of strategic outline case (SOC) submissions. The first SOC covering funding for year 1 (2022/23) and the first quarter of year 2 (2023/24) was approved, by the Combined Authority in February 2023. The second SOC is now seeking approval, through this report for the remainder of the year 2 funding of £3,966,250, covering quarters two, three and four and the year 3 (2024/25) funding of £5,697,500. A further SOC will be submitted at a later date to seek approval for funding for years 4 (2025/26) and 5 (2026/27) of the programme.
- 4.58 A summary of the programme's business case is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 4.59 A targeted roll-out of LED lamps in traffic signals will reduce electricity usage and reduce carbon emissions from power generation.
- 4.60 Greater use of urban traffic management and control (UTMC) technology will make journeys smoother, reducing traffic emissions.
- 4.61 Improvements in priority for buses, through use of the latest technology, will improve the speed and consistency of bus journeys, helping to ensure that public transport is a viable alternative to car use.
- 4.62 Improvements in priority for buses, cycles and pedestrians which support wider initiatives to promote a shift away from car use.
- 4.63 Giving greater priority to cycling, walking and buses may mean an increase in stop / starts for general traffic, increasing emissions but the promoter expects these negative impacts to be minor.
- 4.64 The programme will produce a carbon saving of 232 tonnes of carbon dioxide equivalent per annum from replacing halogen lamps with LEDs.

Outputs and Benefits

4.65 The programme outputs and benefits include:

- Refurbishment of up to 251 signalled crossings or junctions, including conversion from halogen bulbs to LED where required.
- Installation, renewal or upgrading bus priority detection, cycle detection or smart pedestrian detection technology at up to 51 sites.
- Provision of innovative signal technology at up to 25 sites.
- Provision of improved communications equipment at up to 141 sites.
- Reduction in asset repair costs.
- Reduction of between 800 and 1000 traffic signal faults per annum
- Reduction in energy costs of at least £332,000 per annum.
- Carbon savings of 232 tonnes of carbon dioxide equivalent per annum.
- Reduction in user delays from reduced signal faults or failures.
- Reduction in road traffic collisions / casualties from reduced signal faults or failures.
- Promotion of a shift away from car travel to cycling, walking or public transport, resulting in noise and air quality improvements.

4.66 The value for money (Vfm) assessment has been estimated as being High reflecting a benefit cost ratio (BCR) of 2:1 or above. Further work will be carried out to provide a firmer value for money assessment in the ATP to be submitted to gain approval for the 2024/25 funding.

Inclusive Growth Implications

4.67 The programme inclusive growth implications include:

- Traffic signal installations tend to be on the busiest roads, which are often in the more deprived communities. 44% of the individual schemes in this programme are in the areas of greatest deprivation, measured by income.
- Busy roads can be barriers to people cycling and walking. The programme includes provision of new signal-controlled crossings. Easier access to employment, education, retail, and leisure opportunities by low cost means of travel, such as cycling and walking is vital to those on low incomes who may not have access to a car.
- Improvements to the technology used in traffic signals to detect buses will improve the quality, speed, and consistency of bus travel, ensuring that bus travel remains a viable alternative to car use, for accessing employment, education, retail, and leisure opportunities.

Equality and Diversity Implications

4.68 The programme risks include:

- 4.69 An Equality Impact Assessment (EqIA) has been undertaken for the programme and equality and diversity impacts taken account of as part of the development of the programme and the business case development.
- 4.70 A stage 1 Equality Impact Assessment (EqIA) screening assessment has been undertaken for the programme and equality and diversity impacts taken account of as part of the programme's development. A full EqIA will be produced for the Approval to Proceed.
- 4.71 The scheme will provide increased safety clearance times and green man extensions at traffic signals. This will be beneficial for those who may need longer to cross the road or are less confident, including the elderly and people with mobility impairments.
- 4.72 The technology being deployed will remove the need for pedestrians to press the push button at signalled crossings. This will be beneficial to people with impaired mobility, making it easier to navigate crossings, providing improved access to employment, education, and a range of opportunities.

Risks

- 4.73 The programme risks include:
- Risk of energy price inflation leading to pressure on revenue budgets. This is mitigated by accelerating the conversion from halogen bulbs to LED lamps in traffic signals, targeting the LED lamp conversion programme in districts which have the highest exposure to this risk.
 - Risk of price inflation impacting the supply chain, increasing delivery costs. This is mitigated by allowing for inflation in programme cost estimates and constantly reviewing costs. Increases can be managed by delivering fewer individual schemes and seeking value for money in procurement.
 - Risk of limited resource levels to develop and deliver the programme within West Yorkshire partner councils, consultants, and contractors. This is mitigated by using the five-year programme to provide longer term certainty in funding and establishment of plans to attract, train and develop additional resources.

Costs

- 4.74 The total programme costs are £25,000,000 for the five-year programme.
- 4.75 The Combined Authority's contribution is £25,000,000 from the City Region Sustainable Transport Settlement (CRSTS).
- 4.76 A strategic outline case (SOC) was approved by the Combined Authority on 2 February 2023, which approved development and delivery costs, taking the total 2022/23 financial year (year 1) allocation to £4,362,500.
- 4.77 Approval was also given to £931,250 of development and delivery costs for quarter one of the 2023/24 financial year (year 2), bringing the total

programme approval up to and including quarter one of 2023/24 to £5,293,750.

- 4.78 The approval also specified that a further SOC should be submitted at a later date, to cover development and delivery costs for quarters two, three and four of the 2023/24 financial year (year 2) and the 2024/25 financial year (year 3).

Remaining quarters, two, three and four in 2023/24 (year 2)

- 4.79 Approval is now sought via this report, for development and delivery costs of £3,966,250 from CRSTS, for quarters two, three, and four of the 2023/24 financial year (year 2), to be allocated to partner councils up to the amounts shown below. This brings the total programme approval for years 1 and 2 to £9,260,000.

- Bradford Council £625,000
- Calderdale Council £300,000
- Kirklees Council £518,750
- Leeds City Council £1,997,500
- Wakefield Council £525,000

- 4.80 Subject to this approval the Combined Authority will need to enter into an addendum to the existing funding agreements with each partner council for expenditure from CRSTS, up to the amounts shown below:

- Bradford Council £2,100,000
- Calderdale Council £580,000
- Kirklees Council £1,525,000
- Leeds City Council £3,655,000
- Wakefield Council £1,400,000

Year 3 (2024/25)

- 4.81 The promoter is required to submit an Approval to Proceed (ATP) later in the 2023/24 financial year, which demonstrates compliance with the conditions set by the Combined Authority's Programme Appraisal Team (PAT). This is in order for the £5,697,500 of development and delivery costs for year 3 of the programme (2024/25) to be approved and allocated to partner councils up to the amounts shown below. This will take the total programme approval for years 1 to 3 to £14,957,500.

- Bradford Council £1,550,000
- Calderdale Council £357,500
- Kirklees Council £755,000
- Leeds City Council £2,325,000
- Wakefield Council £710,000

4.82 Subject to the approval of the ATP, the Combined Authority will need to enter into addendums to the existing funding agreements, with each partner council, for expenditure from the CRSTS, up to the amounts shown below:

- Bradford Council £3,650,000
- Calderdale Council £937,500
- Kirklees Council £2,280,000
- Leeds City Council £5,980,000
- Wakefield Council £2,110,000

4.83 A further SOC is expected to be submitted at a later date which will cover years 4 (2025/26) and 5 (2026/27) of the programme.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case) (Year 2 - quarters 2/3/4 - financial year 2023/24)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
Approval to Proceed (Year 3 - financial year 2024/25)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2024
2 (strategic outline case) (Year 4 - financial year 2025/26 and Year 5 - financial year 2026/27)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	31/03/2025
5 (delivery) (Overall programme)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2027

Other Key Timescales

- Started on site – April 2022
- Completion on site – March 2027

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 3 months of those outlined in this report.</p> <p>Outputs remain within -10% of those outlined in this report</p>

Appraisal Summary

- 4.84 The case for change is well demonstrated. West Yorkshire has ageing and increasingly obsolescent and unreliable traffic signal infrastructure. The increased level of faults and failures which this causes are impacting on the reliability and safety of the highway network for all users.
- 4.85 There is a strong strategic case for the programme, which demonstrates good policy fit at local, regional, and national levels. The programme also addresses the funding requirements of the funding source, CRSTS.
- 4.86 The economic case is less well developed, and more work needs to be done to establish the value for money position, although this is expected to be high, reflecting a benefit cost ratio (BCR) of 2:1 or above.
- 4.87 The promoter states any increased costs will be managed by de-scoping individual projects to stay within the funding envelope and that projects which are safety related will be prioritised.
- 4.88 In view of the need to improve the management of the programme, PAT has conditioned the promoter to produce a comprehensive progress update report in the ATP, which will explain what improvements have been made in the planning and delivery of the programme.
- 4.89 Overall, the submission provides sufficient assurance to recommend approval of the remaining 2023/24 funding. The approval of the 2024/25 funding is to be subject to submission of an Approval to Proceed which addresses the conditions set by PAT.

Recommendations

- 4.90 The Combined Authority approves that:
- (i) The CRSTS Network Management and Enhancement programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and delivery continues for the second, third and fourth quarter of the 2023/24 (year 2) and work commences on the Approval to Proceed for year 3 of the programme.
 - (ii) Approval to an additional £3,966,250 of development and delivery costs for the second, third and fourth quarters of the 2023/24 financial year (year 2), to be allocated to each partner councils up to the amounts shown below. This brings the total programme approval for years 1 and 2 to £9,260,000.
 - Bradford Council £625,000
 - Calderdale Council £300,000
 - Kirklees Council £518,750
 - Leeds City Council £1,997,500
 - Wakefield Council £525,000

- (i) The Combined Authority enters into addendums to the existing funding agreements with partner councils for expenditure of up to the amounts shown below:

○ Bradford Council	£2,100,000
○ Calderdale Council	£580,000
○ Kirklees Council	£1,525,000
○ Leeds City Council	£3,655,000
○ Wakefield Council	£1,400,000

4.91 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:

- (i) The CRSTS Network Management and Enhancement Programme for the financial year 2024/25 (year 3) proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and delivery continues to the end of the 2024/25 financial year.

- (ii) Approval to an additional £5,697,500 of development and delivery costs for the 2024/25 financial year (year 3), to be allocated to partner councils up to the amounts shown below. This brings the total programme approval for years one, two and three to £14,957,500.

○ Bradford Council	£1,550,000
○ Calderdale Council	£357,000
○ Kirklees Council	£755,000
○ Leeds City Council	£2,325,000
○ Wakefield Council	£710,000

- (i) The Combined Authority enters into addendums to the existing funding agreements with partner councils for expenditure up to the amounts shown below:

○ Bradford Council	£3,650,000
○ Calderdale Council	£937,500
○ Kirklees Council	£2,280,000
○ Leeds City Council	£5,980,000
○ Wakefield Council	£2,110,000

- (i) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Project Title	Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

- 4.92 This scheme will be funded from City Region Sustainable Transport Settlements (CRSTS) Fund. The £830,000,000 CRSTS fund was awarded to the Combined Authority on 1 April 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling), the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire and the pressure this creates on the transport network so that public transport become an attractive and truly viable alternative to the car.
- 4.93 The A660 (Woodhouse Lane) is a key route linking northwest Leeds with the city centre, the Innovation Arc, a neighbourhood which brings together the city's anchor institutes and most dynamic private sector businesses, three universities, and Leeds General Infirmary (LGI).
- 4.94 The route has 20 buses per hour during peak periods, highest demand for cycling in Leeds, and one of the city's highest footfalls.
- 4.95 Currently there are high levels of congestion on the route and a lack of bus priority measures, which give buses priority over other traffic, for example at junctions and traffic lights, which is reducing the effectiveness of bus services. Although the existing temporary cycling infrastructure along the route has worked well and boosted cycling numbers, a permanent segregated cycle track will improve safety. There has also been limited investment in footway surfaces for several decades.
- 4.96 The scheme will deliver a mix of bus, walking and cycling interventions across three distinct sections of Woodhouse Lane: North (St Marks Road to Portland

Way), Central (Portland Way to Claypit Lane), and South (Claypit Lane to The Headrow).

- 4.97 The scheme will deliver bus improvement measures to provide quicker and more reliable bus journeys along the route, with interventions including bus-only streets and north and southbound bus lanes, junction improvements and re-routing of general traffic to prioritise bus, walking, and cycling.
- 4.98 The scheme will also deliver new pedestrian crossings and close side roads to general traffic to prioritise cycling and walking, a 1.11 kilometre (km) segregated two-way cycle track, and widened footways, making it easier and safer to travel by bike or on foot along the route. There will also be public place enhancements including new tree planting to make the area more attractive.
- 4.99 The scheme will encourage more people to make local trips along the route by sustainable means (bus, cycling and walking) instead of the car, which will help improve the local air quality and benefit people's health.
- 4.100 The scheme gained decision point 1 (strategic assessment) approval on 19 December 2022, and for work to commence on the strategic outline case. Approval is now sought for an additional £300,000 of development costs to develop the outline business case.
- 4.101 A summary of the scheme's business case and location map is included in **Appendix 3**.

Tackling the Climate Emergency Implications

- 4.102 Improved bus priority interventions to increase the attractiveness of the bus service to result in a shift away from private car usage, to reduce greenhouse gas emissions and improve air quality.
- 4.103 A segregated cycle track and enhanced pedestrian walkways offer sustainable travel alternatives for cycling and walking.
- 4.104 A Stage 1 Carbon Assessment (qualitative) has been carried out. A Stage 2 Carbon Impact Assessment (quantitative analysis) will be undertaken at OBC. This will assess whole life carbon impacts, i.e., impacts from the construction programme as well as the operational impacts following scheme completion.

Outputs and Benefits

- 4.105 The scheme outputs and benefits include:
- Bus gates creating bus only streets in the region of 0.3 km (both directions).
 - Improved bus lanes in the region of 0.37 km.
 - 1.11 km of new two-way physically segregated on-road cycleway.
 - New and improved pedestrian and cycle crossings; 27 in total.
 - Widened footways in the region of 0.71 km in length.

- Increased bus patronage by 20% by 2032.
- Increased cycling trips by 70% along the corridor by 2032.
- Increased walking trips by 10% along the corridor by 2032.
- Reduce the number of people killed or seriously injured by 60% by 2032.
- Improved public space, including new footpaths, green spaces, and new trees to improve the local area by increase the quality of Place by 2032.

Inclusive Growth Implications

4.106 The scheme inclusive growth implications include:

- Bus priority interventions to deliver more inclusive, affordable, and sustainable transport to more people, providing improved access to training, education, employment, and health care.
- Bus improvement measures to provide quicker and more reliable bus journeys along the route, making buses more attractive, to reduce the post COVID rise in private car usage. The increase in car use has affected the most vulnerable communities through increased noise and air pollution leading to poorer air quality, reducing safety of streets, and their impacts on people's health.
- Walking, wheeling, and cycling are highly inclusive forms of transport and highly accessible to all. They cost less than using private cars and have and have lower maintenance costs. The scheme's cycle track will be designed to support all types of bikes to boost inclusivity.

Equality and Diversity Implications

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

4.108 There is a high positive impact for age and disability as the protected cycle infrastructure will support adapted cycles and prioritised pedestrian crossing facilities will improve safety.

4.109 There is a moderate positive impact for race and women because the groups are less likely to have access to a private car; the bus interventions will provide a quicker and more reliable service, and the protected segregated cycle infrastructure encourages cycling in mixed traffic.

4.110 Other protected characteristic groups are not disproportionately impacted.

4.111 A Stage 2 Equality Impact Assessment will be provided at OBC.

Risks

4.112 The scheme risks include:

- Unidentified location of utilities causing design changes, incurring delay and additional costs. This will be mitigated by bringing utility searches forward into the design programme reviews.
- Rising inflation resulting in increased scheme delivery costs mitigated by ongoing pre-market monitoring with construction partners and the development of the most efficient (shortest) construction programme.
- Lack of stakeholder support impacting deliverability of the scheme mitigated by ensuring the modelling exercise is sufficiently detailed, so the scheme benefits are presented, and it demonstrates the mitigation to any impacts, and to maintain dialogue with key political members and user groups throughout the development of scheme designs.
- Objection to the proposed Traffic Regulation Orders (TROs) potentially leading to a public inquiry, impacting the deliverability of the scheme and / or incurring delays and costs. This will be mitigated by TROs included within stakeholder engagement at early stages to mitigate objections, and Leeds City Council's TRO team is engaged with as part of scheme development.

Costs

- 4.113 The total scheme costs are £20,500,000.
- 4.114 The Combined Authority's contribution is £20,500,000 from the City Region Sustainable Transport Settlements (CRSTS) Fund. The scheme's maintenance costs will be met by Leeds City Council (LCC).
- 4.115 On 19 December 2022, the scheme gained approval to proceed through decision point 1 (strategic assessment) and for work to commence on the strategic outline case (decision point 2). Total scheme costs at decision point 1 were £20,500,000.
- 4.116 Approval was also given for £100,000 of development costs to develop the strategic outline case. The £100,000 was taken from the £3,000,000 of development costs approved for the CRSTS programme, by the Combined Authority on 17 March 2022, to enable delivery partners to develop scheme business cases.
- 4.117 Approval is now sought for additional development costs of £300,000 to progress the scheme to decision point 3 (outline business case), taking the total scheme approval to £400,000. The develop costs will fund activities including highway design, traffic modelling, consultation and engagement, and project management.
- 4.118 Subject to the approval, the Combined Authority will need to enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £400,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	30/06/2024
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	27/12/2024
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	28/02/2025
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/09/2026

Other Key Timescales

- Start on site – 01/04/2025.
- Completion on site - 30/09/2026.

Assurance Tolerances

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

Appraisal Summary

- 4.119 There is strong demand for the scheme since Woodhouse Lane is a key city centre route. The scheme aligns to several Combined Authority, Leeds City Council (LCC) and national transport policies and strategies. The scheme also aligns to the Mayoral pledge to tackle climate emergency and protect our environment and supports local and national climate emergency priorities.
- 4.120 Inclusive Growth is supported as travel by bus, bike, and on foot, is an accessible and cost-effective alternative to private cars. Initial stakeholder

engagement was undertaken in December 2022, with further engagement planned to ensure all stakeholders including hard to reach communities and protected characteristic groups are consulted.

- 4.121 An initial assessment of the preferred way forward scheme categorises it as High value for money when assessed against the Department for Transport's value for money criteria. Further appraisal will be carried out as part of the outline business case development.
- 4.122 An initial Carbon Impact Assessment (CIA) highlights positive impacts, reductions in greenhouse gas emissions and noise levels, and improvements in air quality. A quantitative Stage 2 CIA will be undertaken as part of the development of the business case.

Recommendations

- 4.123 The Combined Authority, approves that:
- (i) The Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £20,500,000 is given. The total scheme value is £20,500,000.
 - (iii) Approval of £300,000 development costs, in order to progress the scheme to decision point 3 (outline business case), taking the total scheme approval to £400,000.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £400,000.
 - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and where required, any change requests are delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Scheme development

Project Title	A6110 Leeds Outer Ring Road
Stage	2 (scheme 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

- 4.124 This scheme will be part funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.125 The scheme will also be part funded from City Region Sustainable Transport Settlements (CRSTS) Fund. The £830,000,000 CRSTS fund was awarded to the Combined Authority on 1 April 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling), the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire and the pressure this creates on the transport network so that public transport become an attractive and truly viable alternative to the car.
- 4.126 The scheme is located on the A6110 Leeds Outer Ring Road between the A643 Elland Road South junction, and the A643 Elland Road North junction. There are several issues with the current highway network at this location, which include:
- Severe congestion and unreliable journey times in the morning and afternoon peak periods.
 - Delays and unreliable journey times for bus services.

- Impact on accessibility to housing and employment sites in the area, as well as the economic centre of Leeds
- Lack of cycling and walking provision
- Poor air quality
- Poor safety record
- Lack of sustainable transport alternatives

4.127 The scheme's objectives include:

- Improve access to employment and housing sites along the A6110 corridor by public transport, by bike and on foot and for freight.
- Improve safety and desirability for cyclists and pedestrians through the incorporation of new cycling and pedestrian facilities to increase connectivity.
- To maximise facilities and journey time savings for public transport on key radial routes which intersect the A6110.
- To integrate fully with radial corridors (including existing and proposed cycling infrastructure) that intersect or are next to the area of this scheme.
- Improve levels of air quality and noise.

4.128 The scheme has been through several previous iterations and the preferred option for the scheme now includes the following elements:

- Elland Road South junction signalisation including bus bypass.
- Northbound bus lane from Elland Road South to Elland Road North.
- Segregated cycle route from Elland Road South to Elland Road North.
- Segregated cycle route between Elland Rd North and Junction One Retail Park.

4.129 The scheme will improve capacity to reduce traffic congestion, implement measures to improve bus journey times and journey time reliability, promoting increased bus use and a shift away from using cars.

4.130 The scheme will also include new pedestrian crossings on each arm of the roundabout, widened footways and new cycle routes to promote and encourage cycling and walking and a shift away from using cars.

4.131 The whole of the preferred option is not currently affordable with the funding available, so the promoter, Leeds City Council, will deliver the scheme in phases.

4.132 Phase 1, with total scheme costs of up to £8,761,000, will be delivered using the identified funding from CRSTS, WY+TF and Section 106 developer contributions. Each element of the scheme will be funded by the programme which most closely aligns with the outcomes that will be achieved. Phase 1 will comprise:

- Elland Road South junction signalisation including bus bypass.
- Cycle route around Elland Road South and crossings

4.133 Should future funding become available Phase 2 will comprise:

- Cycle route between Elland Road South and Elland Road North
- Cycle route between Elland Road North and Junction One Retail Park
- Northbound bus lane from Elland Road South to Elland Road North

4.134 This OBC relates to the preferred option which includes Phase 1 and Phase 2. Following OBC, each phase will then progress through the assurance process separately, with each phase developing its own individual full business case (FBC).

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

Tackling the Climate Emergency Implications

4.136 The scheme tackling climate emergency implications are:

- providing capacity improvements to reduce traffic congestion and thereby reduce emissions.
- specific measures to improve bus journey times and journey time reliability promoting increased bus use and a shift away from car use.
- new pedestrian crossings on each arm of the roundabout and widened footways which will help to remove barriers to cycling and walking, promoting a shift away from car use.
- a new cycle route which will promote cycling and walking and encourage a shift away from car travel.
- the scheme does involve some tree removal, but these will be replaced with a minimum of three trees for every one tree lost.
- Carbon impact assessments have been carried out on the shortlisted options.
- The preferred option will produce an operational saving of 2238 tonnes of carbon dioxide equivalent (tCO₂e) over the 60-year appraisal period.
- Construction of the preferred option would produce capital carbon emissions of 505 tCO₂e.
- The overall carbon saving would therefore be 1733 tonnes of carbon dioxide equivalent (tCO₂e) over the 60-year appraisal period.

Outputs and Benefits

4.137 The scheme outputs and benefits include:

- Enhanced capacity to address existing congestion and to support planned local housing and employment growth, supporting the delivery of 7200 new homes.
- Improved journey times, reliability, and journey quality for all road users
- Two-way general traffic journey times along Elland Road through the scheme reduced by four minutes in the morning peak and one minute in the afternoon peak.
- Improvement to bus journey times by 8%.
- Improved accessibility for pedestrians and cyclists.
- Increased levels of physical activity as a result of more people being encouraged to travel by bike or on foot.
- Pedestrian flows passing through the scheme area increase by 10%.
- Cycle flows passing through the scheme area increase by 25%.
- Improved road safety for all road users.
- Save two Personal Injury Collisions (PIC) along the scheme (over a five-year period).
- Reduction in the impacts of traffic related noise and air quality.

4.138 The value for money assessment of the overall scheme (Phase 1 and Phase 2) reflects a benefit cost ratio (BCR) of 2.18:1. This is categorised as High value for money. The BCR will be reviewed at the next stage to reflect that Phase 1 and Phase 2 will progress individually through the assurance process after OBC.

Inclusive Growth Implications

4.139 The scheme inclusive growth implications include:

- new cycle routes and links existing radial cycle routes, which will promote healthy low-cost active travel to improve access to jobs and opportunities.
- new pedestrian crossing facilities and improvements to walking routes, which will be of particular benefit to those with mobility issues.
- improved bus journey times and bus journey reliability, which will improve access to jobs, education, and opportunities via public transport, which is important for those without access to a motor vehicle.

Equality and Diversity Implications

4.140 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.

4.141 The scheme equality and diversity implications are:

- The scheme includes improvements to footways, including widening, which will be beneficial to people with mobility impairments and will also

provide an improvement to routes for people with infants in pushchairs who currently experience issues with the narrow footways.

- The scheme includes new signalled pedestrian crossings at the junction which will include facilities for people with visual impairments. These will improve active travel (cycling and walking) generally but will provide particular benefits for the age and disability protected characteristic groups.

Risks

4.142 The scheme risks include:

- Risk of the scheme being delayed due to discovery of wildlife species mitigated by robust environmental plan and surveys allowing all constraints to be removed at an early stage.
- Risk of service provider / contractor bankruptcy mitigated by a robust assessment of contractor finances, undertaking due diligence and back-up plan in case of unexpected failure.
- Risk of reliance on the S106 funding to deliver the scheme which may not come through in the time frame as expected. This will be mitigated by Leeds City Council's plan to control cost through value engineering and competitive tendering in order to provide cost efficiencies in the design, development, and delivery of the scheme.

Costs

4.143 The total scheme costs are £14,212,000.

4.144 The whole of the preferred option is not currently affordable with the funding available, so Leeds City Council will pursue a phased approach to delivery.

4.145 Phase 1 will be delivered at a total cost of up to £8,760,000, with the Combined Authority's contribution of £7,000,000, comprising £3,000,000 from the WY+TF Fund and £4,000,000 from the CRSTS fund. The remaining funding is £1,760,000 of Section 106 Developer contributions comprising:

- £1,500,000 from Laneside Farm development
- £260,000 from Snittles Farm development

4.146 Leeds City Council anticipates that the funding gap for Phase 2, currently £5,452,000, could potentially be delivered from CRSTS Round 2 funding, subject to availability.

4.147 A change request was approved on 15 March 2023 to increase the development costs to £821,000 to continue development of the OBC.

4.148 Approval is now sought for a further £879,000 of development costs to progress Phase 1 of the scheme to full business case, taking the total scheme approval to £1,700,000.

4.149 Subject to approval of this OBC, the Combined Authority will need to enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £1,700,000 from the West Yorkshire plus Transport Fund (WY+TF).

Assurance Pathway and Approval Route

Overall scheme (Phase 1 and Phase 2)

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023

Phase 1

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	28/02/2025
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	27/03/2026

Phase 2

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	To be determined
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	To be determined

Other Key Timescales

- Start on site – March 2025
- Completion on site – March 2026
- Evaluation – May 2031

Assurance Tolerances

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

Appraisal Summary

- 4.150 This is a resubmission of an outline business case (OBC) originally received in November 2022. It includes the work to simplify and clarify the preferred option and a comprehensive economic analysis of that option, as required by the Combined Authority's Programme Appraisal Team (PAT).
- 4.151 There is a strong strategic case for the scheme, which demonstrates good policy fit at local, regional, and national levels. The scheme also addresses the funding requirements of the two main funding sources, WY+TF and CRSTS.
- 4.152 The case for change is well established with the junction suffering significant peak hour congestion, which impacts on journey times and journey time reliability, including those for buses. The lack of facilities for active travel (cycling and walking) represents a barrier and the site has a poor safety record.
- 4.153 The overall scheme cannot currently be afforded, so Leeds City Council has taken a pragmatic decision to deliver it in a 2 phased approach. Only phase 1 is currently funded and includes £1,700,000 of Section 106 developer contributions, dependent on progress on site by two housing developers. Only a small amount has been received so far, so this funding must be considered as a risk.
- 4.154 Leeds City Council has supplied a realistic programme for Phase 1 of the scheme. Phase 2 is currently unfunded, but the Leeds City Council anticipates that funding may become available through the second tranche of CRSTS funding which is expected to become available in 2027.

Recommendations

- 4.155 The Combined Authority approves that:
- (i) The A6110 Leeds Outer Ring Road scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case)
 - (ii) An indicative approval to the Combined Authority's contribution of £7,000,000 is given. The total scheme value is £14,212,000.
 - (iii) Approval of £879,000 development costs, in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,700,000.

- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £1,700,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	A58 Beckett Street
Stage	2 (scheme development)
Decision Point	Change request (activity 3)

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

- 4.156 This scheme will be funded from City Region Sustainable Transport Settlements (CRSTS) Fund. The £830,000,000 CRSTS fund was awarded to the Combined Authority on 1 April 2022 and was made possible due to the devolution arrangements upon becoming a Mayoral Combined Authority in May 2021. CRSTS aims to deliver schemes to tackle congestion, improve air quality and make sustainable transport (public transport, walking and cycling), the first choice of transport for people in West Yorkshire. It will enable the transport network to adapt to meet the needs of the expanding population of West Yorkshire and the pressure this creates on the transport network so that public transport become an attractive and truly viable alternative to the car.
- 4.157 Currently, Beckett Street consists of two car lanes, a short south bound bus lane and has no cycle routes. The scheme will widen the carriageway into the grass verge to increase space, extend the south bound bus lane, and deliver a new north bound bus lane, and a new segregated two-way cycle track. The scheme will also deliver bus signal prioritisation, bus stops, pedestrian crossings, widening of footways, upgrades to the pedestrian access to St James University Hotel and landscaping to make the area more attractive.
- 4.158 The scheme's outline business case was approved by the Combined Authority on 9 January 2020. The original scheme presented at OBC was to be funded from the Leeds Public Transport Investment Programme (LPTIP) and included the A58 Beckett Street and A58 York Street scheme in one combined scheme.
- 4.159 The A58 York Street scheme has since progressed through the assurance process as an individual scheme and was delivered in 2020. The A58 Beckett Street element of the scheme was unable to progress at the time, as further funding needed to be secured, due to LPTIP funding being reallocated to other schemes within the programme.

- 4.160 In April 2022, the Department for Transport (DfT) gave approval for the A58 Beckett Street scheme to be funded from CRSTS.
- 4.161 The total estimated scheme costs are now £16,420,000. On 09 January 2020, the Combined Authority approved the outline business case and £14,536,000 from LPTIP for the combined A58 Beckett Street and A58 York Street scheme. The A58 York Street element of the scheme was delivered for £593,000 from LPTIP.
- 4.162 Therefore the scheme has increase by £2,477,000 since the outline business case. The increase in total scheme costs has been driven by inflation, with an industry inflation average increase of 15-18% since the OBC was approved in January 2020. The scope of the A58 Beckett Street element of the scheme remains the same.
- 4.163 The scheme will be solely funded by the Combined Authority with a contribution of £15,000,000 from the City Regional Sustainable Transport Settlement (CRSTS) and £1,420,000 which has previously been approved from the Leeds Public Transport Investment Programme (LPTIP).
- 4.164 Approval is now sought, through this change request, to change the scope of the original scheme presented at OBC to separate the scheme from the A58 York Street scheme, allowing the A58 Beckett Street scheme to progress through the assurance process independently. Approval is also sought for £15,000,000 of CRSTS funding, additional development costs of £1,500,000 to progress the scheme to full business case (FBC) and to extend the scheme's delivery timeframe from March 2021, as outlined in the OBC, to July 2026.

Tackling the Climate Emergency Implications

- 4.165 A shift from car to bus to reduce traffic congestion, helping to reduce vehicle emission levels of nitrogen oxides on a key transport corridor.
- 4.166 A shift to more cycling and walking as a result of the scheme's new segregated cycle track and junction improvements, making it easier, quicker, and safer to travel by bike or on foot.
- 4.167 A Stage 2 Carbon Impact Assessment will be undertaken at FBC stage.

Outputs and Benefits

- 4.168 The scheme outputs and benefits include:
- A 20% reduction in bus journey times along Beckett Street.
 - Improved bus reliability and improvements to the passenger experience.
 - Reduced levels of nitrogen oxide emissions due to people being encouraged to travel by bus, bike and on foot rather than using a car, leading to improved air quality and health.
 - New segregated cycle routes, pedestrian crossings and widened footways, to encourage cycling and walking improving peoples' health.

- Improved network safety for all users, and improved access to training, employment, and health care via public transport.
- The scheme objectives will be further refined as part of the FBC development.

4.169 At OBC, the original scheme which included York Street, had a benefit cost ratio (BCR) of 1.47:1, which represents Low Value for Money (VfM). The BCR will be recalculated at FBC stage for the A58 Beckett Street scheme only.

Inclusive Growth Implications

4.170 The scheme inclusive growth implications include:

- Providing affordable and accessible transport to improve access to training, employment, and health care for residents in wards located to Beckett Street, for example, Burmantofts which are in the 30% most deprived wards in England.

Equality and Diversity Implications

4.171 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.

4.172 The scheme will positively impact several protected characteristic groups due to specific transport disadvantages and needs. Women make a high number and frequency of trips for a wider variety of purposes. Those with disabilities are affected to a greater extent by issues of reliability and space availability. Young and elderly people are both more likely to be involved with traffic collision. Active modes have beneficial impacts for the young. The elderly may not be able to drive, or find it cost prohibitive.

4.173 An updated Equality Impact Assessment (EQIA) Stage 2 will be provided at FBC.

Risks

4.174 The main scheme risks and mitigations remain since OBC:

- Above expected levels of disruption to the road network during construction, mitigated by effective communication with road users, maintaining access to St. James' University Hospital (SJUH), and monitoring of noise and pollution levels given proximity of residential areas and hospital.
- Delays linked to statutory service diversions, mitigated by designing requirements for diversions, and regular liaison with utility suppliers.
- Since OBC, COVID has reduced bus patronage, reducing bus services across the region. Should services be significantly reduced on this corridor, the scheme BCR would reduce. The southbound bus stop outside St. James' University Hospital (SJUH) is the busiest outside Leeds City Centre, so reduced services is regarded as low risk.

Costs

- 4.175 The total estimated scheme costs are £16,420,000.
- 4.176 The scheme will be solely funded by the Combined Authority with a contribution of £15,000,000 from the City Regional Sustainable Transport Settlement (CRSTS) and £1,420,000 which has previously been approved from the Leeds Public Transport Investment Programme (LPTIP).
- 4.177 On 09 January 2020, the Combined Authority approved the outline business case and £14,536,000 from LPTIP for the combined A58 Beckett Street and A58 York Street scheme.
- 4.178 Subsequently only the A58 York Street element of the scheme was delivered. The total scheme costs (and Combined Authority's contribution) was £593,000 from LPTIP.
- 4.179 Therefore the scheme has increase by £2,477,000 since the outline business case. The increase in total scheme costs has been driven by inflation, with an industry inflation average increase of 15-18% since the OBC was approved in January 2020. The scope of the A58 Beckett Street element of the scheme remains the same.
- 4.180 Approval is now sought through this change request to change the scope of the original combined scheme presented at OBC, allowing the A58 Beckett Street scheme to progress through the assurance process independently.
- 4.181 To date the A58 Beckett Street scheme has had approval for development costs of £1,420,000 from LPTIP, which has been spent on feasibility, modelling work, business case development, consultation, and landscape design to get the scheme to OBC. Approval is now sought for £1,500,000 of development costs from CRSTS to progress the A58 Beckett Street scheme to full business case stage, bringing the total scheme approval to £2,920,000..
- 4.182 Subject to approval of this change request, the Combined Authority will need to enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £2,920,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	07/09/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	01/07/2024

Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/09/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/07/2026

Other Key Timescales

- Start construction onsite - early 2025.
- Scheme completion onsite – mid 2026.

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. Outputs & Benefits remain within 20% of those outlined in this report.

Appraisal Summary

- 4.183 This change request seeks approval to change the indicative total scheme costs, the scope, the delivery timeframes of the A58 Beckett Street scheme as well as additional development costs.
- 4.184 The scheme aligns with Leeds City Region's Strategic Economic Plan (SEP) Priority 4 Infrastructure for growth, the Mayoral pledge to tackle climate emergency and protect the environment, and other national, sub-regional and local policies.
- 4.185 The south bound bus stop outside St James University Hospital is the busiest outside of the city centre and additional demand from residential and population growth is expected.
- 4.186 At OBC the scheme represented Low Value for Money (VfM). The benefit cost ration (BCR) will be recalculated for the single A58 Beckett Street scheme at FBC.
- 4.187 Further information is required at FBC stage. This includes a stage 2 Carbon Impact Assessment, a budget for the Monitoring & Evaluation Plan, an updated Stage 2 Equality Impact Assessment (EqIA) and an Environmental Impact Assessment (EIA). Land from Leeds Teaching Hospitals NHS Trust for the cycle track is to be purchased, and all statutory and other regularity consents to be finalised at FBC.

Recommendations

4.188 The Combined Authority, approves that:

- (i) The change request to revise the scope of the scheme, to change the total scheme costs to £16,420,000 (an increase of £2,477,000), for additional development costs of £1,500,000 to progress the scheme to full business case and to extend the scheme's delivery timeframe to July 2026
- (ii) An indicative approval to the Combined Authority's contribution of £16,420,000 is given. The total scheme value is £16,420,000.
- (iii) Approval of £1,500,000 development costs, in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £2,920,000.
- (iv) The Combined Authority enters into an addendum to an existing funding agreement with Leeds City Council for expenditure of up to £2,920,000.
- (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.

Projects in Stage 3: Delivery and Evaluation

4.189 There are no schemes to review at this stage.

5 Tackling the Climate Emergency implications

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

6 Inclusive Growth implications

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

7 Equality and Diversity implications

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

8 Financial implications

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

9 Legal implications

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

10 Staffing implications

- 10.1 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.

11 External consultees

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

12 Recommendations (Summary)

Additional Approvals –Transport Committee delegation

- 12.1 The Combined Authority approves that:
- (i) Delegation of authority to the Transport Committee, to approve, in accordance with the Assurance Framework, the Leeds Healthier Streets Spaces and Communities and the LUF2 A639 Park Road schemes, at its meeting on 19 September 2023.

CRSTS Capacity Fund

- 12.2 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The CRSTS Capacity Fund scheme proceeds through decision point 2 to 4 (business justification) and work continues on activity 5 (delivery).
 - (ii) Approval to £15,586,589 is given, including initial allocations for partner councils as detailed below, bringing the total approval to £21,343,000:
 - Bradford Council £888,099
 - Calderdale Council £1,043,253
 - Kirklees Council £700,559
 - Leeds City Council £1,350,000
 - Wakefield Council £161,854
 - Combined Authority and for further allocation £11,442,824
 - (iii) The Combined Authority enters into a funding agreement with each of the councils for expenditure as detailed in ii) above.
 - (iv) Changes to ii) and iii) above are delegated to the SRO for the scheme.
 - (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.

Network Management Renewals and Enhancements

12.3 The Combined Authority approves that:

- (i) The CRSTS Network Management and Enhancement programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and delivery continues for the second, third and fourth quarter of the 2023/24 (year 2) and work commences on the Approval to Proceed for year 3 of the programme.
- (ii) Approval to an additional £3,966,250 of development and delivery costs for the second, third and fourth quarters of the 2023/24 financial year (year 2), to be allocated to each partner councils up to the amounts shown below. This brings the total programme approval for years 1 and 2 to £9,260,000.

- Bradford Council £625,000
- Calderdale Council £300,000
- Kirklees Council £518,750
- Leeds City Council £1,997,500
- Wakefield Council £525,000

- (iii) The Combined Authority enters into addendums to the existing funding agreements with partner councils for expenditure of up to the amounts shown below:

- Bradford Council £2,100,000
- Calderdale Council £580,000
- Kirklees Council £1,525,000
- Leeds City Council £3,655,000
- Wakefield Council £1,400,000

12.4 The Combined Authority, subject to the conditions set by the Programme Appraisal Team, approves that:

- (i) The CRSTS Network Management and Enhancement Programme for the financial year 2024/25 (year 3) proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and delivery continues to the end of the 2024/25 financial year.
- (ii) Approval to an additional £5,697,500 of development and delivery costs for the 2024/25 financial year (year 3), to be allocated to partner councils up to the amounts shown below. This brings the total programme approval for years one, two and three to £14,957,500.

- Bradford Council £1,550,000
- Calderdale Council £357,000
- Kirklees Council £755,000
- Leeds City Council £2,325,000

- Wakefield Council £710,000
- (iii) The Combined Authority enters into addendums to the existing funding agreements with partner councils for expenditure up to the amounts shown below:
- Bradford Council £3,650,000
 - Calderdale Council £937,500
 - Kirklees Council £2,280,000
 - Leeds City Council £5,980,000
 - Wakefield Council £2,110,000
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Transport Committee.

Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway

12.5 The Combined Authority, approves that:

- (i) The Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority’s contribution of £20,500,000 is given. The total scheme value is £20,500,000.
- (iii) Approval of £300,000 development costs, in order to progress the scheme to decision point 3 (outline business case), taking the total scheme approval to £400,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £400,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and where required, any change requests are delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

A6110 Leeds Outer Ring Road

12.6 The Combined Authority approves that:

- (i) The A6110 Leeds Outer Ring Road scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case)
- (ii) An indicative approval to the Combined Authority’s contribution of £7,000,000 is given. The total scheme value is £14,212,000.

- (iii) Approval of £879,000 development costs, in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,700,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £1,700,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route and tolerances outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

A58 Beckett Street

12.7 The Combined Authority, approves that:

- (i) The change request to revise the scope of the scheme, to change the total scheme costs to £16,420,000 (an increase of £2,477,000), for additional development costs of £1,500,000 to progress the scheme to full business case and to extend the scheme's delivery timeframe to July 2026
- (ii) An indicative approval to the Combined Authority's contribution of £16,420,000 is given. The total scheme value is £16,420,000.
- (iii) Approval of £1,500,000 development costs, in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £2,920,000.
- (iv) The Combined Authority enters into an addendum to an existing funding agreement with Leeds City Council for expenditure of up to £2,920,000.
- (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.

13 Background Documents

13.1 None as part of this report.

14 Appendices

Appendix 1 - CRSTS Capacity Fund – Business Case Summary

Appendix 2 - Network Management Renewals and Enhancements – Business Case Summary

Appendix 3 - Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway – Business Case Summary

Appendix 4 - A6110 Leeds Outer Ring Road – Business Case Summary

Project Overview

Project Title	City Region Sustainable Transport Settlement (CRSTS) Capacity Fund
Main Funding Programme	City Region Sustainable Transport Settlement (CRSTS) Capacity Funding
Sub Funding Programme (if applicable)	Not applicable
Project cost range estimated now	£21,343,000
Funding Applied from the Combined Authority	£21,343,000

Scheme Description

The government's City Region Sustainable Transport Settlement (CRSTS) programme has been designed to deliver investment in integrated sustainable transport plans across a city region, with funding devolved to mayors over a five-year delivery period.

The Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities, known as CRSTS Capacity Funding.

The purpose of the capacity funding is to support longer-term local transport planning and delivery capacity, which could include developing local institutional capability and potentially including formal project and programme leadership training. The funding should be used only for transport purposes, not wider priorities.

The Combined Authority's proposes this funding should cover the following:

- Supporting development of the pipeline of future schemes.
- Developing transport policy and strategy that will help to identify schemes for the future pipeline.
- Supporting development of the CRSTS 2022-27 programme.
- Increasing capacity and skills within the Combined Authority and partner councils.

Business Case Summary

Strategic Case

The West Yorkshire CRSTS Capacity Fund will support a range of the Combined Authority's policies and strategies contained within the Strategic Economic Framework (SEF), specifically:

- Delivering 21st Century Transport - The scheme supports the CRSTS programme which helps deliver – and is fully aligned with – the West Yorkshire Transport Strategy 2040 and draft Connectivity Infrastructure Plan, which are the key strategies and plans underpinning this priority.
- Boosting Productivity - The key national CRSTS objective is driving growth and productivity through infrastructure investment. This CRSTS Capacity Funding will support delivery of the CRSTS Programme which will help achieve the national objective and the West Yorkshire SEF priority.
- Enabling Inclusive Growth.
- Tackling the Climate Emergency

The capacity funding will support Investment Priority 5 (IP5) – Future Transport of the West Yorkshire Investment Strategy (WYIS) and development of wider transport policy that will support current and future CRSTS programmes.

The capacity funding will also support the CRSTS programme delivery which will deliver on several mayoral priorities including:

- Prioritise skills and training to ensure everyone in West Yorkshire has the skills they need to secure work.
- Put keeping women and girls safe at the heart of my policing plan.
- Bring buses back under public control, introduce simpler fares, contactless ticketing, and greener buses.
- Tackle the climate emergency and protect our environment.

The capacity funding seeks to provide the West Yorkshire partners with the necessary capacity and skills to support and deliver the CRSTS programme.

The Combined Authority is gearing up for sustained, substantial government investment in local transport infrastructure in West Yorkshire, to be delivered through a five-year CRSTS capital grant covering the period 2022/23 to 2026/27. Further five-year settlements are expected to follow.

Economic Case

Value for money assessments for funding and activities of this nature are not considered appropriate, with no known assessment methodology or comparators to base an assessment on.

However, investment of this kind is still regarded as providing good value for money. Relatively small amounts of funding used to support the development of strong and compelling funding bid submissions in recent years has effectively leveraged in billions of pounds of central government funding in transport and non-transport sectors for West Yorkshire. For example, external consultancy support for CRSTS business case development to provide economic case support will be instrumental in securing a final allocation of £830,000,000 of central government funding.

Commercial Case

Activities will be funded via a combination of existing staff resource, external recruitment, and procurement of external suppliers where necessary.

Procurement of any external suppliers for consultancy or training will be undertaken in line with the Combined Authority's contracting and procurement policies.

Depending on the nature and value of external support required, existing frameworks may be used, including the professional services framework in place to support the CRSTS programme. If other support is needed that is judged to be outside of the scope or expertise of the current framework providers, individual procurements will be undertaken.

Financial Case

There is no detailed guidance from government on constraints on how the funding is to be used and as part of a devolved long term funding settlement, a degree of local discretion can be expected in line with the commitment in the West Yorkshire Devolution Deal.

Furthermore, no monitoring or reporting requirements have been defined, and there are no conditions for funding to be spent in year and it is expected that funding can be used through the CRSTS period to deliver support when required, to meet local needs.

Department for Transport CRSTS capital funding settlements are complemented by revenue funding allocations to Mayoral Combined Authorities, known as CRSTS Capacity Funding.

CRSTS capacity resource funding was initially confirmed to Mayoral Combined Authorities in 2021 and subsequent confirmations via ministerial letters and grant determinations, with £21,343,000 total funding expected. To date, £17,857,000 has been granted and paid to the Combined Authority.

Management Case

Since the original business case submission in March 2022, governance arrangements have been reviewed and it is now proposed to be provided by the West Yorkshire Local Transport Plan (LTP) Board which oversees the development of the LTP.

As development of the LTP is a key output of this programme, and all future transport investment and delivery will need to be aligned to the LTP and deliver towards its vision, objectives and policies, this board is felt to be the most appropriate governance structure. The LTP Board, chaired by the Combined Authority's Director of Transport Policy and Delivery, has accepted oversight of CRSTS Capacity Fund as part of its remit. and will make strategic decisions about programme changes, the detail making up activity areas and reallocations of funding between and within themes.

Progress including spend to date and forecasts, alongside benefits achieved, will also be reported to CRSTS Operational Programme Board as part of quarterly reporting to government.

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Project Overview

Project Title	Network Management and Enhancement Programme
Main Funding Programme	City Region Sustainable Transport Settlement (CRSTS)
Sub Funding Programme (if applicable)	Not applicable
Current Forecast Project cost	£25,000,000
Funding Applied for from the Combined Authority	£25,000,000

Scheme Description

The programme seeks to address West Yorkshire's ageing traffic signal infrastructure and equipment by replacing and enhancing traffic signals. The programme will deliver new signalised crossings, improved communications equipment and better bus and cycle detection technology. The programme also includes the rapid deployment of LED lamps in traffic signals which will reduce energy costs and lower carbon emissions.

Replacement of ageing traffic signal stock will reduce the risk of faults and failures which result in danger and delays to road users and affect the reliability of the transport network. Enhanced bus detection technology at traffic signals will help to maintain public transport as a viable alternative to car use. Providing new crossings will also remove barriers to cycling and walking and promote a shift away from car use.

The scheme is to be delivered through the City Region Sustainable Transport Settlement (CRSTS).

Business Case Summary

Strategic Case

Higher levels of faults and failures at older traffic signals result in danger and delay to road users and adversely affect the reliability of the transport network. The lack of signalised pedestrian and cycle crossings at some sites also represents a barrier to cycling and walking.

The programme includes replacing and enhancing traffic signals including the provision of new signalised crossing facilities. The improvements will lower the number of traffic signal faults and failures, resulting in better and more reliable journey times, improved safety, and a better user experience. The programme also incorporates improved detection technology and ground-breaking artificial intelligence and control techniques to improve the experience of people traveling by bus, bike or on foot.

The programme improves signal reliability, supports active travel (cycling and walking) and reduces energy consumption, which all aligns with the Combined Authority's priorities around boosting productivity, enabling inclusive growth, and tackling the climate emergency, as well as similar Mayoral pledges.

The programme also supports the West Yorkshire Transport Strategy 2040, Connectivity Infrastructure Plan and West Yorkshire Low Emissions Strategy 2016-2021.

Economic Case

Benefits of the programme include quicker journeys as a result of a reduction in traffic signal failures, lower repair and maintenance costs and lower energy consumption.

Improved facilities and fewer signal failures will encourage a shift to active travel (cycling and walking) and have health benefits as people become more active and less reliant on private cars, leading to reductions in greenhouse gas emissions.

The value for money (vfm) assessment has not yet been calculated but it has been estimated as being High reflecting a benefit cost ratio (BCR) of 2:1 or above.

Commercial Case

Several contractor frameworks are currently in place, through which similar programmes are already being delivered. A risk has been identified that contractors may not have sufficient capacity to deliver this programme. The use of existing frameworks mitigates this risk, making best use of the pre-existing relationship with contractors.

The existence of a five-year programme of CRSTS-funded works allows the West Yorkshire partners to discuss a large forward programme of work with contractors. This will provide contractors with more confidence to recruit and expand their operation if required.

Financial Case

The programme's funding is split between the five West Yorkshire partner councils based on the number of urban traffic control assets in each district.

The full five-year CRSTS allocation is £25,000,000. This strategic outline case supports Year 2 of this programme (2023/24), which has a total cost of £4,900,000, and Year 3 which has a total cost of £5,697,500.

The funding for quarter one of Year 2 (2023/24) has already been approved by the Combined Authority in February 2023. Approval is now being sort for the remaining funding for year 2, covering quarters two, three and four and totalling £3,966,250.

The promoter is required to submit an Approval to Proceed (ATP) to demonstrate compliance with the conditions set by the Combined Authority's Programme Appraisal Team (PAT) on 9 August 2023, in order for the £5,697,500 of development and delivery costs for year 3 of the programme (2024/25) to be approved. This will take the total programme approval for years 1 to 3 to £14,957,500. The ATP will be submitted later in the 2023/24 financial year.

All funding is provided from the Combined Authority's CRSTS funding settlement.

Management Case

This programme of work comprises a large number of smaller sub-schemes. These schemes will be delivered through partner councils' existing teams, which have experience of delivering similar schemes. Each partner council will have a project lead who will oversee delivery of their elements, with an overarching project manager to oversee delivery and manage the development of the strategic outline cases.

The five-year programme of works is being delivered between April 2022 and March 2027. An updated strategic outline case will be submitted at agreed points.

Progress will be reported to a new Urban Traffic Management Control (UTMC) operational board, which is expected to be in place by early 2024.

Project Overview

Project Title	Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane Gateway
Main Funding Programme	City Region Sustainable Transport Settlements (CRSTS) Fund.
Sub Funding Programme (if applicable)	Not applicable
Current Forecast Project cost	£20,500,000
Funding Applied for from the Combined Authority	£20,500,000

Scheme Description

The A660 (Woodhouse Lane) is a key route linking the city centre with northwest Leeds. The route has 20 buses per hour during peak periods, the highest demand for cycling in Leeds, and one of the city's highest footfalls.

The scheme will deliver bus improvement measures to provide quicker and more reliable bus journeys along the route, with interventions including bus-only streets and north and southbound bus lanes, junction improvements and re-routing of general traffic to prioritise bus, walking, and cycling.

The scheme will also deliver new pedestrian crossings and close side roads to general traffic to prioritise cycling and walking, a 1.11-kilometre (km) segregated two-way cycle track, and widened footways, making it easier and safer to travel by bike or on foot along the route. There will also be public place enhancements including new tree planting to make the area more attractive.

The scheme will encourage more people to make local trips along the route by sustainable means (bus, cycling and walking) instead of the car, which will help improve the local air quality and benefit people's health.

The scheme is to be delivered through the City Region Sustainable Transport Settlements (CRSTS) fund.

Business Case Summary

Strategic Case

Currently there is a high level of congestion on the route and a lack of bus priority measures, which give buses priority over other traffic, for example at junctions and traffic lights, which significantly reduces the effectiveness of the bus services. Although the existing temporary cycling infrastructure along the route has worked well and boosted cycling numbers, a permanent segregated cycle track will improve safety. There has also been limited investment in footway surfaces for several decades.

To address the current challenges, the scheme will deliver a mix of bus, walking and cycling interventions across three sections of the A660 Woodhouse Lane. The scheme aims to improve bus journey times and reliability, improve the walking and cycling infrastructure and safety levels for people travelling by bike or on foot; and increase access to active travel (cycling and walking) options for local trips.

The scheme will support several local, regional, and national strategic objectives. These include the West Yorkshire Mayor's pledge 'to tackle climate emergency and protect our environment' and

principles of Inclusive Growth and Equality & Diversity (EDI), by improving public transport and active travel access to education, housing, employment, health care, and retail sites for all users.

Initial stakeholder engagement was undertaken in December 2022 with further engagement planned to support this ongoing process and ensure all stakeholders are spoken to. This will include hard-to-reach communities and protected characteristic groups.

Economic Case

To determine the scheme short list options and identify the preferred way forward scheme, an options appraisal has been carried out, using critical success factors such as potential strategic fit and value for money.

Further appraisal will be carried out at the next business case stage to determine the Preferred Option scheme, including a Stage 2 Carbon Impact Assessment (quantitative analysis) and a Stage 2 Distributional Impact Assessment.

An initial assessment of the preferred way forward scheme reflects it as high value for money when assessed against the DfT value for money criteria.

An initial carbon impact assessment highlights positive impacts; reductions in greenhouse gas emissions and noise levels, and improvements in air quality.

The value for money assessment reflects a benefit cost ratio (BCR) of 3.23:1. This is categorised as high value for money when assessed against the Department for Transport's value for money criteria.

Commercial Case

Leeds City Council has undertaken successful procurement for several similar city centre bus priority and active travel (cycling and walking) schemes in recent years, such as Meadow Lane, Corn Exchange, and The Headrow.

Leeds City Council is intending to undertake detailed scheme design in house and will consider its major works contractor framework to procure the contractor for the construction works.

Further detail on the procurement strategy and contract arrangements will be provided at outline business case stage.

Financial Case

The total scheme cost is £20,500,000 and will be fully funded by the City Region Sustainable Transport Settlement (CRSTS) programme.

The scheme is now seeking approval for development costs of £300,000 to progress the scheme to outline business case, funding activities including highway design, traffic modelling, consultation and engagement, and project management. This will bring the total scheme approval to £400,000.

The scheme maintenance costs will be met by Leeds City Council and further details of these costs will be provided at outline business case.

Management Case

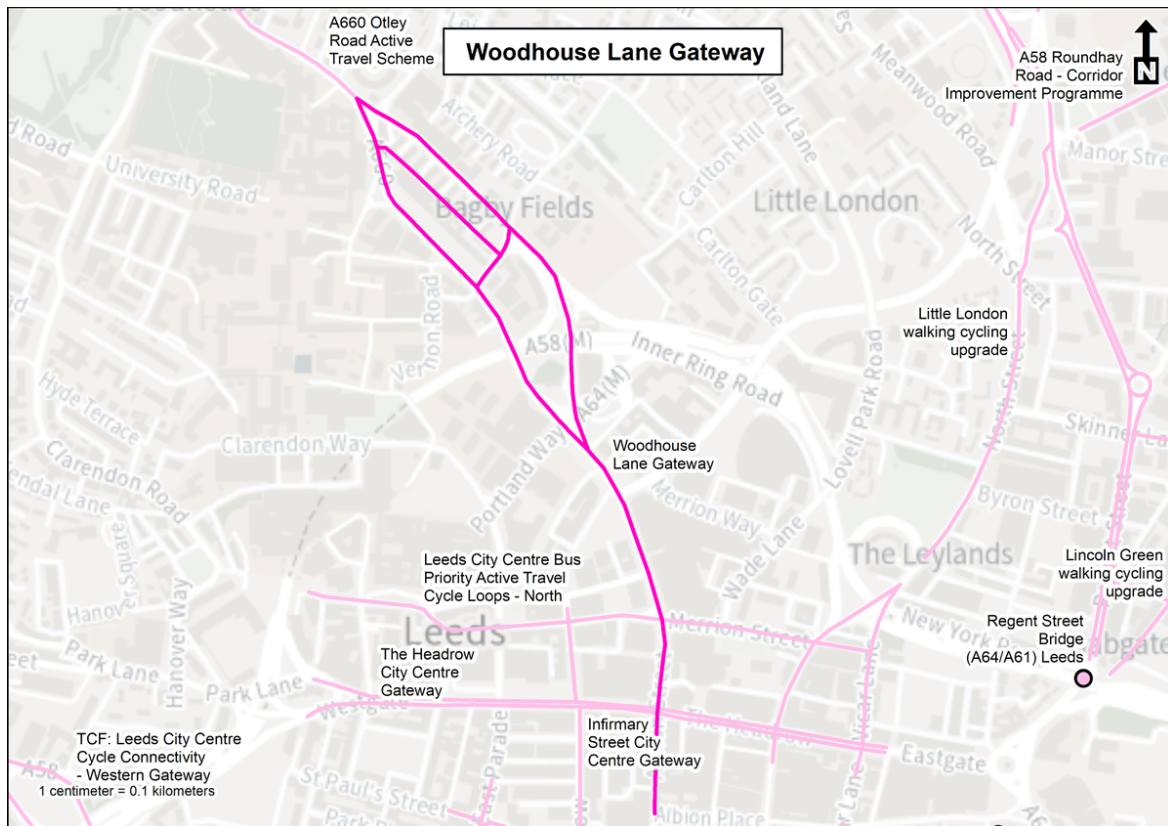
The Woodhouse Lane Gateway Project Team, the Leeds City Council CRSTS Board, and the Combined Authority CRSTS Board are in place to support the development and delivery of the scheme.

The current delivery programme estimates a scheme completion date of September 2026.

To support the monitoring and evaluation of post scheme impacts and benefits, an Evaluation Plan as per the CRSTS Evaluation Framework is under development.

Location Map

The following map shows the location of the Bus Cycle Priority Corridors (BCPC) – Woodhouse Lane 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-the-economy/leeds-city-region-infrastructure-map/>

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Project Overview

Project Title	A6110 Leeds Outer Ring Road
Main Funding Programme	City Region Sustainable Transport Settlement - £4,000,000
Sub Funding Programme (if applicable)	West Yorkshire plus Transport Fund - £3,000,000
Current Forecast Project cost	£14,212,000
Funding Applied for from the Combined Authority	£7,000,000

Scheme Description

The scheme is part of the wider 'Connecting Leeds' programme which aims to support sustainable economic growth through investment in improvements at key junctions across the city.

The scheme is located on the A6110 Leeds Outer Ring Road at the A643 Elland Road South junction, where there is an existing roundabout. The scheme includes junction signalisation, a bus bypass at Elland Road South and a northbound bus lane from Elland Road South to Elland Road North. The scheme also includes segregated cycle routes, from Elland Road South to Elland Road North and between Elland Rd North and Junction One Retail Park.

The scheme will be delivered in two phases. Phase 1 comprises junction signalisation at Elland Road South, including a bus bypass and a cycle route around Elland Road South and crossings. Phase 2 comprises a cycle route between Elland Road South and Elland Road North, a cycle route between Elland Road North and Junction One Retail Park and a northbound bus lane from Elland Road South to Elland Road North.

The scheme will reduce traffic congestion and improve bus journey times, while promoting increased bus use and a shift away from cars. The scheme will also include new pedestrian crossings widened footways and a new cycling route to encourage more to travel by bike or on foot.

The scheme is funded by the West Yorkshire plus Transport Fund (WY+TF), City Region Sustainable Transport Settlement (CRSTS) and Section 106 developer contributions.

Business Case Summary

Strategic Case

The current highway network at the scheme's location faces several challenges including severe congestion and unreliable journey times for all users in the morning and afternoon peak periods. A lack of cycling and walking provision also impacts on accessibility to housing and employment sites in the area.

Leeds City Council's Core Strategy has identified the area surrounding the A6110 Outer Ring Road as being in need of investment. By making targeted network improvements, the A6110 is expected to act as one of the key enablers for unlocking urban expansion to the southwest, accelerating economic growth in the area.

The scheme supports policy at local, regional, and national levels including the Strategic Economic Framework priorities of:

- Boosting productivity by reducing congestion

- Enabling inclusive growth by improving public transport, as well as cycling and walking facilities
- Tackling the climate emergency by promoting a shift to public transport, cycling and walking, reducing transport-based emissions
- Delivering 21st century transport by improving public transport and cycling and walking facilities.

The scheme focusses on improving journey time reliability, particularly for public transport, improving the attractiveness of sustainable modes of transport and encouraging a shift away from private cars.

Economic Case

The value for money assessment of the overall scheme (Phase 1 and Phase 2) reflects a benefit cost ratio (BCR) of 2.18:1. This is categorised as high value for money.

The BCR will be reviewed at the next stage to reflect that Phase 1 and Phase 2 will progress individually through the assurance process after outline business case.

Commercial Case

There is evidence of high demand for the scheme due to the significant levels of congestion on this route. The congestion will only increase without intervention due to the expected increases in population and planned housing growth in the area. There is currently a lack of walking and cycling infrastructure and poor access to public transport.

The Leeds Transport Conversation showed that 51% of those who usually drive to work wanted to change to a more sustainable mode (bus, cycling and walking), but fewer felt confident to make the change. The scheme will address barriers to greater use of public transport and cycling and walking.

Evidence from similar infrastructure projects, such as the City Connect Cycle Superhighway, demonstrated an increase in take up. From May 2018 to August 2018, overall usage of the superhighway was up by 24% on the same period in 2017.

The scheme's procurement strategy has been considered, and it is planned to use Leeds City Council frameworks to procure a contractor for the works.

Financial Case

The total cost of the preferred scheme is estimated to be £14,212,000. The whole of the preferred option is not currently affordable with the funding available, so the promoter, Leeds City Council, will deliver the scheme in phases.

Phase 1, with total scheme costs of up to £8,761,000, will be delivered using the identified funding from CRSTS, WY+TF and Section 106 developer contributions. Phase 1 will comprise:

- Elland Road South junction signalisation including bus bypass.
- Cycle route around Elland Road South and crossings

Leeds City Council anticipates that Phase 2 could be delivered from CRSTS Round 2 funding, subject to availability. Phase 2 will comprise:

- Cycle route between Elland Road South and Elland Road North
- Cycle route between Elland Road North and Junction One Retail Park
- Northbound bus lane from Elland Road South to Elland Road North

Detailed cost estimates for the total scheme, have been prepared using the known cost information for similar schemes undertaken in the Leeds area. The maintenance costs for the scheme have been calculated and LCC confirm that these will be managed within existing maintenance budgets.

Approval is now sought for a further £879,000 of development costs to progress the scheme to FBC which, subject to approval, would take the total scheme approval to £1,700,000.

Management Case

Leeds City Council has robust project management, financial monitoring, and procurement systems in place and the skills to deliver the scheme successfully, demonstrated by years of delivering externally funded projects, including highway and regeneration projects.

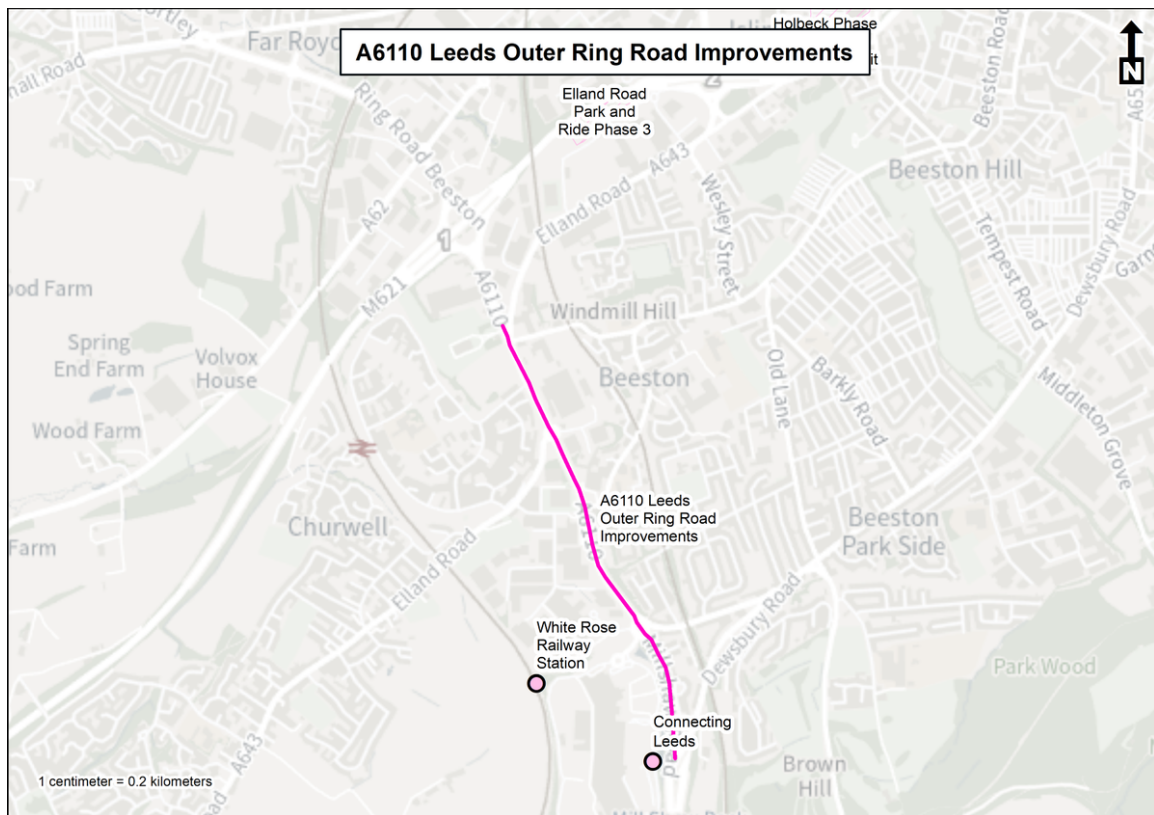
The Leeds City Council Corridor Improvement Programme Board will be responsible for the scheme's delivery. The board links the council's senior team and the Combined Authority's programme team.

A quantified risk assessment has been carried out and has been included in the scheme cost estimates. The communications strategy, benefits realisation plan and the monitoring and evaluation plan have also been provided as part of the business case.

A detailed programme plan has been provided which envisages the scheme starting construction in Spring 2025.

Location Map

The following map shows the location of the A6110 Leeds Outer Ring Road Improvements.



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, please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>



Report to: West Yorkshire Combined Authority

Date: 7 September 2023

Subject: **Strengthening Private Sector Engagement**

Director: Felix Kumi-Ampofo, Director of Inclusive Economy, Skills & Culture

Author: Sarah Bowes, Interim Head of Business

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

1. Purpose of this Report

- 1.1 To provide the Combined Authority with an update on local plans to strengthen private sector engagement and partnerships as a result of national policy changes.

2. Information

National context

- 2.1 In 2011, LEPs were established by the then Department for Business, Innovation and Skills to tackle growth challenges faced by various regions in the country. The LEPs initially took over some tasks previously managed by the then regional development agencies when the latter ceased operations in March 2012.
- 2.2 Since their creation, LEPs have played a pivotal role in fostering growth in local areas and ensuring regional economic policy is aligned with the direction of the private sector.
- 2.3 On 4 August 2023, Dehenna Davison MP (Minister for Levelling Up) and Kevin Hollinrake MP (Minister for Enterprise, Markets and Small Business) wrote to LEP Chairs, CA Mayors, Local Authority Leaders, and the Mayor of London (Appendix 1).

- 2.4 Following the Spring Budget 2023 announcement that Government was "minded to" withdraw core funding for LEPs from April 2024, Government has now confirmed that decision after the conclusion of its information gathering process on this proposal.
- 2.5 The functions of LEPs are to be transferred to Local Authorities in areas where they are not already being delivered by Combined Authorities or the Greater London Authority (this includes the Leeds City Region Enterprise Partnership).
- 2.6 Government will provide "some revenue funding" to Local Authorities and Combined Authorities in 2024/25 to support the transition and help with delivering functions currently carried out by the LEPs. Funding beyond this period is subject to future Spending Review decisions.

Local implementation

- 2.7 The Leeds City Region Enterprise Partnership (LEP) has worked to unlock West Yorkshire's vast economic potential since 2011 by enabling business and enterprise to thrive. Working with public and private sector partners, the LEP has provided support and funding to help businesses grow, attract new investment to the region and develop the skills, energy and digital infrastructure to create jobs and prosperity.
- 2.8 The LEP secured the £1 billion-plus Local Growth Deal, the largest such deal in the country, with Government to help transform the Leeds City Region economy through infrastructure, housing and business support.
- 2.9 West Yorkshire (and the wider Leeds City Region) has a strong history of joint and close working between the public and private sector. Since its formation in 2011, this has been embodied directly through the LEP (which had direct delivery responsibilities from central Government), and also with working relationships with business representative groups (such as the Chambers of Commerce, the CBI, FSB and IoD), sector representative groups (Made UK, etc), as well as with individual businesses and companies supported by LEP business growth funding or advice.
- 2.10 This relationship is seen nationally as best practice and the Combined Authority agreed to build on this track record of success and the principles which underpin that success. This means that the MCA has meaningful input from the private sector, Voluntary and Community Sector, Higher Education and Further Education sectors into:
 - Shaping overall economic and inclusive growth strategy, ensuring the policies can translate into meaningful action.
 - The need for Equality, Diversity and Inclusion considerations to be at the heart of all policies, projects and actions.
 - The MCA business support offer, and its promotion and delivery.
 - Promoting and facilitating inward investment, trade missions and export work.

- Ensuring that skills and employment support is focused on local labour market needs.
 - Ensuring that workers' rights and conditions are kept in frame.
- 2.11 At the March 2023 LEP Board meeting, the Board received an update on its evolving role with an emphasis on ensuring that the strong partnership between the public and private sector is further strengthened.
- 2.12 Since that meeting, the Combined Authority begun the process of integrating the LEP with the committees and is continuing to explore how best to maintain and grow a strong private sector voice by considering:
- Transitioning from the LEP Board to a new Business Board with a new chair. This board will be the primary source of business advice to the Mayor and Combined Authority and will influence policy and strategy to meet the current and future needs of the economy.
 - The new Board Chair also acting as the Lead Mayoral Business Advisor. Private sector board members would also be assigned specific portfolios, relevant with their expertise and interest.
 - A new “wider” business council made up of business leaders from across the region to further expand the CA's relationship with the private sector and help to shape policy. This would be convened by the Mayor.
 - Refreshing the CA's perspective on the most effective way to meaningfully engage with the private sector, including how to ensure a deeper relationship with the business rep groups.
 - How best to meaningfully engage with the third sector without duplicating existing local arrangements and efforts.
 - The possible creation of a new WY level board for systems leadership
- 2.13 CA Board members will be fully engaged through this process. The Inclusive Economy, Skills and Culture directorate of the Combined Authority will lead this process and ensure the relationship with business and the private sector remains effective and productive.
- 2.14 The new Board members were announced at the previous Combined Authority meeting in July 2023 and are listed below.
- Annette Joseph MBE – Diverse and Equal
 - Jane Atkinson CBE – Infinium UK Ltd
 - Sherin Matthew – AI Tech Ltd
 - Aaron Holt – Holdson Ltd
 - Lisa Johnson- Starship Technologies
 - Natalie Sykes – James Wilby
 - Nicky Chance -Thompson – Piece Hall (formally co-opted member)

- Asma Iqbal – Chadwick Lawrence LLP (formally co-opted member)
- Fara Butt – Shire Beds (formally co-opted member)

They join the existing private sector members of the board who are:

- Mandy Ridyard – Produmax
- Kully Thiarai – Leeds 2023
- Kamran Rashid – Impact Hub, Bradford
- Professor Shirley Congdon – University of Bradford

2.15 The Mayor and the Leaders of Bradford, Calderdale, Kirklees, Leeds and Wakefield are permanent members. The new Board Chair (to be appointed in the early autumn 2023) and the Board members will agree its new name and terms of reference.

3. Tackling the Climate Emergency Implications

3.1 There are no climate emergency implications directly arising from this report.

4. Inclusive Growth Implications

4.1 There are no inclusive growth implications directly arising from this report. Though it should be noted that it is proposed that inclusive growth will remain a key priority for the new board and business council.

5. Equality and Diversity Implications

5.1 It is proposed to maintain the focus on equality and diversity within the LEP constitution and EDI will remain a key priority for the new board and business council.

6. Financial Implications

6.1 It should be noted that core funding from Government for LEPs nationwide will be withdrawn from April 2024.

6.2 “Some revenue funding” will be provided by Government to support this transition in 2024/2025 but funding after this period will be subject to future Spending Review decisions.

7. Legal Implications

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

7.2 Legal and governance implications regarding changes to the constitution and governance model of the LEP were set out in the March LEP Board meeting.

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 Combined Authority members note the latest Government position on LEPs.

10.2 That Combined Authority members note the steps being taken to transition LEP functions into the Combined Authority and strengthen the relationship with the private and third sectors.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

1. Transfer of Local Enterprise Partnership (LEP) core functions to combined and local authorities

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Department for Levelling Up,
Housing & Communities

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Minister for Levelling Up
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2 Marsham Street
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SW1P 4DP



Department for
Business & Trade

Kevin Hollinrake MP
**Minister for Enterprise,
Small Markets and
Business**
Old Admiralty Building
London
SW1A 2DY

To: LEP Chairs, Combined Authority Mayors,
Local Authority Leaders, and the Mayor of London

4th August 2023

Dear all,

TRANSFER OF LOCAL ENTERPRISE PARTNERSHIP (LEP) CORE FUNCTIONS TO COMBINED AND LOCAL AUTHORITIES

At [Spring Budget 2023](#), the Chancellor announced that the Government was 'minded to' withdraw central government support (core funding) for Local Enterprise Partnerships (LEPs) from April 2024 and transfer their functions – namely, business representation, strategic economic planning, and the delivery of government programmes where directed – to local authorities, where they are not already being delivered by combined authorities or the Greater London Authority.

We wrote to you on 17th March 2023 to launch an information gathering exercise on the practical implications of this proposal. We would like to thank you for your participation in this. A [summary of the findings](#) has been published today on gov.uk.

Following the conclusion of this exercise, we are now writing to you to confirm our 'minded to' decision. From April 2024, the Government's sponsorship and funding of LEPs will cease. The Government will now support local and combined authorities to take on the functions currently delivered by LEPs. Where not already delivered by a combined authority, or in areas where a devolution deal is not yet agreed, the Government expects these functions to be exercised by upper tier local authorities, working in collaboration with other upper tier local authorities over functional economic areas as appropriate. Alongside this decision, we have published [technical guidance](#) for LEPs and local authorities to support them through this policy change.

The information gathering exercise identified overlap between some of the functions being discharged by LEPs, local authorities and combined authorities, as well as confirming that there is already a high level of integration of LEP functions in Mayoral Combined Authority areas. The exercise also highlighted the different perceived levels of benefit and engagement between LEPs and local authorities. The Government's

view is that there is likely to be scope for greater join-up, efficiencies, and clarity for the private sector by these functions being discharged within Mayoral Combined Authorities, devolution deal areas and upper tier local authorities, working together as appropriate.

The Government will therefore provide some revenue funding to local and combined authorities in 2024/25 to support them in delivering the functions currently delivered by LEPs. We will provide further detail of this support in due course. Funding beyond 2024/25 is subject to future Spending Review decisions.

Reiterating the message we sent to LEPs in March, we would like to thank LEPs and their staff for their hard work in supporting and driving local economic growth across England since 2011. We remain enormously appreciative of all the work LEPs have done in advising and supporting businesses and local decision makers for more than a decade, including through EU Exit and the COVID-19 pandemic. We would again like to thank those LEPs that have played an important role over the last year in helping areas broker new devolution deals and prepare Investment Zone bids.

The Government remains committed to our goal that by 2030, every area in England that wants a devolution deal will have one. By empowering local democratically elected leaders to deliver these key local growth functions from April 2024, we are accelerating the integration process set out in the Levelling Up White Paper.

With every good wish,



Dehenna Davison MP

Minister for Levelling Up, Department for Levelling Up, Housing & Communities



Kevin Hollinrake MP

Minister for Enterprise, Markets and Small Business, Department for Business & Trade



Report to: West Yorkshire Combined Authority

Date: 7 September 2023

Subject: **Combined Authority Brand Review**

Director: Alan Reiss, Chief Operating Officer

Author: Rachel Barnard, Head of Marketing and Campaigns

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 request formal approval of the revised logo for the West Yorkshire Combined Authority and Mayor of West Yorkshire, and to commence using it from October 2023.

2. Information

The case to evolve

The issue

- 2.1 Since the West Yorkshire devolution deal was agreed and the Mayor elected, the Mayoral Combined Authority (MCA), the decisions it makes, the services it delivers and investments it makes, have grown significantly and at pace.
- 2.2 There have been changes at a national level too. The model for funding and delivering services which were previously led by Local Enterprise Partnerships (LEPs) has altered. Funding has been re-routed and LEPs are now in the process of being integrated into Combined Authorities. In the case of West Yorkshire, the LEP has now been fully integrated.

- 2.3 Further to this, the West Yorkshire Plan, launched in June 2023, sets out greater joint ambitions for a brighter region and a shared strategic approach to investment and delivery.
- 2.4 To ensure that each of these decisions, investments and opportunities are understood and can benefit as many people in West Yorkshire as possible, they need to be highly visible and accessible to all.
- 2.5 The MCA manages a suite of logos and provides publicity guidance to partners on funded projects. This mix includes legacy organisations and historic programmes meaning that the relationships between the identities can be difficult to navigate and impacts negatively on widespread recognition of the MCA.
- 2.6 The Combined Authority has not reviewed its brand or brand strategy since 2017. This has meant that the brand identity has not kept up with the pace of change that the organisation has been through since the devolution agreement in 2021. Market research reflects this and demonstrates that whilst understanding of the MCA is low, awareness of the Mayor is high (source – Combined Authority Annual Brand Awareness survey 2022).
- 2.7 To address this, it is recommended that the identity and positioning of the Combined Authority, Mayor and partnership is strengthened by a structured, consistent and therefore trusted approach to brand.

The background

- 2.8 The Combined Authority and Mayoral logos appear alongside each other on all documents, communications and collateral produced. The Combined Authority identity binds together partners and colleagues in a shared ambition, and it reflects the source of funding for investments, services and infrastructure throughout West Yorkshire. The Mayoral identity represents all areas where the Mayor has involvement and influence, promotes that we have metro-mayor status and reflects the powers of the Mayor.
- 2.9 The two logos were created at different times and for purposes which have since evolved. The differences facilitate a lack of understanding between the two entities acting as one, which in turn impacts audience reach and recognition.



- 2.10 This is also apparent when benchmarking against other MCAs who have completed this process and in engagement with a wider range of stakeholders - awareness and the concept of a mayor is widely recognised however there is more to be done to increase understanding of Combined Authorities.

- 2.11 On the whole, other Mayoral Combined Authorities and Combined Authorities have already refreshed their identities and adopted best practice models which create a consistent and professional image.
- 2.12 For maximum effect it is recommended that similar steps are taken to address such inconsistencies here in West Yorkshire.

Recommended solution

A unifying logo for the Combined Authority and Mayor

- 2.13 To build clarity and definition to the relationship between the two, the replacement of the two individual logos with one logo or icon that unifies them both is recommended.
- 2.14 The use of a logo or icon is a well-established, best practice approach to unifying multiple names and identities to show a common purpose.
- 2.15 By using a logo or icon alongside the words West Yorkshire Combined Authority and Mayor of West Yorkshire, the two come together as one.

Supporting insight

- 2.16 An outside agency was employed due to their strong track record of creating effective and engaging visual identities.

The proposed approach and single logo has been tested with a wide range of stakeholders and external audiences. Those engaged were in unanimous agreement of the need to refresh the approach and that the recommendation did this successfully.

- 2.17 Two creative concepts were tested and the preference for an interlinked rose concept, representing the five authorities working together as one whilst acknowledging Yorkshire pride, was by far the preferred option.

Logo recommendation

- 2.18 This is the recommended, unified logo for everything the MCA does, decides and delivers.



- 2.19 It is a modern, cleaner and more consistent approach, with a single icon (the interlinked rose) representing the five councils working together with the Mayor of West Yorkshire to deliver shared ambitions for residents and businesses.
- 2.20 The logo has been designed to be a long term solution and maintains the flexibility to change the wording without impacting on the overall brand, either visually or its public recognition. It has also been developed and tested to consider visual accessibility and following guidance on colour blindness.
- 2.21 Once adopted, the logo will appear on all documents, communications and collateral produced by and invested in by the MCA. It is proposed to introduce the revised logo gradually from October 2023.
- 2.22 Sustainability and costs have been considered at each stage of this process. Existing assets and collateral will not be recreated and replaced however all new documents, templates, campaigns and collateral will feature the revised logo.

Brand governance

- 2.23 For reputational reasons and brand integrity, it is essential to govern the use of the logo closely.
- 2.24 The responsibility for brand management sits with the Chief Operating Officer and it should be championed, used appropriately and respected by all colleagues and all partners.

3. Tackling the Climate Emergency Implications

- 3.1 Sustainability has been considered throughout the process. Existing printed materials will be used before new ones are produced and items replaced as needed. Recycled or sustainable materials are used whenever possible.

4. Inclusive Growth Implications

- 4.1 A unified visual identity, implemented through clear brand guidelines, will support the ambitions of the MCA and partners to ensure that as many people as possible can recognise and gain access to people to support which will improve lives and create a better West Yorkshire.

5. Equality and Diversity Implications

- 5.1 EDI is at the heart of the MCA's work and is reflected through an 'audience first' approach to communications. A unified logo supported by clear guidelines to reflect West Yorkshire communities through the use of strong imagery, illustrations, language and format will improve accessibility across diverse audiences.

6. Financial Implications

- 6.1 A revised logo is a long-term commitment. It reduces the costs associated with the development, management and rollout of multiple identities, which in turn, dilute the MCA's aims and objectives and overall effectiveness.
- 6.2 The MCA and its partners are acutely aware of the economic pressures that are currently facing businesses, the public and a wide spectrum of organisations.
- 6.3 Amongst the benefits of using a revised logo, is the potential to reach more people in more communities with greater opportunities and raise awareness of support available to businesses in West Yorkshire.
- 6.4 To inform the development of the revised unified logo for the Combined Authority and the Mayor, a specialist local branding agency was commissioned. This commission included gathering insight, delivering engagement and informing a wider brand strategy. The cost for designing the new unified logo was £24,683. It is expected that the establishment of a single logo and single set of brand guidelines will create multiple efficiencies and economies of scale for the MCA and partners.
- 6.5 The changes to branded documents including Office templates and digital channels will all be made in house. The new branding will be rolled gradually on future campaigns and collateral as it is created. To maintain a low cost approach, existing assets will not be replaced until it is necessary.

7. Legal Implications

- 7.1 The intellectual property of any new logo requires registration.

8. Staffing Implications

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

9. External Consultees

- 9.1 The commissioned branding agency worked closely with the MCA to deliver engagement and test the proposals with external stakeholders during Spring 2023.

10. Recommendations

- 10.1 That the Combined Authority approves the revised Combined Authority and Mayoral logo and its use from October 2023.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None



Report to: West Yorkshire Combined Authority

Date: 7 September 2023

Subject: **Corporate Change**

Director: Alan Reiss, Chief Operating Officer

Author: Alice Padbury, Business Improvement 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 This report sets out an update on a number of corporate change activities that have progressed since the last meeting. The Combined Authority is asked to note:
 - 1.1.1 The appointment of a new Strategy, Communications and Intelligence Director, which has been made following a competitive external recruitment progress.
 - 1.1.2 Changes to the role and accountabilities of the role profile which includes Monitoring Officer responsibilities.

2. Information

Appointment of Strategy, Communications and Intelligence Director

- 2.1 Previous reports to the Combined Authority have set out the significant amount of change which has been underway within the organisation, resulting in changes to the Directorate structure and operating model. Various changes to the senior structure have resulted in the role of Strategy Communications and Intelligence Director becoming vacant.
- 2.2 Following this, a competitive external recruitment process has taken place to fill the role of Strategy, Communications and Intelligence Director. Panel

interviews have taken place with involvement of the Mayor, Chief Executive, Chief Operating Officer and a senior Local Authority representative. The decision making panel was supported by a panel of internal staff, and a panel of partners including local authority representatives.

- 2.3 This has resulted in Sarah Eaton being appointed into the Strategy, Communications and Intelligence Director role. Sarah is currently Assistant Director of Strategy and Policy at Derbyshire County Council and has had a long career in local government, bringing with her a wealth of experience.
- 2.4 The appointment has been made in line with the delegation given by the Combined Authority in March. The Chief Executive has made the appointment following consultation with the Mayor and notification to members of the Combined Authority by email on 26 July 2023.

Appointment to Deputy Director Legal, Governance and Compliance

- 2.5 As part of the ongoing redesign of the Combined Authority's corporate centre, the role of Head of Legal and Governance has been replaced with a new role of Deputy Director Legal, Governance and Compliance. This role encompasses the accountabilities within the previous Head of Governance Services role, but incorporates additional functions such as internal governance, risk and compliance.
- 2.6 Following a Management of Change process, Caroline Allen has been appointed into this role. As Deputy Director Legal, Governance and Compliance, Caroline Allen will retain the role of Monitoring Officer for the Combined Authority, as previously designated by the Combined Authority. The change in substantive role profile does not impact the previous Monitoring Officer designation or the roles and responsibilities that this entails.
- 2.7 The Combined Authority is asked to note these changes to the role and the continuation of the existing Monitoring Officer designation.

3. Tackling the Climate Emergency Implications

- 3.1. There are no climate emergency implications directly arising from this report.

4. Inclusive Growth Implications

- 4.1. There are no inclusive growth implications directly arising from this report.

5. Equality and Diversity Implications

- 5.1. The Director appointment was made following a process in which the panel continually reviewed the diversity of the applications it was taking forward. This included noting that there was a diverse shortlist of four women and two men.

6. Financial Implications

- 6.1. The costs of the Strategy, Communications and Intelligence Director post are contained within the budget which was agreed in February 2023.

- 6.2 There are marginal additional costs arising from the change in role from Head of Legal and Governance to Deputy Director Legal, Governance and Compliance. These can be managed within the overall budget.

7. Legal Implications

- 7.1. The report references changes made to the Combined Authority's Legal and Governance services and implications on the Monitoring Officer designation. These are set out in the body of the report.
- 7.2 Section 5 of the Local Government and Housing Act 1989 requires the Combined Authority to designate a Monitoring Officer. The designation of this role is reserved to the Combined Authority.

8. Staffing Implications

- 8.1. The staffing implications are set out in the body of this report.

9. External Consultees

- 9.1. No external consultations have been undertaken.

10. Recommendations

- 10.1. That the Combined Authority notes the appointment of Sarah Eaton to the role of Strategy, Communications and Intelligence Director, made by the Chief Executive under delegations previously provided.
- 10.2. That the Combined Authority notes the appointment to the role of Deputy Director Legal, Governance and Compliance, and that the previous designation of Monitoring Officer remains.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None.

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Report to: West Yorkshire Combined Authority

Date: 7 September 2023

Subject: **UK Shared Prosperity Fund (UKSPF)**

Director: Alan Reiss, Chief Operating Officer

Author: Heather Waddington, Head of Funding Strategy

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

1. Purpose of this report

- 1.1 To report on progress made on implementing the West Yorkshire UKSPF Local Investment Plans, including Core UKSPF, Multiply and the new Rural England Prosperity Fund (“The Rural Fund”).
- 1.2 To note the recommendations made by the West Yorkshire UKSPF Local Partnership Group (LPG).
- 1.3 To approve the recommended list of projects, totalling **£11,416,316** of UKSPF, in response to the Pillar 2 Supporting Local Business Invitation to bid (**see Exempt Appendix 2**).

2. Information

Background

- 2.1 The £2.6bn UK Shared Prosperity Fund runs from 2022-25 and is made up of three key strands: Core, Multiply and Rural. It has three pillars –
 - Pillar 1 - Community and Place
 - Pillar 2 - Supporting Local Business and;
 - Pillar 3 - People and Skills (includes Multiply - one of the first People and Skills programmes aimed at addressing low levels of adult numeracy).

- 2.2 The allocation for West Yorkshire is **£80,486,557** (£68,002,877 for Core SPF and £12,483,680 for Multiply), plus an **additional £2,567,501** from the Rural England Prosperity Fund (otherwise referred to as the 'Rural Fund') which aligns with Pillars 1 and 2. The total is now **£83,054,058**, including an administration fee for fund management.
- 2.3 At the 16th March 2023 meeting of the Combined Authority the three open calls for projects and the funding envelopes under Pillar 2: Business Support were approved and delegation was given to the Chief Executive to agree the full Invitation to Bid document, prior to publication, in consultation with the Mayor, the Chair of the Business, Economy and Innovation Committee and the Interim Chair of the LEP.
- 2.4 The Invitation to Bid is part of UKSPF Pillar 2 *Supporting Local Business* which has the following objectives:
- Creating jobs and boosting community cohesion building on existing industries and institutions, from support for starting businesses to visible improvements to local retail, hospitality and leisure sector facilities.
 - Bringing together businesses and partners within and across sectors to share knowledge, expertise and resources, and stimulate innovation and growth.
 - Increasing private sector investment in growth - enhancing activities, through targeted support for small and medium sized businesses to undertake new-to-firm innovation, adopt productivity-enhancing, energy efficient and low carbon technologies and techniques, and start or grow their exports.
- 2.5 To enable a broad range of ideas to come forward the Combined Authority operated an open and transparent bidding process inviting bids from any organisation that could deliver an eligible project. Applicants were required to respond to the West Yorkshire Invitation to Bid, which set out the priorities for funding, eligibility requirements, assessment criteria and the local investment priorities that the Combined Authority would use in prioritising submissions.
- 2.6 The Invitation to Bid was launched April 2023 - £11.8m (approx. £3.6m capital and £8.2m revenue for delivery in the region). The Invitation to Bid was promoted to relevant stakeholders, including a stakeholder briefing on the process for applying and via social media. The call covered three areas: interventions to encourage exports, interventions to create alternative business models, and interventions to encourage businesses to grow and be resilient. Each area was identified as playing an important role in supporting regional and national objectives to boost productivity to grow an inclusive economy with well paid jobs aligning to the Combined Authority's Strategic Economic Framework and newly launched West Yorkshire Plan.
- 2.7 The key outcomes to be delivered include
- The [West Yorkshire Business Productivity and Resilience Plan](#) recognises exporting as one of the key business behaviours positively influencing productivity. As a region we also see business resilience as a key objective, and international trade has a particularly important role

to play. By investing in Export and Internationalisation support, businesses in the region will be supported to explore international opportunities and realise the business benefits of those opportunities through improved productivity, resilience and innovation in a way that maximises the value for their business, the wider economy and ultimately the people living in this region. Key Outcomes will include businesses engaged in new markets, businesses adopting new or improved products or services, increased amount of investment in the region, businesses increasing their export capability and engaged in knowledge transfer activity following support.

- As small businesses face significant short-term challenges, having emerged from the pandemic and EU-exit issues they are now facing a potential recession, unprecedented energy cost and rising inflation with many concerned about their survival over the next 12 months. There is an opportunity to address some of these challenges, whilst aligning with existing strategic objectives, by exploring how alternative business models may benefit resilience and long-term sustainability in the regional economy. UKSPF will be used to invest in a pilot project to explore new solutions to support cooperatives, businesses, community wealth building, and exploring the opportunities available for alternative models of business. Outcomes are likely to result in a new model of delivery which could be used as an exemplar of best practice to generate greater resilience and growth.
- West Yorkshire has a clear strategic vision for supporting innovation led business resilience and growth in the region, as set out in the [Innovation Framework, HealthTech Strategy, Business Productivity and Resilience Plan, and Digital Framework](#). Businesses are facing significant short-term challenges, having emerged from the pandemic and EU-exit issues they are now facing a potential recession, unprecedented energy costs and rising inflation. Investment from the UKSPF will support innovation as a critical driver of improved productivity – innovation through the creation of new products, processes and services and the adoption of new digital technologies. Improving innovation rates in the region, and the diversity of those engaged in innovation, will secure significant productivity gains and uplifts for the region.

2.8 The Call was heavily oversubscribed and the overall quality of bids was good. Bids received totalled over **£30.2m** against a maximum available amount of £11.8m. A summary of the bids received can be found below;

- **26** Bids in total received
- **1** found to be a duplicate
- **1** failed Gateway checks
- **24** bids in total appraised.

Selection process

2.9 As the Lead Local Authority, West Yorkshire Combined Authority assessed all bids using a panel made up of Combined Authority officers together with a representative from each of our partner councils. Clear ethical walls were put in place to prevent any undue influence being exerted that distorts the bidding process in favour of any applicant or in a way that prejudices any applicant taking account of any conflicts of interests.

2.10 Bids were assessed against:

- the gateway criteria set out in the Invitation to Bid. Applications that failed to meet the gateway did not progress to the core assessment. Only one bid failed gateway. (To note one bid was a duplicate).
- the remaining 24 bids progressed to core assessment.

Appraisal weightings were in line with the Invitation to Bid as follows;

- Strategic alignment - 20
- Economic efficiency and benefits – 25
- Deliverability – 20
- Climate Emergency – 10
- Inclusive Growth and Tackling inequality and supporting diversity – 25

Schemes scored more highly if they:

- demonstrated a higher level of strategic fit to the Call Investment Priorities and demonstrated a strong and timely impact in terms of the outputs and outcomes specified.
- contributed to the key cross-cutting themes of inclusive growth, tackling the climate emergency and supporting equality and diversity.
- demonstrated strong deliverability and lower levels of project risk.

2.11 Projects were then ranked based on the agreed aggregated scores. The recommended list, to the available funding was shared with the UKSPF Local Partnership Group, 31st July meeting for advice and feedback. A number of areas were discussed to ensure the funding available was maximised, which included two projects being asked to scale back to ensure all schemes were affordable. The high-level list of recommended projects can be seen in **Exempt Appendix 2**.

2.12 Following the 27th July meeting of the Combined Authority delegation was given to the Chief Executive, Mayor and Chair of the Employment and Skills Committee to finalise the Invitation to Bid for the remaining Pillar 3 - People and Skills funding of - £14m). The Invitation to Bid is under development with a target launch date of 22nd September.

2.13 If the Combined Authority approves the recommended list £407,537 of revenue funding from Pillar 2 will remain uncommitted. Advice received from the LPG is that this funding should be held back and combined with any remaining unallocated Pillar 3 (People and Skills) funds following the closure of the Pillar 3 Invitation to Bid (due November/December 2023).

- 2.14 A reserve list of projects, from the current Invitation to Bid, is currently being considered where schemes that have met a quality threshold of 60%. In addition as noted at the July meeting, if a situation arises where the Combined Authority is not able to have the confidence to contract with partners under Pillar 3 this may result in an opportunity to consider moving funds across the other two UKSPF Pillars (Communities and Place and People and Skills) or to other applicants in order to maximise this resource to the region. Should this occur, a decision will be sought from the Finance, Resources and Corporate Committee under the existing delegation.
- 2.15 The Combined Authority will enter into Grant Funding Agreements for this provision with each of the successful applicants to allow for delivery to begin in September 2023.

Core UKSPF Progress

- 2.16 Good progress continues to be made to ensure the funding is deployed to deliver outcomes for the communities, business and people of West Yorkshire. Programmes to be funded will support delivery of the Mayoral pledges and priorities. To date £39.45m (60.3%) of the core UKSPF allocation of £65.27m has been contracted. If the Pillar 2 projects are approved committed funds will increase to £50.87m (77%).
- 2.17 The current overall UKSPF position can be summarised as follows with progress made in the right-hand column;

Pillar	LOCAL INVESTMENT PLAN AREAS	Funding	Progress Made
Communities & Place Support for Business People and Skills	£30m LA 'Hyper local' Allocation <ul style="list-style-type: none"> Bradford £7,578,145 Calderdale £2,764,079 Kirklees £5,824,858 Leeds £9,393,538 Wakefield £4,439,381 	£30m	Funding Agreements now in place with each LA and delivery has commenced.
Communities & Place	West Yorkshire Flood Innovation Programme (FLIP)	£310k	Funding Agreements now in place and delivery has commenced.
	Women and Girls Outreach Programme	£972k	Funding Agreements now in place and delivery has commenced.
Support for Business	(1) Business Productivity Programme	£3.5m	Funding Agreement now in place and delivery has commenced.
Support for Business	(2) Digital Enterprise	£4.67m	Funding Agreement now in place and delivery has commenced (July 2023)
Remaining funds Pillar 2	Three Call areas; Export and Internationalisation (Est. (£1.3m revenue), Alternative Business Models pilot (Est. £500k revenue) and	Est. £11.8m	Invitation to Bid closed 2 nd June 2023 – approvals to be sought at this meeting.

Pillar	LOCAL INVESTMENT PLAN AREAS	Funding	Progress Made
	Innovation for Business Resilience and Growth (Est. £10m - £6.4m revenue and £3.6m capital).		
People and Skills	Proposed Plan (See Section 2.15 below) <ul style="list-style-type: none"> • Employment WY • Skill areas for open calls <ul style="list-style-type: none"> ○ Work and Health Programme ○ Community Grants Programme ○ Youth Unemployment 	£14m	Invitation to Bid in Development – Anticipated September Launch date.

UKSPF Core Total for Delivery		£65.2m	
Rural Fund	Business Development, Food Processing and Visitor Economy / Tourism Infrastructure (£855k each)	£2.56m	Fund Launched April 2023
Multiply –	<ul style="list-style-type: none"> • Individual Focused • Business Focused • Capacity Building 	£11.3m	Funding Agreements in place for 4 of the 6 workstreams. £1,950,000 left to commission

Multiply

- 2.18 Good progress continues to be made. As part of Year 2 delivery, 11% of the DfE target has been met in terms of engaging with individuals and providing numeracy support equating to 5% of the financial profile being met.
- 2.19 Local Authorities continue to lead on the *Community Focused* strand (£3.9 million). Delivery plans and profiles are being reviewed to assess if the profiles are to be reduced or funding increased.
- 2.20 The *FE Booster programmes* (£1.2 million) exceeded profiled targets for Year 1 and a change request has been approved to redistribute £232,550 funding for year 2 from the capacity building strand-frontline staff of Multiply into the individual focussed stand – FE Booster to increase impact on lower skilled individuals.
- 2.21 The *Business Training* (£3 million) package contract has been issued and returned with delivery due to commence in September 2023.
- 2.22 *Capacity building for vocational and community tutors* (£1.1 million) commissioned to the Local Authorities and FE Colleges, year 2 to date, 4% of the DfE target has been met in terms of engaging with individuals and providing numeracy support. The remaining funds of £650,000 is planned to be commissioned for years 2 and 3. Consultation has taken place with a range of stakeholders including the Local Authorities, their delivery partners, FE Colleges and Independent Training Providers to gather information on how to best utilise this fund to further enhance delivery. This element of the capacity building fund will be commissioned as an open tender October 2023.

- 2.23 *Capacity Building for front line* staff (£1.6 million) tender was published via open and competitive tender with a closing date of 28th August with 'go live' date expected to be end of September.

The Rural Fund

- 2.24 The Rural Fund Local Investment Plan Addendum received approval from Government on 7th April 2023 and was launched across West Yorkshire on 24th April 2023. The Fund will deploy rural capital grants to rural micro and small businesses under the following themes:
- Business Development (£855k)
 - Food Processing (£855k)
 - Visitor Economy / Tourism Infrastructure (£855k)
- 2.25 To date 72 enquiries have been received, and 23 of these are now progressing to full application and one business has to date been awarded a grant under the Business Development theme. A breakdown of management information is included at **Appendix 3**.
- 2.26 Further work is taking place to promote the Fund and a series of workshops to be held in rural areas, and one per local authority district, are in development working with each partner council. The events will help promote the offer to business and will provide additional support taking theme through the process including how to complete the paperwork. These are due to take place in September/October 2023.

3. Tackling the Climate Emergency Implications

- 1.1 As a minimum, any investments under the UKSPF should meet the Government's clean growth principle and must not conflict with the UK's legal commitment to cut greenhouse gas emissions to net zero by 2050.
- 1.2 Tackling the Climate Emergency is at the heart of the objectives for the West Yorkshire Investment Strategy and tackling the climate emergency is a key investment priority, which will be used to guide our investments under the UK Shared Prosperity Fund. Applicants' contribution to addressing the Climate Emergency formed part of the overall selection criteria.
- 1.3 Through the Rural Fund activity there is a clear opportunity for businesses to develop more energy efficient and low carbon initiatives and the investment could have significant impacts on their sustainability which in turn will help support the cost of living and energy crisis. There is also an opportunity to support productive and sustainable farming and food production alongside environmental and climate outcomes improvements through the Food processing support which could support businesses as part of the move to a low carbon economy.

2. Inclusive Growth Implications

- 2.1 Inclusive Growth is core within the Investment Priorities of the WYIS to ensure everyone benefits from the investments made across the region. In addition,

the Inclusive Growth Framework forms a core part of the Strategic Economic Framework which guides the priorities of the WYIS, which will be used to guide our investments under the UK Shared Prosperity Fund. Applicants' contribution to Inclusive Growth and Tackling inequality and supporting diversity formed part of the overall selection criteria.

- 2.2 In line with CA policy, it will be mandatory for businesses in receipt of grant support of £25,000 and above to undertake at least one Inclusive Growth and applications below that value will be encouraged to make a voluntary commitment.

3. Equality and Diversity Implications

- 3.1 Reducing inequality is a cross cutting theme within the Investment Priorities of the WYIS to ensure that investments made across the region support equality and diversity, and these principles will be used to guide and target the investments under the UK Shared Prosperity Fund Applicants contribution to Inclusive Growth and Tackling inequality and supporting diversity formed part of the overall selection criteria.
- 3.2 All grant providers and contracted providers are required to complete an Equality Impact Assessment specific to their provision within 2 months of signing a contract with the Combined Authority. Providers are requested to develop an action plan to ensure their engagement will target the communities of need within West Yorkshire. Equality, diversity and inclusion indicators and demographic characteristics will be collected as part of reporting and contribute to performance management.
- 3.3 The Rural Fund is also aligned with the Government's levelling up mission and aims to close the gap between urban and rural productivity and workplace-based earnings given they are traditionally lower in rural areas than in urban areas by supporting the agricultural transition and boosting productivity through the provision targeted support to micro and small businesses in rural areas.

4. Financial Implications

- 4.1 The Lead Authority, as outlined above, will be responsible for the devolved funding of £80.48m UK Shared Prosperity Fund – core SPF £68m, £12.48m Multiply and £2.56m from the Rural Fund, total £83.05m.
- 4.2 This paper seeks approval for the eight UKSPF Pillar 2 applications totalling **£11,416,316** (within a 10% tolerance where subject to final contracting figures may vary slightly) in response to the Pillar 2: Supporting Local Business Invitation to Bid. Financial implications directly arising from this report will be the recommendation for formal approval to contract with the listed applicants.
- 4.3 Funding is paid to the Combined Authority annually in advance by Government. Delivery partners will be paid quarterly in arrears based on a submitted and authorised claims to manage any risk to the authority. At the end of the three years any underspend will be returned to Government.

- 4.4 As Lead Authority the Combined Authority has received capacity funding of £40,000 for the work undertaken to develop and submit the Core Investment Plan (Not Multiply).
- 4.5 The Combined Authority can use up to 4% of their allocation to undertake necessary Fund administration, such as project assessment, contracting, monitoring and evaluation and ongoing stakeholder engagement. Some of this funding has now been allocated to partner local authorities to assist with the management of the fund. This funding will also now need to be used to support the work to be carried out to manage the Rural Fund as no further management fee is to be paid for this purpose.

5. Legal Implications

- 5.1 The information contained in Appendix 2 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 Combined Authority. It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing this information, as publication could prejudice current and future decision making. This will allow the Combined Authority to consider the recommendations before making its decision. Following the meeting all applicants, successful and unsuccessful, will be notified at the same time by officers. This will ensure a fair and transparent process is followed.
- 5.2 As part of the assessment process the Combined Authority has completed proportionate due diligence on private sector, charitable and voluntary organisation applicants and is satisfied that the applicants are genuine and have the financial standing and sufficient capacity to deliver the proposed activity. Where any question was raised this has been set as a condition to resolve prior to any funding agreement being issued.
- 5.3 As part of the assessment process the Combined Authority has also reviewed applicants Subsidy Control legal opinions and is satisfied that applicants have considered, and will adhere, to the Subsidy Control Act 2022 where relevant. Where any question was raised this has been set as a condition to resolve prior to any funding agreement being issued.
- 5.4 The Combined Authority will enter into Grant Agreements for this provision with each of the successful applicants to the fund and will pass on any government contractual obligations as set out in the Governments technical guidance to allow for delivery to begin in September 2023.

6. Staffing Implications

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

7. External Consultees

7.1 The core UKSPF Local Investment Plan sets out the list of external consultees in the development of the Investment Plan. These have been supplemented by locally focussed discussions with stakeholders and which will continue to be part of any programme of delivery.

7.2 Bids were assessed by an appraisal panel of Combined Authority and Council officers. The list was then shared with the UKSPF LPG at its meeting on the 31st July. The LPG considered the applications for Pillar 2 and provided feedback and advice on the recommended list and endorsed the list for approval by the Combined Authority.

8. Recommendations

8.1 That the Combined Authority note the progress made on implementing the West Yorkshire UKSPF Local Investment Plans.

8.2 That members note and approve the recommendations made by the West Yorkshire UKSPF Local Partnership Group on its 31st July 2023 meeting which are:

- the endorsement of the list of selected projects.
- that remaining funds be held back and pooled with any other uncommitted funds from Pillar 3. A decision will be sought from the Finance, Resources and Corporate Committee under the existing delegation to where any remaining funds should be allocated.

8.3 To approve the recommended list of projects (Exempt Appendix 2), totalling **£11,416,315** of UKSPF (within a 10% tolerance where subject to final contracting figures may vary slightly), in response to the Pillar 2 Supporting Local Business Invitation to Bid to allow Grant Funding Agreements to be issued and delivery to begin.

11 Background Documents

- [West Yorkshire UKSPF Local Investment Plan](#)
- [West Yorkshire Rural England Prosperity Fund Addendum](#)

12 Appendices

Appendix 1 – [Pillar 2 Invitation to Bid](#)

EXEMPT Appendix 2 – Summary of the recommended list of projects

Appendix 3 - Rural Fund Management Information



UK Shared Prosperity Fund in West Yorkshire Invitation to Bid

Support for Local Business

17 April 2023

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2. Summary

Lead Authority	West Yorkshire Combined Authority
Fund	West Yorkshire UK Shared Prosperity Fund
Invitation to bid Opens:	17th April 2023
Invitation to bid Closes:	12.00 noon, Friday 2nd June 2023
Minimum application level	<p>Applications are expected to demonstrate appropriate scale and impact.</p> <p>The minimum and maximum size bid for any single project should be no less than the following figures for each Call area as set out in the Annexes to this document.</p> <ol style="list-style-type: none"> 1. Interventions to encourage West Yorkshire Businesses to export. <ul style="list-style-type: none"> • Minimum - £350,000 • Maximum - £1,300,000 2. Innovation for Business Resilience and Growth <ul style="list-style-type: none"> • Minimum £500,000 • Maximum £10,025,000 3. Alternative Business Models pilot <ul style="list-style-type: none"> • Minimum £250,000 • Maximum £500,000 <p>Applications requesting an amount below the 'Minimum Application Level' will be rejected.</p>
Duration of project	<p>Projects are expected to start delivery from July/August 2023.</p> <p>Projects must be financially completed by no later than 31st March 2025. Project costs cannot be incurred beyond this date.</p> <p>Unless you are able to commit to delivery in this timeframe please do not bid.</p>
Application Process:	<p>Applications for funding must be completed and submitted to West Yorkshire Combined Authority using this email address: ukspfwestyorkshire@westyorks-ca.gov.uk</p> <p>Applications late or submitted via any other method will not be accepted.</p>

3. Introduction

The United Kingdom Shared Prosperity Fund (UKSPF) will provide £2.6bn across the UK for local investment by March 2025. The UKSPF aims to build pride in place; support high quality skills training; support pay, employment and productivity growth; and increase life chances. The West Yorkshire Combined Authority (WYCA) has been designated a 'lead authority' by the government and will administer the programme in West Yorkshire.

West Yorkshire will receive £65m of Core UKSPF for delivery, of which approximately **£11.82m** is being made available for this Invitation to Bid across three Call areas.

As a Lead Authority, West Yorkshire Combined Authority is responsible for:

- issuing invitations to bid
- receiving bids
- entering into a funding agreement with the successful bidders
- undertaking monitoring, assurance and evaluation activity
- paying grants to successful projects and managing their performance.

Full details of the role of Lead Authorities can be found in the [UK Shared Prosperity Fund Prospectus](#).

The West Yorkshire [UKSPF Local Investment Plan](#) (LIP) was co-designed with the five West Yorkshire Local Authorities, based on shared priorities set out in the West Yorkshire , Investment Strategy and Strategic Economic Framework, established to achieve the vision for West Yorkshire to be recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure.

4. UKSPF Investment Priorities

There are three UKSPF Pillars:

- Pillar 1 - Communities and Place
- Pillar 2 - Supporting Local Business
- Pillar 3 - People and Skills (which will be allocated in 2024-25 only).

This Call seeks applications under Pillar 2 Supporting Local Business.

The UKSPF Supporting Local Business Pillar is designed to create jobs and boost community cohesion, by supporting local businesses through networking, collaboration, and stimulating innovation and growth. The West Yorkshire Combined Authority, following stakeholder consultation, allocated over £25m of UKSPF of its funding to this priority.

This document launches West Yorkshire Combined Authority's Invitation to Bid for applications under the Supporting Local Business Pillar.

The **£11.82m** is available to support three call areas, which aim to deliver against a number of UKSPF government-prescribed interventions, detailed below.

- **E19:** Increasing investment in research and development at the local level. Investment to support the diffusion of innovation knowledge and activities. Support the commercialisation of ideas, encouraging collaboration and accelerating the path to market so that more ideas translate into industrial and commercial practices.
- **E22:** Investing in enterprise infrastructure and employment/innovation site development projects. This can help to unlock site development projects which will support growth in places.
- **E23:** Strengthening local entrepreneurial ecosystems and supporting businesses at all stages of their development to start, sustain, grow and innovate, including through local networks.
- **E24:** Funding for new and improvements to existing training hubs, business support offers, 'incubators' and 'accelerators' for local enterprise (including social enterprise) which can support entrepreneurs and start-ups through the early stages of development and growth by offering a combination of services including account management, advice, resources, training, coaching, mentorship and access to workspace.
- **E25:** Grants to help places bid for and host international business events and conferences that support wider local growth sectors.
- **E28:** Export Grants to support businesses to grow their overseas trading, supporting local employment.
- **E29:** Supporting decarbonisation and improving the natural environment whilst growing the local economy. Taking a whole systems approach to invest in infrastructure to deliver effective decarbonisation across energy, buildings and transport and beyond, in line with our legally binding climate target. Maximising existing or emerging local strengths in low carbon technologies, goods and services to take advantage of the growing global opportunity.

The three Call areas are as follows with indicative values;

- **Call Area 1 - Interventions to encourage West Yorkshire Businesses to export** – Est. £1,300,000 (All Revenue).
- **Call Area 2 – Interventions to create Alternative Business Models** - Est. £500,000 (All revenue).
- **Call Area 3 - Interventions to encourage West Yorkshire Businesses to grow and to be resilient** - Est. £10,00,000 (£3.6m Capital, £6.4m Revenue).

Applicants are invited to submit applications against one or more of these three Calls, each of which is designed to meet government's interventions. If submitting multi-programme applications, applicants should ensure that proposals are presented holistically.

Notional allocations, as detailed above, have been devised for each Call area, although the actual award may vary depending on the quality of applications received. Applicants are advised that the funding available is more limited by comparison with previous support

provided through the European Regional Development Fund programmes, so the demand for funds may be high; therefore, good quality bids which meet the local priorities for investment are sought.

West Yorkshire Combined Authority reserves the right to award more than **£11.82m** if funding becomes available.

5. Strategic Context

The Strategic Economic Framework (SEF) sets out how we will achieve our ambitions for West Yorkshire, through our key priorities and range of policies and strategies. It demonstrated that we have a bold strategy for transformation across all facets of the economy, whilst acknowledging that we now have a greater role in the decisions that affect us.

The SEF is currently being reviewed and updated, following the election of the first West Yorkshire Mayor and the changes to powers and funding presented by devolution. This includes developing a new vision for West Yorkshire with partners and considering our targets and ambitions across all our areas of responsibility and influence.

The SEF and our developing West Yorkshire Plan are based on a clear understanding of the key strengths and assets in the region, and a commitment to working in partnership to make full use of these assets, address long-term challenges, unlock opportunity and fulfil the region's exceptional potential.

The Combined Authority and Local Enterprise Partnership vision for West Yorkshire is that by 2030:

“To be recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives supported by a superb environment and world-class infrastructure.”

West Yorkshire is key to re-balancing the national economy and enabling the North of England to 'level up' and contribute fully to, and benefit from, national economic growth. Located at the heart of the Northern Powerhouse, with an economy larger than that of several European countries, all our cities and towns have distinctive strengths built from their communities, heritage, character, industries and cultural assets. The unique mix of places, people and businesses within the region, are vital to our long-term success.

The Combined Authority publishes an annual State of the Region report, which reviews the performance of West Yorkshire against key socio-economic and environmental indicators. The report is available [here](#). The report provides a stock take of where West Yorkshire currently stands, using a basket of headline indicators developed as part of the Combined Authority's Strategic Economic Framework. It highlights areas of strength and positive trends in the local economy but also flags key issues and challenges that are priorities for future action.

The report aims to provide a balanced and objective view of economic performance in the region and gives some insight into the difference being made through the combined action of all partners in West Yorkshire.

West Yorkshire Combined Authority will prioritise bids that have the greatest potential to deliver significant economic, environmental and social benefits through well targeted

investment, and help to deliver a net zero carbon, inclusive economy through which everyone in the region can have a great quality of life.

Specific to this Invitation to Bid, please see the Combined Authority's key strategies:

[Business Productivity and Resilience Plan](#)

[Innovation Framework](#)

[HealthTech Strategy](#)

[Digital Framework](#)

[Trade Strategy](#)

[Inclusive Growth Framework](#)

6. The place - West Yorkshire

The work of the West Yorkshire Combined Authority covers the West Yorkshire authority areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield.



The West Yorkshire Combined Authority was established in 2014 to bring together local councils and businesses to champion the region's interests nationally and internationally. This involved securing investment from Government and other sources to drive the economy forward, by carrying out economic regeneration and development functions, as well as acting as the local transport authority for West Yorkshire.

In March 2020, the West Yorkshire councils and the Combined Authority agreed a "minded to" devolution deal with Government. The deal detailed £1.8bn of Government investment (including £1.14bn over 30 years), to be subject to local influence and decision-making, enabling spend on local priorities, together with a range of new devolved functions. The election of the first West Yorkshire Mayor, Tracy Brabin, followed in May 2021.

7. West Yorkshire UKSPF Local Investment Plan

The government invited the West Yorkshire Combined Authority to draft a Local Investment Plan (LIP) that set out how West Yorkshire's UKSPF allocation would be used, and what it

would achieve. It is against this plan that government will assess West Yorkshire's success in utilising UKSPF. Applications submitted under this Call will need to align strategically; and to deliver activity, outputs and outcomes that support the Local Investment Plan.

The programme of interventions for UKSPF under Supporting Local Business is strongly aligned with the Governments Levelling Up mission statements 1 and 2;

- **Mission 1.** By 2030, pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, with the gap between the top performing and other areas closing.
- **Mission 2.** By 2030, domestic public investment in Research & Development outside the Greater Southeast will increase by at least 40% and at least one third over the Spending Review period, with that additional government funding seeking to leverage at least twice as much private sector investment over the long term to stimulate innovation and productivity growth.

8. Cross-cutting principles

There are three themes that cut across all UKSPF activity in West Yorkshire and should be reflected in applications. These are detailed below.

Tackling Inequalities and Supporting Diversity

All UKSPF investments must be made in consideration of the Equality Act 2010 and Public Sector Equality Duty. It is mandatory for all applicants to assess and record the impact of their project between people who share a protected characteristic and those who do not.

West Yorkshire Combined Authority is committed to be a leader recognised nationally for a focus and commitment to equality, diversity and inclusion (EDI), by adopting an exemplary approach to EDI. This involves through evidence, shaping our services around the needs of diverse people including under-represented groups as a means of directly tackling social and economic disadvantage. It is also reflected in our commitment to undertake Equality Impact Assessments (EqIA) whenever the Combined Authority plans to introduce, change a new strategy, policy, project, service or intervention as well as before the Combined Authority approves any investments.

Proposals must demonstrate measures that set out how they will proactively engage with and deliver positive outcomes for West Yorkshire residents. This should include consideration of protected characteristics and how groups who are currently underrepresented will be supported, how projects and activities will be accessible to all and how outcomes will add value and enhance opportunities for the groups identified.

You will be required to complete a minimum of a Stage 1 Equality Impact Assessment. Successful applicants will be expected to complete a Stage 2 Equality Impact Assessment within the first two months of signing a funding agreement. As well as the evidence, the associated equality impact action plan which will demonstrate how interventions will be achieved and reduce any negative relevance, through mitigation will also be required.

Inclusive Growth

Inclusive Growth involves enabling as many people as possible to contribute to, and benefit from, economic growth in our communities and towns.

Proposals should demonstrate measures that detail the needs of different communities have been considered in the design of your proposal and you will need to outline how you will proactively engage with diverse peoples including disadvantaged groups.

As part of the Combined Authority's commitment to economic growth that benefits everyone, successful organisations will be expected to take on measures that will maximise the positive impact on economic and social outcomes the region.

[The most recent Census data \(2021\) for West Yorkshire is available here](#)

Climate and Environment

West Yorkshire Combined Authority has declared a Climate Emergency and set a target for the region to become a net zero carbon economy by 2038. The Combined Authority's Climate and Environment Plan sets out a route towards achieving net zero.

However, as a cross-cutting theme, all proposals must show how they will contribute to tackling the climate emergency and how they align to the regions [Climate and Environment Plan](#) and the [Carbon Reductions Pathway](#).

9. Local Calls for Projects

The following section sets out the three Calls for projects.

Applicants can submit an application under one or more of the three programmes. Applicants can submit a separate application against each Call; or a multi-application, which covers a proposal which takes in to account the objectives of all three Calls. Applicants must clearly specify the activities to be delivered and illustrate how they directly contribute to the objectives and asks of each Call area.

There is a risk that applications which seek to deliver over all areas may submit a bid which is not as focussed or coherent, resulting in a broad and watered-down range of activities.

Applicants must therefore ensure that multi-strand applications are designed holistically and do not comprise separate activities artificially combined into one proposal. Multi-programme applications must be reflected in the logic model – please refer to the checklist of documents which need to be submitted with your application.

Applications will be scored based on how effective the combination of activities works together holistically. You must select the appropriate outputs and outcomes and state the amount of funding required for each of the Calls you are proposing to deliver under. You will also have to monitor and report outputs/outcomes by Call area and by intervention.

The information below sets out each of the three Calls. This includes the notional amount of funding available; the geographical area for project delivery; the policy context and the objectives. The tables list the indicative activities against which you can apply for UKSPF

funding and which we are looking to fund.

Call Area 1

Call Area 1 - Interventions to encourage West Yorkshire Businesses to export

Activity Name:	Export		
Activity Description:	Interventions to encourage West Yorkshire businesses to export, aligned to the West Yorkshire Investment Strategy and Trade Strategy		
Geographical Coverage:	West Yorkshire		
Notional Allocation:	£ 1.3M (Total)	£ 0 (Capital)	£ 1.3M (Revenue)
Minimum Award:	£ 350,000	Maximum Award:	£ 1,300,000
Intervention Rate:	90% (Maximum)		

Strategic and Policy Context

Strategic and Policy Alignment: Description of how proposals should meet strategic objectives, local need and the programme priorities. Expectations for coordination with other funding programmes.

National context

The UKSPF has been launched by the UK Government as part of its wider commitment to level up all parts of the UK and on the key metrics identified in the [Levelling Up White Paper](#). West Yorkshire is one of the areas in the UK that is most in need of levelling-up.

In its Levelling Up White Paper, Government outlined that at national level the UKSPF will have a particular focus on the following objectives:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging.
- Spread opportunities and improve public services, especially in those places where they are weakest.
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost.
- Empower local leaders and communities, especially in those places lacking local agency.
- To increase levels of functional numeracy in the adult population.

This invitation to bid is part of the Supporting Local Business investment priority which has the following objectives:

- Creating jobs and boosting community cohesion building on existing industries and institutions, from support for starting businesses to visible improvements to local retail, hospitality and leisure sector facilities.
- Bringing together businesses and partners within and across sectors to share knowledge, expertise and resources, and stimulate innovation and growth.

- Increasing private sector investment in growth - enhancing activities, through targeted support for small and medium sized businesses to undertake new-to-firm innovation, adopt productivity-enhancing, energy efficient and low carbon technologies and techniques, and start or grow their exports.

National Export Policy

The UK Government published the new UK Export Strategy in November 2021. The overarching goal of this strategy is to reach £1 trillion in annual exports by 2030. This objective will be achieved by delivery of a new 12-point plan which will be “led by business and supported by government”. Some of those actions include expanding the Export Support Service, extending the reach and range of the pilot Export Academy, simplifying the exporting landscape and making it easier for businesses to trade and progress work on securing new trade deals.

The Combined Authority’s [West Yorkshire Trade Strategy](#) will set the framework for how we will engage with this 12-point plan and support businesses to access the available national support for exporters, and where we will look to add value beyond it.

The UK Export strategy gives recognition to the need to work with Mayoral Combined Authorities and Local Enterprise Partnerships. In particular, it is outlined that:

1. The Department for Business and Trade will work with MCAs and LEPs to “capitalise on their networks and regional insight”
2. The Export Strategy will align with the wider business support offer, including growth hubs, as part of the wider Enterprise Strategy expected in 2022
3. The Department for Business and Trade will engage businesses in trade policy and market access issues that reflect local priorities and the competitive advantage of sectors and specialisms around the UK
4. Local trade teams and LEPs will articulate and amplify the export offer.

Regional Export Policy

International trade is a key enabler of many policy priorities for West Yorkshire. There is a strong link between international trade and business productivity, innovation and resilience. Businesses who trade internationally create higher quality direct and indirect jobs. Businesses who trade internationally are also important ambassadors for our region, often creating a better understanding of different cultures and building valuable partnerships and alliances.

The [West Yorkshire Business Productivity and Resilience Plan](#) recognises exporting as one of the key business behaviours positively influencing productivity. There is significant evidence, both internationally and from the UK, that firms which export have systematically higher levels of productivity than domestically oriented firms, on average by around a third (Haldane,2017). In Leeds City Region, despite relatively strong export performance in terms of numbers of

businesses exporting prior to leaving the EU, the volume and value of those exports were lower than in other areas of the UK. Although not the only factor influencing productivity performance, this room for growth suggests exporting could be one key tool to reduce the £8.5bn gap in productivity between the region and the UK average. Supporting more SMEs to consider international trade as a route to improved productivity is a priority for this call.

International Trade is also a key mechanism to unlock innovation in business, and numerous studies highlight the positive correlations between exporting and innovation, R&D and, in turn, higher productivity (see for example Ganotakis, 2011). The relationship with imports depends on different factors, including the geographical origin and the intensity of the product (van den Berg

& van Marrewijk, 2016), but importing of technology intensive components or products is likely to have positive results for businesses.

As a region we also see business resilience as a key objective, and international trade has a particularly important role to play. As we have seen during the COVID-19 pandemic, the ability to call upon diverse international supply chains has been vital to continue the flow of goods and services, but also that West Yorkshire firms have been able to access new opportunities by diversifying their outputs for both domestic and overseas markets. Those firms more exposed to international trade, have been found to be more resilient to the shocks of COVID-19 (Borino et al., 2021), and those economies that are integrated in trade face less volatility to shocks in any specific country or producer (Tenreyro, 2021).

All funding expended should contribute to the requirements outlined in the West Yorkshire UKSPF Local Investment Plan. Higher levels of funding distribution may be spent on projects, activity or initiatives that deliver the greatest contribution to these objectives, especially where they are located and/or target the areas and people of West Yorkshire most in need of levelling up.

Regional Context (West Yorkshire)

The aim of this call for Export and Internationalisation support, is to support businesses in the region to explore international opportunities and realise the business benefits of those opportunities through improved productivity, resilience and innovation in a way that maximises the value for their business, the wider economy and ultimately the people living in this region. Whilst the changes to our international trading landscape arising from the UK's exit from the EU have created challenges for many, West Yorkshire has a lot to offer to inter-regional partners across the globe.

The nature of our polycentric economy means there is plentiful supply of international trade opportunities available to businesses in this region. We have a strong concentration of manufacturing businesses, more than anywhere else in the north, an unrivalled health ecosystem, the UK's fastest growing digital sector and the largest financial and professional services cluster outside of central London. Yet many of these opportunities are untapped or underutilised by our businesses. This call seeks to address this market failure.

Trade must also be a lever in realising our ambitions for a net zero, carbon neutral economy by 2038. This means working with importers and exporters to understand how to reduce emissions, as well as exploring the market opportunities for zero emission innovations and services developed in the region.

As a region, we also place strong emphasis on inclusive growth – ensuring everyone benefits from our economic performance – and we want trade to facilitate high quality and better paid jobs for our communities.

As has been highlighted by recent work from the Federation for Small Businesses (FSB, 2021), the majority of small business exporters are reactive exporters based on an approach from an overseas buyer, rather than proactive in finding opportunities.

Strengthening opportunities to trade with the European Union

Whilst the UK's departure from the European Union adds additional barriers and expense to trade than as a member of the Single Market, the European Union will continue to be a critical market for West Yorkshire businesses – accounting currently for 58% of good exports and 65% of good imports to the region, and 43% of services exports and 47% of services imports. EU markets remain our closest and most easily accessible markets, particularly for those businesses in the early stages of developing their international business and are particularly

integrated into global value chains which then spread out to the rest of the world.

One objective of this call is to ensure that support for SMEs to navigate the technical, regulatory and logistical requirements of trading with markets, including the EU, is well communicated and easily accessible, particularly those less familiar with the business support environment.

Key Objectives

- Build international regional economic relationships for trade.
- Help businesses across the region to understand free trade agreements and grasp opportunities.
- Inspire businesses in the region to think internationally as part of business planning.
- Deliver trade support to businesses.
- Promote the region and businesses based here on the international stage.

Description of what indicative activities the West Yorkshire Combined Authority is looking to fund: Description of the activity and what is expected to be achieved

- Targeted international trade support for West Yorkshire SMEs: Programme of diagnostic and financial support for SMEs, to include grants to support businesses to exploit their export potential.
- A programme of support for West Yorkshire SMEs looking to export to target markets as identified in the West Yorkshire Trade Strategy.
- Must benefit a range of people with protected characteristics.
- Support for initiatives targeted on businesses in key sectors and/or key markets to provide an intensive and focused programme of activity.
- This could include:
 - Focused activity to curate evidence of cluster/sector specialisms.
 - The development of showcase documents and marketing materials and event management of a meet the buyer event or series of events which promotes the region's SMEs.
 - Organise in market visits.
 - Targeted activity with significantly internationally focused businesses in the region.
 - Management of the online trade portal including curation of content.

Specific Requirements: Description of specific requirements

The Combined Authority is keen to explore equity and loan models in addition to grant funding. If your proposal seeks to use grant funding, you will need to set out and justify why this is the best option as opposed to offering other mechanisms of support.

Cross-sector proposals are welcomed.

Outputs and Outcomes

For this Call the following outputs and outcomes are sought;

Outputs

- Number of enterprises receiving financial support other than grants
- Number of enterprises receiving grants
- Number of enterprises receiving non-financial support
- Number of events/participatory programmes

Outcomes

- Number of enterprises engaged in new markets
- Enterprises adopting new or improved products or services
- Increased amount of investment
- Number of enterprises increasing their export capability.
- Number of organisations engaged in knowledge transfer activity following support

Where relevant, please outline the specific minority groups your project will reach. For example, the number of enterprises your project will support with a female or ethnic minority founder. In addition, please also outline any targets relating to carbon savings or other criteria relating to tackling the climate emergency.

Associated Intervention

This Call area aligns with UKSPF Interventions E23, E25 and E28.

Call Area 2

Call Area 2 – Interventions to create Alternative Business Models

Activity Name:	Alternative Business Models pilot: Open Call for Projects		
Activity Description:	Seeking projects that support businesses in one or multiple districts in West Yorkshire to increase their resilience and long-term sustainability through activity relating to Alternative Business Models.		
Geographical Coverage:	One or multiple districts of Bradford, Calderdale, Kirklees, Leeds, Wakefield		
Notional Allocation:	£500,000 (Revenue) – NB No Capital.		
Minimum Award:	£250,000	Maximum Award:	£500,000
Intervention Rate:	100% (Maximum)		
Strategic and Policy Context			
Strategic and Policy Alignment: Description of how proposals should meet strategic objectives, local need and the programme priorities. Expectations for coordination with other funding programmes.			
National Context			
<p>The UKSPF has been launched by the UK Government as part of its wider commitment to level up all parts of the UK and on the key metrics identified in the Levelling Up White Paper West Yorkshire is one of the areas in the UK that is most in need of levelling-up. In its Levelling Up White Paper Government outlined that at national level the UKSPF will have a particular focus on the following objectives:</p> <ul style="list-style-type: none"> • Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging. • Spread opportunities and improve public services, especially in those places where they are weakest. • Restore a sense of community, local pride and belonging, especially in those places where they have been lost. • Empower local leaders and communities, especially in those places lacking local agency • To increase levels of functional numeracy in the adult population. <p>This invitation to bid is part of the Supporting Local Business Investment priority which has the following objectives:</p> <ul style="list-style-type: none"> • Creating jobs and boosting community cohesion building on existing industries and institutions, from support for starting businesses to visible improvements to local retail, hospitality and leisure sector facilities. • Bringing together businesses and partners within and across sectors to share knowledge, expertise and resources, and stimulate innovation and growth. • Increasing private sector investment in growth - enhancing activities, through targeted 			

support for small and medium-sized businesses to undertake new-to-firm innovation, adopt productivity-enhancing, energy efficient and low carbon technologies and techniques, and start or grow their exports.

Regional Context (West Yorkshire)

The Combined Authority has been striving to achieve the objectives set in its Strategic Economic Framework, West Yorkshire Investment Strategy and Local Investment Plan (including the Business Productivity Programme) to support business resilience and growth. The Strategic Economic Framework includes the priorities of *Business Productivity and Resilience* and *Enabling Inclusive Growth*. Investment Priority 1 in the West Yorkshire Investment Strategy is *Good Jobs and Resilient Businesses*.

As of April 2022, there were 288 cooperatives in West Yorkshire, employing 4,900 people and bringing in a combined annual turnover of £2.6 billion with a pre-tax profit of £39 million. Suma, the UK's largest worker-controlled cooperative, and Arla, the UK's largest farmers' cooperative, are based in the region. Consumer-owned models make up almost half of West Yorkshire cooperatives, whilst one fifth are community-owned and another fifth are worker-controlled. The vast majority of West Yorkshire cooperatives exist in foundational economy sectors, such as leisure, retail, hospitality and food service.

The 2021 Coop Economy Report stated that in response to economic pressures brought about by COVID, cooperatives nationally were 4x less likely to cease trading than private sector businesses and between 2020-2021 almost 2x as many cooperatives were created than dissolved. As well as this increased level of resilience, cooperatives also displayed more ambition to grow. In 2021, 61% of small cooperatives shared this ambition compared to 53% of businesses operating with an alternative legal structure.

These businesses are now facing significant short-term challenges: having emerged from the pandemic and EU-exit issues they are now facing a potential recession, unprecedented energy cost and rising inflation. 70% of businesses are concerned about their survival over the next 12 months.

There is an opportunity to address some of these challenges, whilst aligning with existing strategic objectives, by exploring how alternative business models may benefit resilience and long-term sustainability in the regional economy. Alternative business models are non-traditional methods of structuring a business. In West Yorkshire and the UK, these alternative models usually take the form of cooperatives, of which there are five main types:

- **Worker-controlled:** The cooperative is run for the benefit of the workers, who influence the business' decision-making.
- **Producer-owned:** Producers or suppliers together to form a cooperative to get a better deal for their products.
- **Customer-owned:** Exists to serve the needs of their members, who buy goods/services from the business.
- **Community-owned:** Raises finance through community shares. One member, one vote, so everyone influences how the organisation is run for the benefit of the community.
- **Multi-stakeholder:** A combination of members own and control the cooperative business.

Cooperatives display this increased level of resiliency due to their focus on long-termism, which derives from a clear and open governance, ownership and purpose. Investment is usually carried out by patiently saving reserves to reinvest or through mutual equity, as opposed to incurring large amounts debt. Also, economic shocks can often affect cooperatives less than businesses with traditional legal structures, as rather than prioritising the protection of

short-term returns for investors, the collective long-term interest is put first.

Exploring a solution in this space would complement the Mayoral pledge to *support local businesses and champion the regional economy*, as it includes *supporting cooperative businesses, community wealth building, and exploring the opportunities available for alternative models of business*.

Key Objectives

- To explore methods of supporting business resilience and sustainability through alternative business models.
- Support existing alternative businesses to increase their resilience and long-term sustainability.
- Explore how traditional businesses can adopt alternative business model principles, and which alternative legal structures may support their resilience and long-term sustainability.

Description of what indicative activities which the West Yorkshire Combined Authority is looking to fund: Description of the activity and what is expected to be achieved

Open to bids from all sectors for any projects relating to one or more of the below:

- Promotion and support of cooperative entrepreneurship, and social enterprises.
- Support the conversion of private business into cooperatives or social enterprises as part of planned succession and community and worker-led rescues.
- Providing existing cooperatives and social enterprises in the region with access to business support that caters to their needs and ambitions: most common support needs are business strategy, organisational development and capital raising.
- Providing businesses that are considering adopting an alternative business model or legal structure with access to business support that caters to their development requirements.

Specific Requirements: Description of specific requirements

Projects should be targeted at one or more of the West Yorkshire districts (for example, projects covering two local authority areas would be welcome).

The Combined Authority is keen to explore equity and loan models in addition to grant funding. If your proposal seeks to use grant funding, you will need to set out and justify why this is the best option as opposed to offering other mechanisms of support.

Outputs and Outcomes

For this Call the following outputs and outcomes are sought;

Outputs:

- Number of enterprises receiving financial support other than grants
- Number of enterprises receiving non-financial support
- Number of enterprises receiving grants
- Number of potential entrepreneurs assisted to be enterprise ready
- Amount of rehabilitated land or premises
- Number and m2 of commercial buildings developed or improved
- Number of potential entrepreneurs provided assistance to be business ready

Outcomes:

- Jobs created
- Jobs safeguarded
- Number of new enterprises created as a result of support:

- Increased amounts of investment
- Number of enterprises adopting new to the firm technology or processes
- Number of early-stage enterprises which increase their revenue following support
- Number of enterprises engaged in new markets
- Number of businesses with improved productivity

Where relevant, please outline the specific minority groups your project will reach. For example, the number of enterprises your project will support with a female or ethnic minority founder. In addition, please also outline any targets relating to carbon savings or other criteria relating to tackling the climate emergency.

Associated Intervention

This Call area aligns with UKSPF Intervention E19, E22, E23, E24, E29.

Call Area 3

Call Area 3 - Interventions to encourage West Yorkshire Businesses to grow and to be resilient

Activity Name:	<i>Innovation for Business Resilience and Growth: Open Call for Projects</i>		
Activity Description:	Seeking projects that support businesses across West Yorkshire to increase their resilience and/or growth potential.		
Geographical Coverage:	West Yorkshire		
Notional Allocation:	£ 10,000,000 Est. (Total)	£ 3,600,000 Est. (Capital)	£ 6,400,000 (Revenue)
Minimum Award:	£500,000	Maximum Award:	£10,000,000
Intervention Rate:	90% (Maximum)		

Strategic and Policy Alignment: Description of how proposals should meet strategic objectives, local need and the programme priorities. Expectations for coordination with other funding programmes.

National context

The UKSPF has been launched by the UK Government as part of its wider commitment to level up all parts of the UK and on the key metrics identified in the [Levelling Up White Paper](#). West Yorkshire is one of the areas in the UK that is most in need of levelling-up.

In its Levelling Up White Paper, Government outlined that at national level the UKSPF will have a particular focus on the following objectives:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging.
- Spread opportunities and improve public services, especially in those places where they are weakest.
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost.
- Empower local leaders and communities, especially in those places lacking local agency.
- To increase levels of functional numeracy in the adult population.

This invitation to bid is part of the Supporting Local Business investment priority which has the following objectives:

- Creating jobs and boosting community cohesion building on existing industries and institutions, from support for starting businesses to visible improvements to local retail, hospitality and leisure sector facilities.
- Bringing together businesses and partners within and across sectors to share knowledge, expertise and resources, and stimulate innovation and growth.
- Increasing private sector investment in growth - enhancing activities, through targeted

support for small and medium –sized businesses to undertake new-to-firm innovation, adopt productivity- enhancing, energy efficient and low carbon technologies and techniques, and start or grow their exports.

Regional Context (West Yorkshire)

West Yorkshire has a clear strategic vision for supporting innovation led business resilience and growth in the region, as set out in the [Innovation Framework](#), [HealthTech Strategy](#), [Business Productivity and Resilience Plan](#), and [Digital Framework](#). Recent activity in the region includes the launch of the [Innovate UK West Yorkshire Local Action Plan](#) and the [Mayor's Manufacturing Task Force Recommendations Report](#). [The West Yorkshire Investment Strategy \(WYIS\)](#) sets out the Investment Priorities to support the region's ambitions. These strategies all respond to the challenges - and opportunities - faced by the region. The UKSPF West Yorkshire Local Investment Plan has been designed to align closely with the priorities of the WYIS.

According to January 2023 ONS data, there are 80,580 PAYE or VAT-registered businesses registered in West Yorkshire, 99.6% of which are SMEs. (88% of those are micro [0-9 employees], 9% are small [10-49] and 2% are medium [50-249 employees]). The most prevalent industries in West Yorkshire are Professional, Scientific and Technical (13% of West Yorkshire businesses), Construction (13%) and Retail (10%).

Challenges

These businesses are facing significant short-term challenges. Having emerged from the pandemic and EU-exit issues they are now facing a potential recession, unprecedented energy costs and rising inflation. 70% of businesses are concerned about their survival over the next 12 months.

The most recent West Yorkshire business survey identified that 17% of businesses expect that a decline in demand for products/services will provide a barrier to growth (followed closely by availability of skilled labour at 16%).

For micro businesses, a decline in demand for products/services was their biggest identified barrier to their growth.

In addition to these short-term challenges, the region faces significant long term structural issues, most notably around low rates of productivity. The West Yorkshire economy would be £8.5bn larger if job productivity levels equalled the UK average. Compared to UK productivity per head of £34 (GVA), Leeds' productivity is £32, Calderdale is £28, Wakefield is £27, Kirklees is £27 and Bradford is £26. Improved productivity is the key driver of economic growth and improved living standards.

The Office for National Statistics' analysis on Gross Domestic Expenditure on Research and Development (GERD), for example, shows the region had the lowest investment in Research and Development (R&D) per £1m of GVA of any English region outside London. The findings of the most recent UK Innovation Survey (2021) suggests that West Yorkshire is not only lagging nationally, but also lagging in comparison to South Yorkshire, Greater Manchester, and the West Midlands for 'innovation active' businesses.

17% of businesses report a skills gap in innovation/R&D in the next 12 months. This gap is most prevalent in the manufacturing sector (30%). Only 23% of businesses report participating in knowledge transfer activity. [Life expectancy](#) in West Yorkshire is lower than the England average and inequality in life expectancy between the most and least deprived neighbourhoods in Leeds

is greater than the national average. The most recent data shows a fall in life expectancy: the first drop in 20 years due to high mortality rates in 2020 linked to Covid-19.

Investment in the region is challenging. In 2022, more than 75% of UK VC funds continue to be allocated to London and South East businesses. However, [Northern Triangle tech startups raised £1.3bn funding over the last five years](#), demonstrating the growing willingness of investors to back companies based outside of London. [Praetura Ventures](#) estimates that the level of under investment in the North is around £10bn, which costs the UK economy £92bn of economic output per year.

Only 26% of firms in the region have sought independent business advice in the last 12 months, a reduction on the 30% who had done so in 2021. Finance/grants are the main source of support sought (42%), followed by marketing (28%), staffing issues (19%), recruitment/ job creation (16%), statutory legislation (13%) and general business planning (12%). Help with innovation or R&D was only sought by 6% of businesses, possibly highlighting a lack of understanding of innovation and how it can help business growth, resilience and productivity.

Experience from previous recessions shows the long-term impact these shocks can have to businesses capacity, appetite and ability to innovate. After the 2008 recession, the pre-recession proportion of innovation active firms was never fully regained and the proportion of firms doing product/service innovation and process innovation took more than six years to recover.

Opportunities

Innovation is the critical driver of improved productivity – innovation through the creation of new products, processes and services and the adoption of new digital technologies. Improving innovation rates in the region, and the diversity of those engaged in innovation, will secure significant productivity gains and uplifts for the region. Innovation is critical to both longer term growth and tackling immediate challenges and the resilience of businesses. The region has some significant assets and strengths to drive forward improved innovation rates leading to increased productivity.

West Yorkshire has seven Higher Education Institutions, each with its own distinct area of specialism, from research intensive through to small and specialist. The business base, a microcosm of the national economy, provides resilience in times of challenge/economic shock, and also has areas of notable specialism, particularly around advanced manufacturing, digital and Healthtech.

Over 60% of businesses in the region already undertake some form of innovation (over the past three years). However, it is more likely to be medium/large sized businesses who undertake these activities and it is most likely to be manufacturing businesses who invest in this area. There is therefore the opportunity to engage and inspire the one third of predominantly smaller businesses who have not undertaken innovation in the past three years.

There is also the opportunity to utilise and drive improved health outcomes through a focus on health innovation.

Key Objectives

Our key objective is to support more of our businesses to be innovation active, successfully exploiting and utilising innovative practices or developing new products/processes or services, to enable increased resilience and/or growth.

The region's ambitions are to build on its diversity and heritage as pioneers, inventors and

makers, capitalising on the strengths of the region as a place where innovation thrives, and not only that, but a place where everyone can benefit from innovation.

'A place that is globally recognised for developing an open, inclusive, thriving and coherent innovation ecosystem, where SMEs, budding entrepreneurs and individuals are inspired to innovate, and can easily navigate the support landscape and connect and collaborate with others to create new and better solutions for business growth and societal good.'

Our objective through this Call is to encourage innovation to support both resilience and growth. We want to drive:

- Pay, employment and productivity increases for the region; reduce the gap between the region and top performing areas nationally; and reduce gaps between top performing and other areas within West Yorkshire.
- Resilience through crisis and economic shocks.

Description of what indicative activities the West Yorkshire Combined Authority is looking to fund: Description of the activity and what is expected to be achieved

This Call seeks proposals to drive innovation in its broadest sense:

- To support businesses to adopt, utilise and exploit new technologies;
- To support businesses to adapt and diversify, creating new value from new products, services and processes.

It is essential that proposals offer activity/add value across the whole region of West

Yorkshire, demonstrating evidence of their strategic fit and link to local community, social or economic needs.

Applicants should demonstrate how they will complement and not duplicate existing provision. Proposals that are deemed to duplicate existing provision will not be considered.

Projects that support unrepresented/underrepresented or otherwise unsupported sectors/businesses would be welcomed (evidence will be required). As part of this open call, we have an interest in projects that support businesses in the following categories where support is currently limited /restricted (but not limited to): business-to-consumer (B2C), micro businesses, community interest companies (CICs), businesses within the Voluntary Community Social Enterprise (VCSE) sector.

All proposals must be evidence-led and demonstrate how they will be geared to the needs of the specific target audience.

On Healthtech-related proposals, these must include the following evidence: addressing unmet patient and clinical need; health and care system priorities; tackling health inequalities; and, as with the broader areas, must explain how they will integrate with existing provision both local/regional and national.

Proposals in the following areas are particularly sought:

- Support for local business across West Yorkshire to develop new technologies or innovations. Proposals may include innovation projects to support start-ups, scale ups, university spin-outs, angel investment networks, venture capital, accelerators, and/or research and development activity.

- Projects that increase Knowledge Transfer Partnerships and related knowledge exchange activity for SMEs in West Yorkshire, particularly to support businesses who have not undertaken this type of activity before.
- Proposals which support growth in key sectors, including manufacturing, digital and Healthtech, linked to the Combined Authority's strategies and frameworks.
- Projects that work to tackle the climate emergency, enable the climate tech ecosystem, and support the mayor's pledge to be a net zero region by 2038.
- Projects that strengthen our innovation, digital and Healthtech infrastructure and provision, including support for capital projects that will provide a platform for future growth.
- Projects that create more diverse, inclusive and open innovation and tech ecosystems and strengthen the connectivity across these including cluster-based activity.
- Proposals that support the adoption and exploitation of new technology and innovative practices in SMEs and micro businesses, including in the VCSE sector, to become more productive.
- Projects which target specific underrepresented groups, for example, women, people from ethnic minority backgrounds and people who identify as having a disability.

Specific Requirements: Description of specific requirements

The Combined Authority is keen to explore equity and loan models in addition to grant funding. If your proposal seeks to use grant funding, you will need to set out and justify why this is the best option as opposed to offering other mechanisms of support.

Outputs and Outcomes

For this Call the following outputs and outcomes are sought;

Outputs:

- Number of enterprises receiving financial support other than grants
- Number of enterprises receiving non-financial support
- Number of enterprises receiving grants
- Number of potential entrepreneurs assisted to be enterprise ready
- Number of decarbonisation plans developed

Outcomes:

- Jobs created
- Jobs safeguarded
- Number of new enterprises created as a result of support
- Increased amounts of investment
- enterprises adopting new or improved products or services
- Number of organisations engaged in knowledge transfer activity following support
- Number of enterprises adopting new to the firm technologies or processes
- Number of enterprises engaged in new markets
- Number of early-stage enterprises which increase their revenue following support

Where relevant, please outline the specific minority groups your project will reach. For example, the number of enterprises your project will support with a female or ethnic minority founder. In addition, please also outline any targets relating to carbon savings or other criteria relating to tackling the climate emergency.

Associated Intervention

This Call area aligns with UKSPF Interventions E19, E23, E24 and E29.

10. Prioritisation - Additional Considerations

Bids will be prioritised where they;

- are developed in partnership with others - applications are encouraged from consortia or other similar types of partnership arrangements. In each such case the application must be completed and submitted by the lead organisation on behalf of the partnership/ consortia. The lead applicant must have the financial capacity to meet the required Due Diligence criteria and, if funding is awarded, this organisation will then become the lead Grant Recipient, accountable for delivery of the overall Project.
- lever in additional match funding – maximum intervention rates are as set out in the Call Specifications above. Applicants are encouraged to maximise the leverage of other funding. However, we recognise not all projects or applicants will be able to secure match funding. Applicants should note value for money will be a selection consideration as it has a number of benefits, including enhanced alignment with other provision and efficient delivery which increases value for money. Therefore, the overall funding package for each project, including any match funding, will be taken into account.
- demonstrate how they complement, and, fundamentally, that they do not duplicate or displace existing activity. Successful bidders are expected to engage with West Yorkshire Combined Authority's Business Growth Hub and align with plans to simplify the business support offer and how it is communicated to SMEs.
- demonstrate an innovative approach.
- clearly outline how they will address equality, diversity and inclusion within their given sector including any relevant targets.
- clearly outline how they will support the Combined Authority's priority to tackle the climate emergency and include any relevant targets.
- clearly demonstrate how the activity proposed will become integrated, and/or be adopted longer term, and/or be sustainable after this funding ceases.
- projects will be expected to coordinate evaluation activity within the Combined Authority's evaluation frameworks and to share data as required.

11. Applicants

Applicants must be legally constituted at the point of applying for the funding and be able to enter into a legally binding Funding Agreement. The Applicant will be the organisation that, if the application is successful, enters into a funding agreement with the Combined Authority, as the Lead Authority for the UK Shared Prosperity Fund and therefore carries the liability for ensuring that the terms of the UKSPF Funding Agreement are met by them and to all delivery partners where applicable.

Potential applicant organisations include, but are not limited to:

- Local Authorities
- Statutory and non-statutory public funded organisations/bodies
- Higher and Further Education Institutions
- Voluntary/community organisations
- Private sector companies
- Registered charities
- Not for Profit organisations

12. Due Diligence – non-public sector Applicants

Non-public sector Applicants will be subject to financial due diligence checks. Applicants are required to submit accounts, and to clarify financial or other organisational information as required as part of the appraisal process.

Organisations are required to provide the following information at the time of bidding and in line with the closing date:

- Financial accounts for the most recent 3 years;
- Proof of existence - Certificate of Incorporation, Charities Registration, VAT Registration Certificate or alternate form of incorporation documentation;
- Proof of trading - Financial Accounts/Statements for the most recent two years of trading including, as a minimum, Profit and Loss Account and Balance Sheets;
- Most recent Management Board reports or financial report of the Organisation's Finance Director.

13. Deliverables - Outputs and outcomes

Applicants must explain in detail in their application how they have estimated each of the outputs and outcomes for their project, demonstrating clearly how each of the proposed outputs and outcomes directly link to their specific project activities and objectives. Applicants must also explain their approach for forecasting each.

UK Shared Prosperity Fund Outputs and Outcomes Indicator Definitions Guidance and Evidence requirements is available [here](#). For direct reference to the technical note provided by Government please refer to GOV.UK [here](#).

Applicants will need to ensure robust systems are in place, and be able to describe them, to capture and record the targets and to report quantitative and qualitative performance. All operations will be required to collect data and report progress against the deliverables with each claim. There must be a fully evidenced audit trail for all contracted deliverables. The claim form which will be used and which sets out the type of data to be reported on quarterly can be found [here](#).

Further detail on how monitoring will be undertaken (*quarterly*) and how payments will be made to successful bidders, will be made available once funding has been agreed.

14. Selection Process

As the Lead Authority, West Yorkshire Combined Authority officers will assess all bids submitted. Clear ethical walls are in place to prevent any undue influence being exerted that distorts the bidding process in favour of any applicant or in a way that prejudices any applicant taking account of any conflicts of interests. Bids will be assessed against:

- the gateway and core assessment criteria set out below – bids that fail to meet these criteria are ineligible for support and will be rejected.
- the extent to which bids support the delivery of the local priorities as set out in **Section 9** of this Invitation to Bid.
- the extent to which they meet the objectives of the UK Shared Prosperity Fund.

The appraisal and any prioritisation will be undertaken using only the information supplied as part of the application process. West Yorkshire Combined Authority, as the Lead Authority, cannot accept further detail outside of this process.

Applicants should fully complete all documents as set out in the **checklist at Annex 1 – Application Submission**. Please use this to ensure all documents are submitted. Applications which do not contain all of the additional completed documents will not be assessed and will be rejected.

The application assessment process has several stages as set out below.

Stage 1 - Gateway assessment

Projects must pass **all** gateway criteria to be considered for selection. Applications that fail to meet any aspect of the Gateway Criteria will be rejected and will not be considered and assessed.

GATEWAY QUESTIONS	
1.	Is the applicant eligible to receive UKSPF?
2.	Does the application deliver against one or more of the three Call areas set out in Section 9 of this Invitation to Bid?
3.	Does the application demonstrate a proactive approach to engaging diverse businesses to enable inclusive economic growth ?
4.	Has the applicant(s) discussed their proposal with the Combined Authority’s business support service to ensure strategic fit and that there is no duplication of existing services?
5.	Will all outputs and outcomes be delivered by 31st March 2025 ?
6.	Does the application deliver the outputs and outcomes relevant to the Call Area(s) selected, as set out in the Call description in this document Section 9 ?

7.	For the Export Call and the Alternative Business Models Call - has the applicant included only revenue funding? Applications which include any capital expenditure will not be considered for funding and will not pass the gateway stage.
8.	For the Export Call and the Innovation Call - has the applicant included a minimum of match funding of 10%? Applications which do not include a minimum 10% will not be considered for funding and will not pass the gateway stage.
9.	Have the mandatory Gateway documents been submitted alongside the application? Failure to submit Annexes A to E will result in the application being rejected.

Stage 2 - Core assessment

Applications which pass the Gateway assessment will then be scored against the core assessment criteria set out in **Annex 2: Stage 2 - Core assessment** of this Invitation to Bid document.

Stage 3 - Moderation

After the scoring is completed, West Yorkshire Combined Authority will moderate the scores. Moderation will be influenced by the quantity and quality of applications received. This may result in awarding more or less than the published notional funding allocation.

Moderation will consider if the spread of applications meets the requirements of this Invitation to Bid. For example, if the top scoring application(s) all fall under one Call area, the Combined Authority may consider allocating more funds to that Call area.

In some cases, for private, voluntary sector and charitable applicant organisations, financial due diligence checks will be conducted as part of this stage.

Stage 4 - External consideration

West Yorkshire Combined Authority as Lead Authority will consult the West Yorkshire UKSPF Local Partnership Group (the Governance Group for the Funding in this region) on the strategic fit and deliverability of applications. This will include sharing feedback from the moderation process with the external representatives. The Local Partnership Group is constituted from Local Authority members and external stakeholders – membership is available [here](#).

Stage 5 - The Combined Authority's decision

After the Local Partnership Group has been consulted, the Combined Authority will take a decision on which applications should proceed and which should be rejected. The Combined Authority will undertake financial due diligence checks on successful applications (see application form guidance for details).

All applicants will be notified of the outcome in writing. The Combined Authority will provide high level written feedback to all applicants. For the successful applications this will include any revisions or updates required, including potential grant funding agreement conditions.

Appeals

The Combined Authority's decision on each application is final. There is no appeals process. Applicants submit applications to the Combined Authority with this knowledge. Following assessment, West Yorkshire Combined Authority will enter into a funding agreement with successful bidders.

15. Funding Agreement

Funding Agreements will be non-negotiable and legally binding document. The draft Funding Agreement Template can be found [here](#). Applicants are strongly advised to read these terms and conditions to ensure that they can enter into such an agreement prior to responding to the Call.

Due to the short timescale available for UKSPF delivery, the Combined Authority will not enter into protracted grant negotiations with Applicants. Any successful Applicant will be subject to the terms and conditions contained within the agreement. Applicants are strongly advised to seek their own advice to ensure that they would be able to enter and abide by the terms of the Funding Agreement.

Failure to meet any of the conditions of the agreement or the commitments within the application may result in claw back of funding.

Is the UKSPF a grant or repayable loan?

UKSPF funding will be awarded to successful Applicants as a grant, paid quarterly in arrears. Expenditure must be defrayed prior to the submission of any grant claims to the UK Shared Prosperity Fund – Supporting Local Business West Yorkshire Invitation to Bid. Applicants may be asked to demonstrate how they are able to cash flow the operation.

16. Evaluation

The government will undertake an evaluation of UKPSF to which West Yorkshire Combined Authority will contribute. The Combined Authority is also expected to undertake its own evaluation, into which projects will contribute. This is in addition to monitoring spend, outputs and outcomes.

The Government has published its [evaluation guidance here](#). Applicants are likely to be required to produce a comprehensive 'process' evaluation. A process evaluation will examine the process through which the applicant managed UKSPF to deliver the outputs and generate outcomes. This will provide learning on what worked, and did not work, in delivery. There may also be a requirement to commission a qualitative impact evaluation which will include measuring outputs, contribution analysis, developing case studies, and conducting surveys and interviews with stakeholders and beneficiaries. Further guidance will be provided, and precise requirements are expected to be agreed at the time of contracting. At the application stage, applicants are required to provide a logic model to demonstrate the rationale and the links to outputs, outcomes and impact. In addition,

applicants should explain their monitoring and evaluation structures, evaluation design, data collection and analysis.

17. Successful applicants will normally be expected to:

- Sign the funding agreement within 30 days of issue by the Combined Authority.
- To avoid slippage, be ready to start the delivery immediately after signing the funding agreement.
- Attend a Combined Authority-led contract briefing via teams within 30 days of the funding agreement being signed.
- Ensure there is a sound governance structure in place for monitoring performance.
- Provide detailed information on expenditure, outputs and outcomes, including equalities and diversity data, to the Combined Authority on a quarterly basis.
- Adhere to branding and communication requirements and guidelines.

18. Timescales

Invitation to Bid launched in West Yorkshire	17 April 2023
Stakeholder 'bidding' briefing	19 April 2023
Closing date for applications	12.00 noon, Friday 2nd June 2023
Combined Authority, as Lead Authority, appraises bids	Mid-June to end of July 2023
Combined Authority informs applicants of a successful full application and contracts with applicants	By end of August 2023
Delivery commences	August/Sept 2023
All delivery to be completed and the Fund closes. <i>Applicants will be required to commence delivery/activity within one month of receipt and signing of the Funding Agreement with the Combined Authority as Lead Authority.</i>	31st March 2025

19. Submitting a Bid

Bids must be submitted using the West Yorkshire UKSPF Application Form and must be accompanied by all the required documentation – please refer to the checklist in **Annex 1 – Application Submission**. Bids submitted in any other format will not be accepted.

Bids must be submitted to West Yorkshire Combined Authority using this email address: ukspfwestyorkshire@westyorks-ca.gov.uk . Applications submitted via any other method will not be accepted.

Word or Excel documents are invited. **Please do not submit PDF documents.** Applicants are recommended to copy (cc) themselves into the submission email as evidence that all documents have been submitted to the Combined Authority. Please note that the maximum file size permitted in a single email is **10MB**.

Bids must be submitted by **12.00 noon, Friday 2nd June 2023**. Any bids received after this time will not be accepted and will be deemed ineligible. It is therefore important you leave sufficient time to send and upload the application.

The Combined Authority will acknowledge receipt of your application by email.

If at the assessment stage there is a need to clarify an issue which prevents the assessment of the application being completed, the Combined Authority reserves the right to contact the applicant. This will be exception only.

20. Support

This call is expected to be over-subscribed and competitive as there is limited funding available. The Combined Authority is not able to advise on the likely success or otherwise of proposals ahead of submission or able to review draft applications. However, any questions on the call, the application process, and technical questions will be answered and shared with all partners if beneficial to all bidders.

An online support ‘workshop’ for prospective Applicants will be held on **Wednesday, 19th April 2023, 3.00pm to 4.30pm**, where Combined Authority Officers will go through the Calls and application process and will seek to answer questions in person.

It is your responsibility to submit your application in good time to allow time to meet the closing deadline of 12.00 noon, Friday 2nd June 2023.

Except in the unlikely event that there is a general failure of the Combined Authority’s IT system in the final hours, we will not extend the deadline for any other reason.

Should you have any queries in respect of this Invitation to Bid please direct all enquiries via the following mailbox ukspfwestyorkshire@westyorks-ca.gov.uk .

21. Key Reference Documents

When developing your Full Application, it is recommended that you refer to the following documents as a minimum:

[UKSPF West Yorkshire Application Form Guidance](#)

[UKSPF West Yorkshire Output and Outcome Definitions and Evidence Requirements](#)

UKSPF West Yorkshire Selection Process and Criteria – **Section 14 above**.

[UKSPF West Yorkshire Draft Grant Agreement Template](#)

[UKSPF West Yorkshire quarterly Claim Form](#)

Application Submission – Document Checklist Annex 1 – Application Submission below

[West Yorkshire Investment Strategy](#)

All other UKSPF Government guidance is available on the [gov.uk website here](#).

To submit an application you are required to complete the following documents which are available here:

- [Application form](#)
- Application Annexes:
 - [Annex A – Budget and Deliverables](#) Excel Spreadsheet (Gateway criteria)
 - [Annex B – Logic Model](#) (Gateway criteria)
 - [Annex C – Equality Impact Assessment](#) (Gateway criteria)
 - [Annex D – Partner Supporting the Project Form](#) (Gateway criteria)
 - [Annex E – Match Funding Form](#) (Gateway Criteria)

All annexes must be submitted with your application; **Annexes A and E are Gateway assessment criteria** and failure to submit one or both will result in your application being rejected.

Annex 1 – Application Submission

CHECKLIST PRIOR TO SUBMISSION

Documents to submit	Attached
Completed and signed Full Application	
Annex A – Budget and Deliverables Excel Spreadsheet (Gateway criteria)	
Annex B – Logic Model (Gateway criteria)	
Annex C – Equality Impact Assessment (Gateway criteria)	
Annex D – Partner Support Form (Gateway criteria)	
Annex E – Match Funding Form (Gateway Criteria)	
Subsidy Control legal opinion	
Planning Permission – NB only applicable for capital build projects.	
For non public sector applicants (Private, voluntary sector and charitable applicant organisations) the documents as listed at Section 12 are submitted with the application.	

Annex 2 : Stage 2 - Core assessment

Applications which pass the Gateway assessment will be scored against the core assessment criteria. In Summary this is;

Appraisal Criteria in line with the West Yorkshire Investment Strategy				
Strategic Alignment	Economic efficiency and benefits	Deliverability	Climate Emergency	Inclusive Growth and Tackling Inequalities and Supporting Diversity
20	25	20	10	25

Explanation for criteria weighting

The total prioritisation score for the project is the sum of the weighted scores of the different **criteria out of 100**. The higher the prioritisation score, the higher priority the project is for investment.

In summary, schemes will score more highly if they:

- Demonstrate a higher level of strategic fit to the Call Investment Priorities and demonstrate a strong and timely impact in terms of the outputs and outcomes specified.
- Contribute to the key cross-cutting themes of inclusive growth, tackling the climate emergency and supporting equality and diversity.
- Demonstrate strong deliverability and lower levels of project risk at the initial stage.

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Criteria	Weight	Question (s) in Application form score relates to	Assessment method	Evidence requirement
<p>Strategic fit – how the project addresses the objectives of the Call Specification (Section 9) and contributes to delivery of the outputs and outcomes.</p>	20	Section 4	<p>Project scored in terms of its impact / contribution to the Call priorities.</p> <p>4 – very high impact 3 – 2 – 1 – very low impact</p> <p>This is a qualitative assessment.</p>	<ul style="list-style-type: none"> • Determining strategic fit is about the extent to which the interventions address the policy and objectives of the Call areas set out in this Invitation to Bid. The application must indicate which Call Area(s) it will contribute to and how it will contribute to them. • A logic model showing how the project inputs, activities and outputs contribute to the objectives and outcomes of the UKSPF Call is required. • <i>Projects which do not credibly demonstrate that they will address one or more of the Call Areas and associated objectives and outcomes will be rejected.</i> • Rigour of the logic model and its underlying assumptions should be demonstrated with reference to evaluation / success of past projects. It should be as specific as possible and cite facts rather than rely on generalities. • The application must also demonstrate how it will align with and complement existing interventions.
<p>Economic efficiency and benefits - prioritisation of projects that deliver at scale practical outputs and benefits linked to key outcomes set out in the Call.</p>	25	Section 5 and 7	<p>Assessed on a four-point scale relative to an agreed benchmark:</p> <p>4 – Strong and compelling evidence of scheme benefits 3 – 2 – 1 – No evidence of scheme benefits.</p>	<ul style="list-style-type: none"> • Summary of the type and quantity of short, medium, and long-term outputs and outcomes that the project will deliver based on the project's logic model. • Calculation method / basis for the outputs and outcomes to demonstrate that they are achievable. • Estimated total project cost, funding requested and sources / value of any additional funding. • Budget and Deliverables Excel Spreadsheet. • Assessment of the likely range of unit costs associated with the anticipated outputs. • As part of the submission, the applicant will describe the amount of leverage – schemes which achieve greater leverage, and so amplify the impact of the Combined Authority's UKSPF investment will be prioritised.

Criteria	Weight	Question (s) in Application form score relates to	Assessment method	Evidence requirement
Deliverability / risk – prioritise projects that demonstrate that they are deliverable, are lower risk and have mitigation in place.	20	Section 3, 5, 7, 8, 9	Assessed on a four-point scale reflecting degree of risk associated with the project: 4 – very low risk 3 – 2 – 1 – high risk This is a qualitative assessment.	<ul style="list-style-type: none"> Proposed delivery model; risk register; resources available. Assessment will be undertaken to assess whether a project is realistically deliverable within the proposed timeframe. Track record and past experience may form part of the evidence checks. The assessment includes checking that there is a clear assessment of risks, mitigating steps are planned and set out where identified. This is particularly important in relation to the proposed project management / delivery team and to check it is adequately resourced. Consideration should be given to how deliverability failure could manifest itself and what would the implications be? (in terms of time and cost).
Climate emergency – how well does the proposal contribute to net zero objectives.	10	Section 4 with a focus on Question 4.11.	The Proposal clearly sets out how it contributes to Tackling the Climate Emergency - Assessed on a four-point scale reflecting degree of contribution: 4 – Strong net contribution to tackling the climate emergency 3 – Moderate net contribution 2 – Neutral impact 1 – Negative net contribution. This is a qualitative assessment.	

Criteria	Weight	Question (s) in Application form score relates to	Assessment method	Evidence requirement
<p>Inclusive Growth and Tackling Inequalities and Supporting Diversity – demonstrates that a proactive approach to inclusion and addressing the needs of under-represented groups is integral to scheme design.</p>	25	Completed Equality Impact Assessment – together with Questions in Section 4.	<p>Impact of proposal on fostering inclusive growth, tackling inequalities and supporting diversity: 4 – very high impact 3 – 2 – 1 – very low impact</p> <p>This is a structured qualitative assessment.</p>	<p>Inclusive growth and Tackling Inequalities and Supporting Diversity element cannot be a bolt-on. The applicant must demonstrate a proactive and targeted approach to engaging with and bringing benefit to disadvantaged groups through the project's delivery model as proposed (outreach, targeted approach, tailored support etc).</p> <p>Wherever possible schemes should be shaped around the needs of under-represented groups as a means of directly tackling social and economic disadvantage.</p> <p>The application must demonstrate that the impact of any proposal has been considered in relation to groups of people with Protected Characteristics.</p> <p>Applicants are required to complete a Stage 1 Equality Impact Assessment with their application.</p>
Total	100			

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Appendix 3 - UKSPF Rural England Prosperity Fund (REPF)

The table below sets out applications received to the Rural Fund shown by each Local Authority Area. This includes a breakdown of pipeline allocations to indicative allocations. This information is monitored and reported quarterly to the UKSPF Local Partnership Group and will be reported to the Combined Authority as required.

Rural England Prosperity Fund - To 17/08/2023								
District	Indicative Allocation as set out Government (as part of the allocation methodology)	No of Enquiries Received	No of Enquiries Progressed to Full Application Stage	Indicative Grant Value of Full Applications	Indicative allocation of full application in pipeline	Number of applications formally received	Amount of Funding Approved	Allocation of Funding committed
Leeds	£461,227	14	3	£74,000	16%	1	£50,000	11%
Bradford	£400,000	16	8	£190,000	48%	0	£0	0%
Calderdale	£450,991	21	7	£278,400	62%	1	£0	0%
Kirklees	£489,985	7	1	£50,000	10%	0	£0	0%
Wakefield	£765,297	7	4	£146,000	19%	2	£50,000	7%
Other (non-WY)	£0	7	0	£0	NA	0	£0	NA
Totals	£2,567,500	72	23	£738,400	29%	4	£100,000	4%

NB : The full application forms have been sent to 23 businesses, but experience suggests only about half/maximum of two-thirds will actually submit. It is difficult to say how long it may therefore take for an application to progress from outline to approval at this stage but this is being carefully monitored

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Report to: West Yorkshire Combined Authority

Date: 7 September 2023

Subject: **Minutes for Information**

Director: Alan Reiss, Chief Operating Officer

Author: Ian Parr, Governance Services Officer

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

1. Purpose of this report

- 1.1 To provide Members with details of the minutes of committees and panels, or notes of informal meetings of Members, that have been published on the West Yorkshire Combined Authority's website since the last meeting.

2. Information

- 2.1 The following minutes and notes have been published on the West Yorkshire Combined Authority's website and can be accessed [here](#):

- Place, Regeneration Committee held on 1 June 2023.

3. Tackling the Climate Emergency Implications

- 3.1 There are no implications directly arising from this report.

4. Inclusive Growth Implications

- 4.1 There are no inclusive growth implications directly arising from this report.

5. Equality and Diversity Implications

5.1 There are no equality and diversity implications directly arising from this report.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the minutes and notes of the Combined Authority's committees and panels be noted.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None.