

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON TUESDAY, 5 JUNE 2018
IN COMMITTEE ROOM A - WELLINGTON HOUSE, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
 1. To highlight Appendix 12 to Agenda Item 7 and Appendices 1, 2, 3, 4 and 5 to Agenda Item 8 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' recommendations in respect of the above information as set out in paragraph 6.2 of Agenda Item 7 and paragraph 4.1 of Agenda Item 8.
 3. If the recommendations are accepted, to formally pass the following resolution:

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 12 to Agenda Item 7 and Appendices 1, 2, 3, 4 and 5 to Agenda Item 8 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 WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON 18 APRIL 2018**
(Pages 1 - 6)
5. **CAPITAL PROGRAMME UPDATE**
(Pages 7 - 22)
6. **CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 23 - 100)
7. **FURTHER CAPITAL SPEND PROPOSALS (FOLLOWING THE 'CALL FOR PROJECTS')**
(Pages 101 - 212)
8. **RAIL LEGACY PROJECTS - FINAL ACCOUNTS**
(Pages 213 - 226)

For Information

- (a) **MINUTES OF THE MEETING OF THE BUSINESS INVESTMENT PANEL HELD ON 6 MARCH 2018**
(Pages 227 - 230)
- (b) **DRAFT MINUTES OF THE BUSINESS INVESTMENT PANEL HELD ON 3 APRIL 2018**
(Pages 231 - 234)

Signed:



**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE
HELD ON WEDNESDAY, 18 APRIL 2018 AT COMMITTEE ROOM A -
WELLINGTON HOUSE, LEEDS**

Present:

Councillor Peter Box CBE (Chair)	Wakefield Council
Roger Marsh OBE (Deputy Chair)	Leeds City Region Enterprise Partnership
Councillor Ian Gillies	City of York Council
Councillor Denise Jeffery	Wakefield Council
Councillor Richard Lewis	Leeds City Council
Councillor Peter McBride	Kirklees Council
Councillor Alex Ross-Shaw	Bradford Council

In attendance:

Councillor Eric Firth	Deputy Chair, Transport Committee
Melanie Corcoran	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
Chris Brunold	West Yorkshire Combined Authority
Caroline Farnham-Crossland	West Yorkshire Combined Authority
Jess McNeill	West Yorkshire Combined Authority
Alistair Ryder	West Yorkshire Combined Authority
Ruth Chaplin	West Yorkshire Combined Authority

53. Apologies for Absence

Apologies for absence were received from Councillor Barry Collins.

54. Declarations of Disclosable Pecuniary Interests

Councillor Ross-Shaw declared an other interest (not comprising a Disclosable Pecuniary Interest) in Agenda Item 6, Capital Spending and Approvals, Growing Places Fund LEP Loan 318, as he is an unpaid Director of Canal Road Urban Village Limited (CRUVL).

55. Exclusion of the Press and Public

There were no items on the agenda requiring the exclusion of the press and public.

56. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 21 March 2018

Resolved: That the minutes of the West Yorkshire & York Investment Committee held on 21 March 2018 be approved and signed by the Chair.

57. Leeds City Region Growth Deal Delivery

The Committee considered a report on progress made on the implementation of the Growth Deal programme.

The dashboards for the Growth Deal and West Yorkshire plus Transport Fund (the Transport Fund) were attached at Appendices 1 and 2 and detailed the latest forecast expenditure and RAG rating of each project. It was noted that the area of greatest risk to achievement of expenditure lies with the Transport Fund claims from partner councils which will not be received until 13 April 2018.

It was reported that the current forecast spend for 2017/18 is within 10% of the £100.15 million target spend with a projected outturn figure of £91.35 million. It was noted that the difference in projected outturn and target was as a result of a payment being withheld that was due to be paid to Carillion. Information in respect of contingency was provided in the submitted report and it was noted that the Cities and Local Growth Unit would take into consideration the reasons for underspend particularly where they are beyond the control of the Combined Authority and its partners.

In respect of the Growth Deal 2018/19, it was noted that the expenditure forecasts for 2018/19 are being finalised and expected to increase in line with the target of £102 million. Members were advised that as part of the Growth Deal, significant funding had been secured for the West Yorkshire plus Transport Fund to which local contributions are also required. However, borrowing will be necessary in order to achieve the ambition of delivering a programme of schemes more quickly than the twenty years for which the funding has been granted and discussions are underway with the European Investment Bank (EIB) to provide a borrowing facility.

Members noted the update on project progress and performance and details of the projects which have a red RAG rating were provided in the submitted report. In respect of the York Guildhall, it was reported that an update on progress would be provided at a future meeting.

Resolved: That progress towards the implementation of the Growth Deal be noted.

58. Capital Spending & Project Approvals

The Committee considered a report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal at stages 1, 2 and 3 of the Combined Authority's assurance process.

Members considered the following four schemes which were detailed in the submitted report including a summary of risks:

- Department for Environment, Food and Rural Affairs (DEFRA) Clean Bus Technology Fund
- Growing Places Fund – LEP Loan 318, New Bolton Woods
- Transport Fund – A629 Halifax Road, phase 5
- Growth Deal - Beech Hill, Halifax

Summaries of the schemes' business cases were attached as Appendices 1-4 of the submitted report.

The report also set out details of decisions made through the agreed delegation to the Combined Authority's Managing Director since the last meeting for the following schemes:

- York Outer Ring Road roundabouts – phase 1
- Leeds City Region flood alleviation – Wyke Beck
- Bus hotspots 2017/19 programme
- One Public Estate – phase 6

It was reported that at its meeting on 5 April 2018, the Combined Authority had considered and approved the Energy Accelerator programme moving to decision point 5 with final approvals delegated to the Combined Authority's Managing Director. This will enable the programme to be established by autumn 2018. The report had highlighted the programme risks and the measures in place to manage these and, in light of these risks, the Combined Authority had requested confirmation from Investment Committee regarding the assurance of the programme and the individual projects. The Committee discussed the assurance arrangements for the Energy Accelerator programme which were outlined in the submitted report and confirmed it was satisfied with these.

Resolved:

- (i) In respect of Department for Environment, Food and Rural Affairs (DEFRA) - Clean Bus Technology Fund (CBTF) (decision point 2 case paper) the Investment Committee recommends to the Combined Authority that:
 - (a) The Clean Bus Technology Fund (CBTF) project proceeds through decision point 2 and work commences on activity 5 full business case with costs alongside preparation and commencement of the grant allocation process.
 - (b) An indicative approval to the total project value of £4.756 million (this includes Combined Authority, Leeds City Council grant awards and operator match funding) is given from the DEFRA Clean Bus Technology Fund awarded to the Combined Authority and Leeds City Council with full approval to spend being granted

once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (c) Combined Authority project development and delivery costs of £120,000 are approved up front in order to progress the scheme to decision point 5 full business case, before being reimbursed from the scheme's private sector match funding.
 - (d) The Combined Authority enters into an agreement with Leeds City Council (LCC) for the Combined Authority to receive and manage on LCC's behalf their CBTF funding award (£1.371 million) from the CBTF fund for the whole of West Yorkshire.
 - (e) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (ii) In respect of the Growing Places Fund LEP loan 318 (decision point 2 - case paper), the Investment Committee recommends to the Combined Authority that:
- (a) The LEP Loan 318 project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
 - (b) An indicative approval to the total loan value of £346,000 is given from the Growing Places Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's programme appraisal team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iii) In respect of the West Yorkshire plus Transport Fund (WYTF) A629 Halifax Road, phase 5 (decision point 3 outline business case), the Investment Committee recommends to the Combined Authority that :
- (a) The WYTF (Transport Fund) A629 Halifax Road Phase 5 project proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (b) An indicative approval to the total project value of £12.09 million is

given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case).

- (c) Development costs of £4.113 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £4.418 million and that an addendum to the funding agreement Kirklees council for the additional £4.113 million is entered into.
 - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 (full business case) through Investment Committee and Combined Authority and at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iv) In respect of Beech Hill, Halifax (decision point 4 – full business case), the Investment Committee recommends to the Combined Authority that:
- (a) The Beech Hill project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
 - (b) That conditional approval to the total project value of £5.4 million is given (which includes a £1.4 million contribution from the Growth Deal 3 Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
 - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (v) That the assurance arrangements for the Energy Accelerator Programme be noted and forwarded to the Managing Director for consideration.

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Report to: West Yorkshire & York Investment Committee

Date: 5 June 2018

Subject: **Capital Programme Update**

Director(s): Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper

1 Purpose of this report

- 1.1 To update the Committee on progress made on the implementation of the West Yorkshire Combined Authority's capital programme in 2017/18.

2 Information

- 2.1 At its meeting on 1 February 2018 the Combined Authority agreed a revised forecast capital budget for 2017/18 and a future years' budget to 2020/21. Table 1 below summarises each of the Combined Authority's capital programmes included forecast outturn for 2017/18 agreed at the Combined Authority meeting on 1 February 2018, outturn figures were revised in quarters 3 and 4, expenditure of 86% has been achieved against this forecast.

Table 1

Capital Funding Programme	Forecast Outturn 2017/18	Expenditure 2017/18	%
Growth Deal (inc West Yorkshire plus Transport Fund)	£100,150,000	£90,532,409	90.4%
Leeds Public Transport Investment Fund (LPTIP)	£2,000,000	£3,378,202	168.9%
Local Transport Plan Integrated Transport Block and National Productivity Investment Fund (NPIF)	£20,025,000	£14,905,315	74.4%
Highways Maintenance Block / Incentive Fund	£28,402,000	£28,795,000	101.4%
Pothole Action Fund	£3,857,000	£1,875,000	48.6%
DFT Cycle City Ambition Grant (CCAG)	£10,547,000	£3,452,245	32.7%
WY Cycling and Walking Fund	£1,019,000	£835,979	82.0%
Ultra Low Emission Vehicles	£180,000	£25,000	13.9%
WY Broadband Programme	£5,936,000	£4,363,628	73.5%
Growing Places Fund	£800,000	£865,298	108.2%
High Speed Rail 2 Growth Strategy (revenue)	£1,079,000	£878,070	81.4%
One Public Estate (revenue)	£385,000	£284,615	73.9%
WYCA Corporate Projects	£440,000	£237,650	54.0%
Total	£174,820,000	£150,428,410	86.0%

Note: High Speed Rail 2 Growth Strategy and One Public Estate are revenue programmes that will no longer be included in this table in future and are not further reported on within this report.

The following provides a summary of the performance of each programme.

Growth Deal

- 2.2 Growth Deal target expenditure for 2017/18 was £100.15 million with an acceptable variance level within 10%, the programme achieved spend of £90.5 million (subject to audit). Whilst this spend was within tolerance, full spend would have been achieved had the identified contingency payment on the East Leeds Outer Ring Road been possible, however the liquidation of Carillion prevented this. Spend by priority is summarised in Table 2.

Table 2

	Target spend 2017/18	Outturn 2017/18
Priority 1 - Business	£13.52m	£13.16m
Priority 2 - Skills Capital	£29.33m	£25.07m
Priority 3 - Environmental Infrastructure	£8.07m	£3.15m
Priority 4a - Housing and Regeneration	£3.87m	£5.89m
Priority 4b - West Yorkshire plus Transport Fund	£37.46m	£40.86m
Priority 4c - Flood Resilience	£2.00m	£0.32m
Priority 4d - Enterprise Zones	£4.00m	£0.00
Combined Authority Programme Management	£1.90m	£2.08m
Total	£100.15m	£90.53m

- 2.3 The attached Growth Deal dashboard at **Appendix 1** and West Yorkshire plus Transport Fund (the Transport Fund) dashboard at **Appendix 2** detail the final spend and RAG rating of each project.
- 2.4 Work is ongoing to agree the forecast for 2018/19 and partner councils and sponsors have confirmed the information collated on each project is accurate. The final forecast spend is required by the Cities and Local Growth Unit by 30 June 2018.

Growth Deal Performance

- 2.5 The Growth Deal programme is measured against four main output targets: jobs created, jobs safeguarded (through flood resilience), new homes and match funding. Achievement against these targets is monitored quarterly, the outputs achieved to the end of 2017/18 are detailed in Table 3 below.

Table 3

Output	Target	Achieved as at March 2018	%
New jobs	19,595	5,443	27.78%
Jobs safeguarded (flood resilience programme)	11,100	22,000	198.20%
Houses*	2,300	254	11.04%
Public / private investment (match funding)	£1,031,000,000	£342,402,027	33.21%

*Note: Planning permission has been obtained for an additional 830 houses directly and 1,971 indirectly arising through Priority 4a Housing and Regeneration projects, with a further 834 new homes currently in construction / planned around the Wakefield Eastern Relief Road.

2.6 The Growth Deal is now half way through its six year programme period expenditure to date totals £213 million, 41% of the total programme of £516.35 million. Achievement of outputs generally occurs after project completion, this is reflected in the dates for achievement, all expenditure must be achieved by March 2021, whereas outputs can be achieved over a longer term and can continue to be reported until March 2025.

2.7 Outputs are achieved by individual projects but the programme level outputs are not the sum of those at project level, the programme level targets are much lower. It is therefore expected by Government that the programme would significantly over achieve against the targets detailed above. The projects are also monitored against a longer list of outputs, examples of other achievements of the programme to date include:

- 5.5 km of new road constructed
- 46,505 m² of new or improved learning / training floorspace
- 1,032 m² of training floorspace rationalised
- 611 enterprises receiving grant support

2.8 Table 3 represents outputs created to March 2018. Activity is currently ongoing to ensure all projects accurately collate, evidence and report on outputs.

Project Progress

2.9 Projects within the Growth Deal are currently RAG rated based on three criteria agreed by the Investment Committee at its meeting on 16 June 2017:

- % forecast outturn against annual allocation
- % actual expenditure against quarterly spend profile
- risk of not achieving full expenditure of annual allocation (this will take in to consideration the amount of annual allocation included in the final quarter as expenditure heavily weighted in the last quarter of the year represents a significant risk of underspend)

These criteria do not necessarily reflect project performance but focus on the effect of the project spend and how this impacts on the performance of the Growth Deal programme. The RAG rating criteria are currently being

reviewed and revised proposals will be brought forward for consideration at a future meeting.

2.10 The projects RAG rated as red are detailed below:

- **West Yorkshire plus Transport Projects**
A number of transport projects underspent in the final quarter of the year, these have been RAG rated red but as progress on these projects is generally on track and they will spend in 2018/19 they are likely to be de-escalated in the first quarter. The projects are: Wakefield City Centre Package Phase 1 Kirkgate, Leeds ELOR North Leeds Outer Ring Road and A629 Phase 1b (underspend related to land acquisitions coming forward later than forecast).
- **Leeds Station Gateway – New Station Street**
Issues with the final design have now been addressed and a change request is currently being processed to revise scheme timescales. If the change request is agreed the project will be de-escalated. The new timetable for the project expects enabling works to commence in October 2018 and works to start in January 2019.
- **Harrogate Road / New Line**
The public inquiry for this project has been set for 6 November 2018.
- **Leeds College of Building**
As expected the final spend figure on this project was £2.79 million, underspend against forecast of £5.10 million. The majority of expenditure on the project will now take place in 2018/19, as the project is now on track it is likely to be de-escalated in quarter 1.
- **York Guildhall**
York Council has agreed not to progress to stage 2 of the contract due to the contractors costs coming in higher than the approved budget of £9 million. The Council is now considering options including scaling back the original proposals.
- **Bradford Forster Square**
This project is red rated due to delays its progression to outline and full business case. Bradford Council is currently in the process of appointing resources to take this project forward through a design and build process. The full business case will be progressed as soon as the design and build arrangements have been finalised.

Leeds Public Transport Investment Fund (LPTIP)

2.11 The LPTIP programme achieved spend higher than forecast but it is at an early stage and despite progress being good, most of the schemes have just commenced development, major items of expenditure will not come through until the programme is further into delivery.

- 2.12 Progress in the past 12 months includes establishment of the programme board and employment of support staff both at Leeds City Council and the Combined Authority. Funding for individual projects totalling £15.3 million has been approved through the assurance process. In order to support this package boards have been established and initial development budgets agreed. In particular good progress has been made on the Realtime project with screens on order and contracts for installation being procured. Activity on new rail stations includes the appointment of the design team, who have submitted the strategic outline business case to the Department for Transport (DfT) for comment and approval.

Local Transport Capital

- 2.13 The Local Transport Capital Programme in 2017/18 includes five funding streams: Highways Maintenance Block, Highways Incentive Fund, Pothole Fund, Local Transport Plan Integrated Transport Block and National Productivity Investment Fund. Progress on these programmes is as follows:

- **Highways Maintenance Block / Incentive Fund and Pothole Action Fund** are paid to the Combined Authority and then shared between the West Yorkshire partner councils based on the DfT formula. Any underspend in a financial year is carried forward into the following financial year.

Monitoring of these programmes is undertaken to review of expenditure against allocation. Expenditure is monitored quarterly and reported to a meeting of the Chief Highways Officers, action would only be required if significant underspend occurred. At year end each partner council is required certify expenditure for the year, the Combined Authority then confirms this total spend on the three programmes to the DfT.

- **Local Transport Plan Integrated Transport Block (LTP) and National Productivity Investment Fund (NPIF)** are delivered through the Local Transport Plan Implementation Plan 3 which is the first of the five year implementation plans (2017/18 until 2021/22) that are proposed to deliver the West Yorkshire Transport Strategy 2040. A detailed programme has been identified for two years with indicative allocations for the remaining three. This includes allocated funding to individual projects and programmes.

The 2017/18 financial year is the first year of the five year Implementation Plan, the attached dashboard (**Appendix 3**) provides a breakdown of the initial allocation for 2017/18 and 2018/19 as well as the expenditure by each partner council and on each Combined Authority project (as agreed by the Transport Committee at its meeting on 24 February 2017).

Expenditure against target has achieved 36% of the two year allocation. This represents good progress as many projects are currently at development stage with the majority of spend forecast for 2018/19.

Other Transport Funding

2.14 Progress on the remaining transport programmes is as follows:

- **DfT Cycle City Ambition Fund**
This programme underspent against expected outturn for various reasons. In particular a number of new projects were in development but there was concern that the funding available was insufficient to fund all identified projects. Additional action was required in order to refine the programme. There were then delays in scheme design, procurement processes and finalising of grant agreements. There was also a delay to spend on the Leeds City Centre project due to the liquidation of Carillion (the appointed contractor); Leeds have now re-mobilised with a new contractor so expenditure on the project will now continue.
- **WY Cycling and Walking Fund**
Progress on this programme has been slower than expected due to procurement and legal issues which meant that some of the projects commenced later on the ground than anticipated. In August 2017 a six month extension was agreed to the programme to allow for successful delivery of the outputs. In January 2018, a further £640,000 was offered which allowed further extension to allow completion of spend. Therefore whilst there is underspend in 2017/18 the programme is expected to be fully complete by January 2019 in accordance with the revised timetable.
- **Ultra Low Emission Vehicles**
In 2017/18 priority was given to resourcing of other Combined Authority programmes therefore activity commenced later than expected. Activity will catch up in 2018/19 as will spend and is forecasted as such.

Other Economic Development Funding

2.15 The WY Broadband programme has achieved 73.5% of forecast outturn. The programme is ahead of schedule on providing access to fibre broadband to commercial & residential premises, payments to the contractor (BT Openreach) are behind schedule due to a number of technical issues which impact on the achievement of superfast speeds for premises in the current deployment plan. Discussion is ongoing with Openreach to resolve these issues and to get the programme back on track.

Notwithstanding the above, through the Superfast Programme from 2013 to the end of March 2018 an additional 90,517 premises have access to superfast speeds of at least 24 Mbps. 30,309 of these premises have been delivered under the current contract, which began in 2015.

2.16 The Leeds City Region Enterprise Partnership (LEP) **Growing Places Fund** provides loan funding to kick-start stalled development or infrastructure projects that will create homes, jobs and other economic benefits in Leeds City Region. The initial £35.5 million investment was provided by Government in 2012, specifically to invest through loans in development schemes that are

unable to proceed due to a lack of commercial finance. During the 2017/18 financial year one loan £800,000 was advanced to a company to enable the food grade fit out of a purpose built milk processing plant for school milk and to add two new production lines to use surplus milk in flavoured and sterilised milk products.

3 Financial Implications

3.1 Financial implications are set out within the report.

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 It is recommended that the Investment Committee notes the progress made in implementing the Combined Authority Capital Programme.

8 Background Documents

8.1 None.

9 Appendices

Appendix 1 – Growth Deal Dashboard

Appendix 2 – West Yorkshire plus Transport Fund Dashboard

Appendix 3 – Local Transport Capital Dashboard

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Growth Deal dashboard

Outturn 2017/18 as at April 2018

2017/18	£100,154,776	2017/18	£90,532,441
Target		Total Outturn	

Project name	District	Project responsibility Senior Responsible Officer	Approved budget	Previous years spend		In-year spend and RAG rating (2017/18)			Future forecast spend			TOTAL spend (actual + forecast)
				2015/16	2016/17	Agreed Annual Forecast	Outturn to date (March 2018)	RAG rating	2018/19	2019/20	2020/21	
Business Growth Programme	City Region	Sue Cooke	£27,000,000	£6,660,742	£8,327,992	£3,001,516	£3,913,816	GREEN	£2,537,861	£2,779,800	£2,779,790	£27,000,000
Access to Capital Grants Programme	City Region	Sue Cooke	£15,700,000	£0	£1,513,095	£1,671,020	£4,964,840	GREEN	£3,036,191	£3,092,897	£3,092,977	£15,700,000
Huddersfield Incubation & Innovation Programme	Kirklees	Liz Townes-Andrews	£2,922,000	£0	£0	£2,983,986	£2,922,000	GREEN	£0	£0	£0	£2,922,000
Leeds University Innovation Centre	Leeds	Ceri Williams	£3,000,000	£0	£2,416,585	£613,415	£583,415	GREEN	£0	£0	£0	£3,000,000
Business Expansion Fund - Strategic Inward Investment Fund	City Region	Sue Cooke	£12,450,000	£0	£0	£5,250,000	£758,457	AMBER	£944,876	£5,360,260	£5,386,407	£12,450,000
Business Expansion Fund - Digital Sector Soft Landing Scheme	City Region	Sue Cooke	£1,000,000	£0	£0	£0	£16,831	GREEN	£159,532	£411,756	£411,881	£1,000,000
Priority 1: Growing Business			£62,072,000	£6,660,742	£12,257,672	£13,519,937	£13,159,358		£6,678,460	£11,644,713	£11,671,055	£62,072,000
ShIPLEY College Mill	Bradford	Nav Chohan	£119,000	£119,000	£0	£0	£0	COMPLETE	£0	£0	£0	£119,000
Leeds City College Printworks	Leeds	Jane Pither/Lydia Devenny	£8,998,358	£933,800	£7,794,608	£270,167	£269,950	COMPLETE	£0	£0	£0	£8,998,358
Calderdale College	Calderdale	Denise Cheng Carter	£4,977,000	£2,000,000	£2,977,000	£0	£0	COMPLETE	£0	£0	£0	£4,977,000
Kirklees College	Kirklees	Ian Webster	£3,100,996	£3,000,996	£100,001	£0	£0	COMPLETE	£0	£0	£0	£3,100,997
Wakefield College	Wakefield	John Foster	£3,327,000	£0	£3,327,133	£0	£0	COMPLETE	£0	£0	£0	£3,327,133
Selby College	Selby	Liz Ridley	£693,748	£0	£693,748	£0	£0	COMPLETE	£0	£0	£0	£693,748
ShIPLEY College Salt Building	Bradford	Nav Chohan	£300,000	£0	£300,000	£0	£0	COMPLETE	£0	£0	£0	£300,000
Bradford College	Bradford	Andy Welsh	£250,000	£0	£250,000	£0	£0	COMPLETE	£0	£0	£0	£250,000
Leeds College of Building	Leeds	Ian Bilyard	£14,000,000	£0	£1,263,639	£7,886,362	£2,786,030	RED	£7,850,332	£0	£0	£11,900,000
Leeds City College Quarry Hill	Leeds	Jane Pither/Lydia Devenny	£33,400,000	£0	£10,045,152	£14,774,848	£15,585,878	AMBER	£5,764,970	£2,004,000	£0	£33,400,000
Dewsbury Learning Quarter	Kirklees	Ian Webster	£15,121,218	£0	£3,367,457	£6,396,761	£6,429,128	AMBER	£0	£657,524	£667,110	£11,121,218
Priority 2: Skilled People, Better Jobs			£84,287,320	£6,053,796	£30,118,737	£29,328,138	£25,070,985		£13,615,302	£2,661,524	£667,110	£78,187,454
Resource Efficiency Fund	City Region	Sue Cooke	£720,000	£0	£0	£323,721	£293,355	GREEN	£322,742	£103,903	£0	£720,000
Energy Accelerator	City Region	Jacqui Warren	£820,000	£165,992	£0	£490,986	£0	AMBER	£261,603	£196,202	£196,203	£820,001
Leeds District Heat Network	Leeds	Neil Evans	£4,000,000	£0	£0	£4,867,923	£0	AMBER	£0	£4,000,000	£0	£4,000,000
Tackling Fuel Poverty	City Region	Liz Courtney	£6,000,000	£0	£781,414	£2,392,200	£2,857,882	GREEN	£1,597,800	£762,904	£0	£6,000,000
Priority 3: Clean Energy and Economic Resilience			£11,540,000	£165,992	£781,414	£8,074,830	£3,151,237		£2,182,145	£5,063,009	£196,203	£11,540,001
East Leeds Housing Growth - Red Hall	Leeds	Martin Farrington	£4,000,000	£2,000,000	£2,000,000	£0	£0	N/A	£0	£0	£0	£4,000,000
East Leeds Housing Growth - Brownfield Sites	Leeds	Martin Farrington	£1,100,000	£0	£1,100,000	£0	£0	N/A	£0	£0	£0	£1,100,000
One, City Park, Bradford	Bradford	Steve Hartley	£5,200,000	£400,000	£0	£0	£0	N/A	£0	£500,000	£4,300,000	£5,200,000
Barnsley Town Centre	Barnsley	David Shepherd	£1,757,000	£1,757,000	£0	£0	£0	N/A	£0	£0	£0	£1,757,000
Kirklees Housing sites	Kirklees	Naz Parker	£1,000,000	£200,000	£205,000	£104,000	£104,000	GREEN	£191,000	£300,000	£0	£1,000,000
Bath Road, Leeds	Leeds	Martin Farrington	£575,000	£575,000	£0	£0	£0	N/A	£0	£0	£0	£575,000
Bradford Odeon	Bradford	Steve Hartley	£325,000	£0	£0	£0	£0	N/A	£325,000	£0	£0	£325,000
Forge Lane, Kirklees	Kirklees	Paul Kemp	£4,620,000	£0	£0	£0	£0	N/A	£720,000	£2,400,000	£1,500,000	£4,620,000
York Central	York	Neil Ferris	£2,550,000	£0	£1,421,500	£1,128,500	£1,128,500	GREEN	£0	£0	£0	£2,550,000
Wakefield Civic Quarter	Wakefield	Andy Wallhead	£1,100,000	£0	£0	£1,085,000	£1,055,737	GREEN	£5,000	£0	£0	£1,060,737
York Guildhall	York	Neil Ferris	£2,347,500	£0	£791,500	£1,556,000	£603,000	RED	£250,000	£703,000	£0	£2,347,500
New Bolton Woods	Bradford	Shelagh O'Neill	£3,600,000	£0	£0	£0	£3,000,000	GREEN	£0	£600,000	£0	£3,600,000
Beech Hill, Halifax	Calderdale	Mark Thompson	pipeline	£0	£0	£0	£0	N/A	£504,833	£495,167	£0	£1,000,000
Halifax Town Centre (Northgate House)	Calderdale	Mark Thompson	pipeline	£300,000	£0	£0	£0	N/A	£1,000,000	£0	£0	£1,300,000
Balance of available funding			pipeline	£0	£0	£0	£0	N/A	£5,220,000	£0	£873,135	£6,093,135
Priority 4a: Housing and Regeneration			£28,174,500	£5,232,000	£5,518,000	£3,873,500	£5,891,238		£8,215,833	£4,998,167	£6,673,135	£36,528,372
Transport		various	£122,225,746	£19,594,417	£27,573,527	£37,458,371	£40,862,891	N/A	£60,551,254	£120,503,482	£133,845,919	£402,931,490
Priority 4b: Pipeline			pipeline	£0	£0	£0	£0	N/A	£3,650,000	£0	£0	£3,650,000
Borrowing										£34,294,821	£91,386,669	£125,881,490
Priority 4b: Transport			£122,225,746	£19,594,417	£27,573,527	£37,458,371	£40,862,891		£64,201,254	£86,208,661	£42,459,250	£280,900,000
Mytholmroyd Flood Alleviation (GD3)	Calderdale	Adrian Gill	£2,500,000	£0	£2,500,000	£0	£0	GREEN	£0	£0	£0	£2,500,000
Leeds Flood Alleviation (GD3)	Leeds	Martin Farrington	£3,786,981	£0	£3,786,981	£0	£0	COMPLETE	£0	£0	£0	£3,786,981
Skipton Flood Alleviation (GD3)	Craven	Adrian Gill	£1,500,000	£0	£1,500,000	£0	£0	COMPLETE	£0	£0	£0	£1,500,000
Natural Flood Management - Colne & Calder	Kirklees	Craig Best	£45,000	£0	£0	£0	£0		£336,000	£578,000	£386,000	£1,300,000
Natural Flood Management - Upper Aire	Craven	Nick Simms	pipeline	£0	£0	£0	£0		£0	£400,000	£0	£400,000
Wyke Beck Valley - Phase 1	Leeds	Adam Brannen	£975,000	£0	£0	£0	£317,652		£657,348	£0	£0	£975,000
Wyke Beck Valley - Phase 2	Leeds	Adam Brannen	pipeline	£0	£0	£0	£0		£1,625,000	£0	£0	£1,625,000
Priority 4c: Pipeline	TBC	Adrian Gill	pipeline	£0	£0	£2,000,000	£0	AMBER	£0	£2,949,019	£4,942,498	£7,891,517
Priority 4c: Flood Resilience			£8,806,981	£0	£7,786,981	£2,000,000	£317,652		£2,618,348	£3,927,019	£5,328,498	£19,978,498
Leeds Aire Valley EZ	Leeds	Martin Farrington	pipeline			£4,000,000	£0	AMBER	£1,500,000	£2,900,000	£0	£4,400,000
LCR EZs M62 sites	LCR	David Walmsley	pipeline				£0	AMBER	£1,000,000	£4,000,000	£10,600,000	£15,600,000
Priority 4d: Enterprise Zones						£4,000,000	£0		£2,500,000	£6,900,000	£10,600,000	£20,000,000
WYCA Delivery costs				£314,131	£750,465	£1,900,000	£2,079,080	N/A	£2,000,000	£2,000,000	£0	£7,143,675
Total Growth Deal expenditure			£317,106,547	£38,021,077	£84,786,796	£100,154,776	£90,532,441		£102,011,341	£123,403,093	£77,595,251	£516,350,000

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West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,862,891
Target		Outturn	

Project name	Project responsibility Senior Responsible Officer	Category	Approved	Previous years spend			In-year spend and RAG rating (2017/18) Outturn	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
				Prior Years	2015/16	2016/17			2018/19	2019/20	2020/21	
Transport Delivery Cost												
Priority 4b (WTF) WYCA Delivery Costs	Melanie Corcoran	Development		0	1,654,577	1,652,280	-48,624	GREEN	1,377,675	1,530,717	1,900,000	8,066,625
Transport projects Complete												
Wakefield Eastern Relief Road	Neil Rodgers	Development	37,593,000	0	0	0	0	Complete	0	0	0	0
		Delivery	0	0	15,284,765	14,435,236	5,538,685		13,000	0	0	35,271,686
Rail Parking Package - South Elmsall	Melanie Corcoran	Development	670,000	0	0	120,000	0	Complete	0	0	0	120,000
		Delivery	0	0	0	0	484,604		5,000	0	0	489,604
Aire Valley, Leeds Integrated Transport Package - Phase 1: Aire Valley P&R	Gary Bartlett	Development	9,597,000	0	277,672	245,500	310,000	Complete	0	0	0	833,172
		Delivery	0	0	0	5,459,649	2,314,234		190,000	0	0	7,963,883
Rail Parking Programme - Fitzwilliam	Neil Rodgers	Development	687,000				0	Complete		0	0	0
		Delivery					445,073			0	0	445,073
Transport projects at Stage 3 that are in delivery in 2017/18												
A629 Phase 1a: Jubilee Road to Free School Lane & monitoring	Mark Thompson	Development	8,354,954	302,000	160,000	1,442,043	1,436,702	GREEN	0	0	0	3,340,745
		Delivery		0	0	0	3,086,550		1,655,348	0	0	4,741,898
Wakefield City Centre Package Phase 1 Kirkgate	Neil Rodgers	Development	5,556,000	0	72,878	76,972	26,000	RED	0	0	0	175,850
		Delivery		0	0	0	3,720,336		1,732,691	0	0	5,453,027
Rail Parking Package - Hebden Bridge	Melanie Corcoran	Development		0	0	0	0	AMBER	0	0	0	0
		Delivery		0	0	0	14,000		631,000	0	0	645,000
York Northern Outer Ring Road - Phase 1	Neil Ferris	Development	3,600,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	3,000,000		565,000	35,000	0	3,600,000
Transport projects at Stage 2 that will commence 2018/19												
Leeds Station Gateway - New station Street	Liz Hunter	Development	166,037	0	0	0	103,144	RED	18,222	0	0	121,366
		Delivery		0	0	0	0		1,875,630	0	0	1,875,630
UTMC (formerly HNEP)	Richard Hadfield (Kirklees)	Development	450,000	0	0	29,011	149,048	AMBER	70,000	0	0	248,059
		Delivery		0	0	0	0		400,000	200,000	0	600,000
Leeds ELOR and North Leeds Outer Ring Road	Gary Bartlett	Development	25,865,000	0	929,199	1,554,106	2,095,867	RED	1,000,000	1,000,000	750,000	7,329,172
		Delivery		0	0	0	7,370,828		11,198,734	25,131,500	31,431,500	75,132,562
Rail Parking Package - Mytholmroyd	Melanie Corcoran	Development		0	0	0	0	GREEN	0	0	0	0
		Delivery		0	0	0	0		1,040,000	2,600,000	0	3,640,000
Rail Parking Package - Shipley	Melanie Corcoran	Development		0	0	0	0	AMBER	0	0	0	0
		Delivery		0	0	0	0		0	2,500,000	0	2,500,000
Rail Parking Package - Steeton and Silsden	Melanie Corcoran	Development		0	0	0	0	AMBER	0	0	0	0
		Delivery		0	0	0	0		0	2,500,000	0	2,500,000
Rail Parking Package - Mirfield (A)	Melanie Corcoran	Development		0	0	0	0	GREEN	0	0	0	0
		Delivery		0	0	0	0		298,863	0	10,000	308,863
Rail Parking Package - Normanton	Melanie Corcoran	Development		0	0	0	0	GREEN	0	0	0	0
		Delivery		0	0	0	0		340,000	1,000,000	0	1,340,000
Rail Parking Package - Garforth	Melanie Corcoran	Development	45,000	0	0	0	0	GREEN	45,000	0	0	45,000
		Delivery	0	0	0	0	0		395,000	430,000	0	825,000
LCR Inclusive Growth Corridor Plans	Liz Hunter	Development	2,395,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0		0	0	0	0
NE Calderdale Transformational Programme Study	Steven Lee	Development	400,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0		0	0	0	0
A650 Hard Ings Road - Phase 1: Hard Ings Road Only	Julian Jackson	Development	1,142,000	140,000	137,628	301,133	1,005,841	AMBER	125,706	0	0	1,710,308
		Delivery		0	0	0	0		2,178,303	5,059,069	10,000	7,247,372
A629 Phase 1b: Elland Wood Bottom to Jubilee Road	Mark Thomson	Development	5,670,394	0	169,994	198,719	611,800	RED	1,111,079	0	0	2,091,592
		Delivery	0	0	0	0	0		8,552,565	5,340,349	0	13,892,914
A629 Phase 2: Phase 2a, 2b and 2c	Mark Thomson	Development	3,016,000	340,000	44,591	280,192	1,232,314	AMBER	1,105,865	0	0	3,002,962
		Delivery	0	0	0	0	0		1,195,448	0	0	1,195,448
A653 Leeds to Dewsbury Corridor (M2D2L)	Simon Taylor	Development	210,000	80,000	0	59,261	30,614	AMBER	36,000	0	0	205,875
		Delivery	0	0	0	0	0		0	0	0	0
A65-LBIA Link Road	Gary Bartlett	Development	810,000	210,000	8,688	266,812	365,849	AMBER	41,349	0	0	892,698
		Delivery	0	0	0	0	0		0	0	0	0
Castleford Station Gateway	Kate Thompson	Development	338,000	0	0	20,329	20,598	GREEN	266,083	0	0	307,010
		Delivery	0	0	0	0	0		1,485,000	1,485,000	730,000	3,700,000
Glasshoughton Southern Link Road	Neil Rodgers	Development	723,000	0	80,000	0	441,103	GREEN	121,545	0	0	642,648

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West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,862,891
Target		Outturn	

Project name	Project responsibility	Category	Previous years spend			In-year spend and RAG rating (2017/18)	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer		Approved	Prior Years	2015/16			2016/17	Outturn	2018/19	
		Delivery	0	0	0	0	GREEN	280,000	3,192,000	2,824,114	6,296,114
Castleford Growth Corridor Scheme	Neil Rodgers	Development	200,000	0	67,000	73,917	18,203	59,083	0	0	218,203
		Delivery	0	0	0	0	0	850,000	2,000,000	8,990,000	11,840,000
CIP - Phase 1 - Leeds Fink Hill	Gary Bartlett	Development	115,000	0	0	0	105,529	9,471	0	0	115,000
		Delivery	0	0	0	0	0	100,000	734,985	0	834,985
CIP - Phase 1 - Leeds Dawsons Corner	Gary Bartlett	Development	1,008,000	0	0	0	243,698	764,302	0	0	1,008,000
		Delivery	0	0	0	0	0	910,000	6,205,000	5,876,000	12,991,000
CIP - Phase 1 - Kirklees Holmfirth Town Centre	Simon Taylor	Development	250,000	0	0	0	99,358	125,000	0	0	224,358
		Delivery	0	0	0	0	0	200,000	500,000	3,800,000	4,500,000
CIP - Phase 1 - Kirklees A62 Smart Corridor	Simon Taylor	Development	250,000	0	0	0	131,464	120,408	0	0	251,872
		Delivery	0	0	0	0	0	100,000	6,750,000	0	6,850,000
CIP - Phase 1 - Bradford A6177 ORR/Thornton Road	Julian Jackson	Development	225,000	0	0	0	101,915	123,085	0	0	225,000
		Delivery	0	0	0	0	0	0	6,847,000	1,225,000	8,072,000
CIP - Phase 1 - Bradford A6177 ORR/Toller Lane	Julian Jackson	Development	180,000	0	0	0	29,472	0	0	0	29,472
		Delivery	0	0	0	0	0	650,000	1,850,000	410,000	2,910,000
CIP - Phase 1 - Bradford A6177 ORR/Great Horton Road	Julian Jackson	Development	0	0	0	0	67,904	116,980	0	0	184,884
		Delivery	0	0	0	0	0	0	1,585,000	320,000	1,905,000
CIP - Phase 1 - Wakefield A650 Newton Bar	Neil Rodgers	Development	75,000	0	0	0	39,259	35,741	0	0	75,000
		Delivery	0	0	0	0	0	45,000	2,474,680	1,508,680	4,028,360
CIP - Phase 1 - Wakefield Owl Lane	Neil Rodgers	Development	75,000	0	0	0	5,516	69,484	0	0	75,000
		Delivery	0	0	0	0	0	0	1,920,557	430,000	2,350,557
Rail Park and Ride (Phase 1) Programme	Melanie Corcoran	Development	1,161,306	58,908	108,336	409,181	395,796	0	0	0	972,221
		Delivery	0	0	0	0	0	160,000	0	0	160,000
York Central Access	Neil Ferris	Development	2,100,000	0	0	0	413,137	1,070,000	0	0	1,483,137
		Delivery	0	0	0	0	0	931,462	15,692,000	17,016,812	33,640,274
York Northern Outer Ring Road	Neil Ferris	Development	2,448,000	0	0	0	824,891	840,489	463,047	214,557	2,342,984
		Delivery	0	0	0	0	0	4,738,071	8,980,311	12,410,788	26,129,170
Transport projects at Stage 2 that will commence post 2018/19											
Rail Parking Package - Knottingley	Melanie Corcoran	Development	474,259	0	0	0	0	0	0	0	0
		Delivery	0	0	0	0	0	1,474,000	0	0	1,474,000
Bradford Interchange Station Gateway - Phase 1	Julian Jackson	Development	180,000	0	25,000	20,838	131,395	16,605	0	0	193,838
		Delivery	0	0	0	0	0	0	0	0	0
Bradford Interchange Station Gateway - Phase 2	Julian Jackson	Development	512,000	0	0	0	6,279	360,210	145,511	0	512,000
		Delivery	0	0	0	0	0	0	0	0	0
Bradford FS Station Gateway	Julian Jackson	Development	3,885,314	0	20,000	116,717	123,040	1,107,145	1,364,907	0	2,731,809
		Delivery	0	0	0	0	0	0	0	6,000,000	6,000,000
A650 Tong Street	Julian Jackson	Development	185,000	50,000	0	21,038	83,777	10,816	0	0	165,631
		Delivery	0	0	0	0	0	0	0	3,324,211	3,324,211
SE Bradford Access Rd	Julian Jackson	Development	91,000	0	0	0	56,041	42,177	0	0	98,218
		Delivery	0	0	0	0	0	0	0	0	0
Bradford to Shipley Corridor	Julian Jackson	Development	1,597,000	0	30,000	5,011	524,541	897,000	140,948	0	1,597,500
		Delivery	0	0	0	0	0	0	665,000	4,996,000	5,661,000
Harrogate Road / New Line	Julian Jackson	Development	1,300,000	0	146,399	15,601	1,213,153	0	0	0	1,375,153
		Delivery	0	0	0	0	0	0	1,871,790	1,732,740	3,604,530
Halifax Station Gateway	Mark Thomson	Development	315,000	5,000	156,738	44,171	63,055	0	0	0	268,964
		Delivery	0	0	0	0	0	0	0	0	0
A641 Bradford - Huddersfield Corridor	Mark Thomson	Development	730,000	0	0	60,829	68,572	0	0	0	129,401
		Delivery	0	0	0	0	0	0	0	0	0
A629 Phase 4: Ainley Top	Mark Thomson	Development	645,000	0	0	51,736	62,724	388,839	0	0	503,299
		Delivery	0	0	0	0	0	0	0	0	0
Huddersfield Station Gateway	Simon Taylor	Development	79,886	0	27,615	22,385	2,630	0	0	0	52,630
		Delivery	0	0	0	0	0	0	0	0	0
M62 Junction 24a	Simon Taylor	Development	70,000	0	0	12,976	31,370	15,500	0	0	59,846
		Delivery	0	0	0	0	0	0	0	0	0
A629 Phase 5 - Ainley Top into Huddersfield	Simon Taylor	Development	302,000	0	52,000	48,000	250,762	0	0	0	350,762
		Delivery	0	0	0	0	0	0	0	0	0

West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,862,891
Target		Outturn	

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Project name	Project responsibility		Previous years spend				In-year spend and RAG rating (2017/18)	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17			Outturn	2018/19	2019/20	
A62 and A644 Corridors incorporating Cooper bridge	Simon Taylor	Development	750,000	375,000	110,000	15,000	516,735	AMBER	0	0	0	1,016,735
		Delivery	0	0	0	0	0		0	0	0	0
Leeds Station Gateway - Yorkshire Hub	Liz Hunter	Development	400,000	0	0	54,468	117,583	GREEN	203,860	0	0	375,911
		Delivery	0	0	0	0	0		0	0	0	0
Thorpe Park Station	Liz Hunter	Development	500,000	0	0	3,382	184,675	GREEN	156,998	0	0	345,055
		Delivery	0	0	0	0	0		0	0	10,000,000	10,000,000
A6110 Leeds Outer Ring Rd	Gary Bartlett	Development	268,000	0	0	0	4,271	AMBER	99,000	0	0	103,271
		Delivery	0	0	0	0	0		0	0	0	0
Leeds City Centre Network and Interchange Package	Gary Bartlett	Development	3,455,000	319,000	31,337	278,000	468,289	AMBER	643,000	1,709,711	309,252	3,758,589
		Delivery	0	0	0	0	0		0	0	5,340,672	5,340,672
Wakefield City Centre Package Phase 2 Ings Road	Neil Rodgers	Development	270,000	0	0	0	30,379	GREEN	239,621	0	0	270,000
		Delivery	0	0	0	0	0		0	1,540,000	1,477,593	3,017,593
CIP - Phase 1 - Leeds Dyneley Arms	Gary Bartlett	Development	402,000	0	0	0	127,438	GREEN	277,000	0	0	404,438
		Delivery	0	0	0	0	0		388,600	1,109,400	6,000,000	7,498,000
CIP - Phase 1 - Kirklees Huddersfield Southern Gateways	Simon Taylor	Development	300,000	0	0	0	167,206	GREEN	116,441	0	0	283,647
		Delivery	0	0	0	0	0		0	0	0	0
CIP - Phase 1 - Calderdale A58/A672 Corridor	Mark Thompson	Development	235,000	0	0	0	72,193	AMBER	94,190	0	0	166,383
		Delivery	0	0	0	0	0		0	0	0	0
CIP - Phase 1 - Calderdale A646/A6033 Corridor	Mark Thompson	Development	195,000	0	0	0	62,382	AMBER	80,744	0	0	143,126
		Delivery	0	0	0	0	0		0	0	0	0
Rail Park and Ride (Phase 2) Programme	Melanie Corcoran	Development	138,000	0	0	137,997	0	AMBER	0	0	0	137,997
		Delivery	0	0	0	0	0		0	0	0	0
Rail Park & Ride (Phase 2) - Apperley Bridge	Melanie Corcoran	Development	113,100	0	0	0	0	AMBER	113,000	0	0	113,000
		Delivery	0	0	0	0	0		110,000	350,000	650,000	1,110,000
Rail Park & Ride (Phase 2) - Guiseley	Melanie Corcoran	Development	143,000	0	0	0	0	AMBER	143,000	0	0	143,000
		Delivery	0	0	0	0	0		143,000	3,000,000	4,000,000	7,143,000
Rail Park & Ride (Phase 2) - Moorthorpe	Melanie Corcoran	Development	110,500	0	0	0	0	AMBER	110,500	0	0	110,500
		Delivery	0	0	0	0	0		610,000	500,000	0	1,110,000
Rail Park & Ride (Phase 2) - Outwood	Melanie Corcoran	Development	110,500	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0		110,500	0	0	110,500
Rail Parking Package - Mirfield (A)	Melanie Corcoran	Development	0	0	0	0	0	AMBER	0	0	0	0
		Delivery	0	0	0	0	0		0	0	0	0
Calder Valley Line Elland Station	Mark Thompson	Development	834,748	0	0	0	163,438	AMBER	411,794	0	0	575,232
		Delivery	0	0	0	0	0		0	0	0	0
Corridor Improvement Programme (formerly HEBP)	Melanie Corcoran	Development	408,000	0	0	0	8,200	GREEN	100,000	100,000	158,000	366,200
		Delivery	0	0	0	0	0		0	0	0	0
Transformational -South Featherstone Link Rd - Feasibility Study	Neil Rodgers	Development	284,000	0	0	0	72,468	GREEN	211,532	0	0	284,000
		Delivery	0	0	0	0	0		0	0	0	0
Transformational - Kirklees - North Kirklees Orbital Route - Feasibility Study	Simon Taylor	Development	248,000	0	0	0	9,588	GREEN	222,500	0	0	232,088
		Delivery	0	0	0	0	0		0	0	0	0
Transformational -York Northern Outer Ring Road Dualling- Feasibility Study	Neil Ferris	Development	295,000	0	0	0	10,000	GREEN	285,000	0	0	295,000
		Delivery	0	0	0	0	0		0	0	0	0
Transport projects at Stage 1 pre mandate												
Aire Valley, Leeds Integrated Transport Package – Phase 2: Highway Access		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Aire Valley, Leeds Integrated Transport Package – Phase 3: Motorway Junction Improvements		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Corridor Improvement Programme Phase 2		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Corridor Improvement Programme Phase 3		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Calder Valley Line Enhancements		Development	-	-	61,905	-	0					61,905
		Delivery	0	0	0	0	0					0
Clifton Moor Park and Ride		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Development inc Management Costs			135,201,998	1,879,908	4,371,557	7,637,605	14,888,582		14,999,039	6,454,841	3,331,809	53,563,342

West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,862,891
Target		Outturn	

Project name	Project responsibility		Previous years spend				In-year spend and RAG rating (2017/18)		RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17	Outturn	2018/19		2019/20	2020/21		
Delivery			-	-	15,284,765	19,894,885	25,974,310		45,552,215	114,048,641	130,514,110	351,268,925	
Total Transport			135,201,998	1,879,908	19,656,322	27,532,491	40,862,891		60,551,254	120,503,482	133,845,919	404,832,267	

LOCAL TRANSPORT CAPITAL DASHBOARD: LTP IT BLOCK + NPIF & LTP HM BLOCK

Figures accurate up to: Mar 2018

2017/18 DISTRICT LTP SPEND 17/18	£6,806,000	% LTP SPEND OF 17/19 ALLOCATION	44%
2017/18 WYCA LTP SPEND 17/18	£3,149,096	% LTP SPEND OF 17/19 ALLOCATION	17%

WYCA 18/19 OUTFURN FORECAST	£16,020,889	WYCA 20/21 TOTAL OUTFURN FORECAST	£20,269,291
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Project name	Project Manager	2017/19							Future forecast spend			TOTAL spend (actual + forecast)	
		Total 17/19 IP3 allocation (LTP + match)	Total 17/19 IP3 allocation (LTP only)	Total spend 17/18	LTP spend 17/18 (spend less 3rd party and NPIF)	NPIF spend 17/18	% Total spend 17/18 as a % of total IP3 allocation	% LTP spend 17/18 as a % LTP only IP3 allocation	2018/19	2019/20	2020/21		Identified risk
DISTRICT IT BLOCK + NPIF:													
Bradford		4,557,000	3,721,000	2,554,000	1,718,000	836,000	56%	46%	2,003,000	-	-	-	4,557,000
Calderdale		2,429,000	1,911,000	1,456,000	938,000	518,000	60%	49%	973,000	-	-	-	2,429,000
Kirklees		3,758,000	2,922,000	2,012,000	1,276,000	736,000	54%	44%	1,747,000	-	-	-	3,759,000
Leeds		5,747,000	4,553,000	3,433,000	2,239,000	1,194,000	60%	49%	2,314,000	-	-	-	5,747,000
Wakefield		2,839,000	2,242,000	1,094,000	635,000	459,000	39%	28%	1,745,000	-	-	-	2,839,000
DISTRICT Sub Total		19,330,000	15,349,000	10,549,000	6,806,000	3,743,000	55%	44%	8,782,000	-	-	-	19,331,000
WYCA IT BLOCK + NPIF:													
CYCLING AND WALKING													
CCAG	Fiona Limb	7,100,000	7,100,000	-	-	-	0%	0%	6,331,197	-	312,000	-	6,643,197
Strategic Cycle Development	Ambrose White	186,000	100,000	-	-	-	0%	0%	186,000	-	-	-	186,000
Sub Total		7,286,000	7,200,000	-	-	-	0%	0%	6,517,197	-	312,000	-	6,829,197
ONE SYSTEM PUBLIC TRANSPORT													
Rail Strategy	James Nutter	300,000	300,000	-	-	-	0%	0%	250,000	-	-	-	250,000
Bus Strategy	Helen Ellerton	438,000	438,000	1,650	1,650	-	0%	0%	436,350	-	-	-	438,000
Access bus refurbishment	Fiona Whitehead	895,000	473,000	348,070	-	-	39%	0%	546,930	-	-	-	895,000
Rail contingency	Kate Thompson	400,000	400,000	-	-	-	0%	0%	400,000	-	-	-	400,000
Bus hotspots	Asif Abed	930,793	330,793	45,148	0	45,148	5%	0%	890,946	-	-	100,906	936,094
Morley Public Transport Hub	Steve Butcher	150,000	150,000	93,185	93,185	-	62%	62%	56,815	-	-	-	150,000
South Elmsall c/forward	Steve Butcher	18,000	18,000	14,046	14,046	-	78%	78%	5,000	-	-	-	19,046
Bradford Northern Powerhouse Rail c/forward	Rebecca Cheung	70,000	70,000	53,529	53,529	-	76%	76%	10,000	-	-	-	63,529
CP6 Demand and Capacity Study c/forward	Michael Sasse	61,000	50,000	60,778	49,778	-	100%	100%	-	-	-	-	60,778
Sub Total		3,262,793	2,229,793	616,406	212,187	45,148	19%	10%	2,596,041	-	-	100,906	3,212,447
SMART FUTURES													
Smartcard	James Bennet	2,254,000	2,154,000	959,083	859,083	-	43%	40%	1,205,000	-	-	-	2,164,083
Bus real time evolution	Peter Radcliffe	847,000	519,000	227,020	227,020	-	27%	44%	610,504	-	-	9,476	837,524
Sub Total		3,101,000	2,673,000	1,186,104	1,086,104	-	38%	41%	1,815,504	-	-	9,476	3,001,608
ASSET MANAGEMENT													
Health & safety works at bus stations	Dave Dufton	500,000	500,000	-	-	-	0%	0%	500,000	-	-	-	500,000
Bus Shelter invest to save	Dave Dufton	700,000	700,000	-	-	-	0%	0%	700,000	-	-	-	700,000
Bus shelter real time display renewal	Peter Ratcliffe	2,000,000	2,000,000	720,761	720,761	-	36%	36%	1,279,239	-	-	-	2,000,000
Bus Station CCTV	Mark Auger	1,045,000	500,000	560,000	15,000	545,000	54%	3%	505,000	-	-	-	1,065,000
Bus shelter refurbishment	Nick Fairchild	300,000	300,000	322,059	322,059	-	107%	107%	-	-	-	-	322,059
ICT strategy infrastructure	David Gill	59,000	59,000	891	891	-	2%	2%	57,299	-	-	-	58,190
ICT strategy desktop replacement	David Gill	148,000	148,000	25,871	25,871	-	17%	17%	121,382	-	-	-	147,253
ICT strategy improved telephony	David Gill	483,000	350,000	160,190	27,190	-	33%	8%	161,303	-	-	28,000	321,493
ICT strategy desktop virtualisation	David Gill	58,000	58,000	1,354	1,354	-	2%	2%	56,646	-	-	-	58,000
Sub Total		5,293,000	4,615,000	1,791,126	1,113,126	545,000	34%	24%	3,380,869	-	-	28,000	5,171,995
CROSS CUTTING THEME													
ULEV	Asif Abed	3,180,000	1,200,000	34,044	9,044	-	1%	1%	1,570,000	-	-	-	1,604,044
Sub Total		3,180,000	1,200,000	34,044	9,044	-	1%	1%	1,570,000	-	-	-	1,604,044
PROGRAMME WIDE ACTIVITIES													
Monitoring, evaluation and bid development	Steve Heckley	150,000	150,000	8,722	8,722	-	6%	6%	141,278	150,000	150,000	-	450,000
Sub Total		150,000	150,000	8,722	8,722	-	6%	6%	141,278	150,000	150,000	-	450,000
IP2 programme	various			719,913	719,913								
WYCA Sub Total		22,272,793	18,067,793	4,356,315	3,149,096	590,148	20%	17%	16,020,889	150,000	462,000	138,382	20,269,291
TOTAL		41,602,793	33,416,793	14,905,315	9,955,096	4,333,148	36%	30%	24,802,889	150,000	462,000	138,382	39,600,291

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Report to: West Yorkshire and York Investment Committee

Date: 5 June 2018

Subject: Capital spending and project approvals

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Cath Pinn

1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 This report presents proposals for the progression of 5 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £29.232 million when fully approved, of which £19.362 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £6.302 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

Scheme	Scheme description	Decision sought
Land Release Fund Leeds City Region	<p>To combat barriers that would otherwise make land unusable for development.</p> <p>The project is funded from the Cabinet Office's Land Release Fund (One Public Estate Capital Grant Programme).</p> <p>The scheme has an indicative benefit cost ratio of 5.46:1</p>	<p>Approval to proceed beyond decision point 2 and work commence on activity 6 (delivery).</p> <p>Total value – £662,125</p> <p>Total value of Combined Authority funding - £662,125</p> <p>Funding recommendation sought - £662,125</p> <p>Funding agreement with Craven, Wakefield, Leeds</p>

		and Selby Councils for expenditure of up to £494,000, £19,000, £131,000 and £19,000 respectively.
Leeds integrated station masterplan Leeds	<p>A Leeds integrated station will transform Leeds rail station into a world class gateway for the city region which integrates High Speed rail, Northern Powerhouse Rail and classic rail services, including the TransPennine route upgrade. It will also act as a catalyst for wider growth, in particular the regeneration of the adjacent south bank Leeds area and create jobs.</p> <p>This masterplanning project is funded from the Leeds Public Transport Investment Programme and will fund development and feasibility work and some quick win interventions.</p> <p>Initial indications demonstrate that the wider Leeds integrated station scheme is expected to deliver high value for money with an indicative strong benefits to cost ratio which will be developed at a later stage</p>	<p>Approval to proceed beyond decision point 2 and work commence on activity 3 (outline business case).</p> <p>Total value – £6.32 million</p> <p>Total value of Combined Authority funding - £5.32 million</p> <p>Funding recommendation sought - £1 million</p>
Northgate House Halifax	<p>To refurbish and redevelop the Northgate House building to deliver a mixed use scheme of retail, office and residential accommodation.</p> <p>The project is funded through a combination of Growth Deal and Calderdale Council funds.</p> <p>The scheme offers good value for money at this expression of interest stage and will be explored further during development work.</p>	<p>Approval to proceed beyond decision point 2 and work commence on activity 4 (full business case).</p> <p>Total value – £11.87 million</p> <p>Total value of Combined Authority funding - £3 million</p> <p>Funding recommendation sought - £2.7 million</p>
Real Time Bus Information Leeds	To deliver an additional 1,000 real time display units across the Leeds area.	Approval to proceed beyond decision point 3 and work commence on activity 4 (full business case).

	<p>The project is funded by the Leeds Public Transport Investment Programme (LPTIP).</p> <p>The benefit to cost ratio for this scheme has been assessed at 2.6:1.</p>	<p>Total value – £7.2 million</p> <p>Total value of Combined Authority funding - £7.2 million</p> <p>Funding recommendation sought - £1.74 million</p>
<p>Ultra Low Emissions Vehicles (ULEV) taxi scheme</p> <p>West Yorkshire</p>	<p>To deliver 88 taxi rapid charge point sites.</p> <p>The project is funded from the Department for Transport to Office for Low Emission Vehicle (OLEV) grant scheme.</p> <p>The project is part funded by the Local Transport Plan (LTP).</p> <p>This scheme represents good value for money at this stage which will be explored further during the next phase of activity.</p>	<p>Approval to proceed beyond decision point 4 and work commence on activity 5 (full business case with finalised costs).</p> <p>Total value – £3.18 million</p> <p>Total value of Combined Authority funding - £3.18 million</p> <p>Funding recommendation sought - £200,000</p>

1.3 This report also presents recommendations for the following schemes that have had change request reports assessed in line with the Combined Authority’s assurance process. These schemes have a total combined funding of value of £45.982 million when fully approved, £44.056 million of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £1.560 million is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.

Scheme	Scheme description	Change request decision sought
<p>Leeds Station Gateway - New Station street improvements</p> <p>Leeds</p>	<p>To significantly improve the environment for pedestrians on New Station Street and around the entrance to the main concourse of Leeds station.</p>	<p>Activity 3 (outline business case) change request to amend the scheme’s timeframe</p> <p>Total value - £1.591 million</p> <p>Total value of Combined Authority Funding - £1.591 million</p> <p>Funding recommendation sought - £ 0</p> <p>Change request – to extend the scheme’s completion date by six months, from December 2018 to June 2019, with a tolerance of up</p>

		to three months, to September 2019.
Harrogate Road New Line – junction improvement Bradford/Leeds corridor	To improve the Harrogate Road / New Line Junction to create a new junction to reduce congestion, increase safety provision for cyclists and pedestrians and support delivery of significant new housing developments together with longer term development opportunities.	Activity 3 (outline business case) change request to increase indicative approval to £6.765 million, approve development costs of £585,000 and an addendum to existing funding agreement with Bradford Council for £585,000 Total value - £8.691 million Total value of Combined Authority Funding - £6.765 million Funding recommendation sought - £585,000 Change request – Approve additional development costs
A65-A658 airport link road project Leeds	To enable growth in the City Region economy through improving road access to Leeds Bradford Airport, as part of a wider package of transport improvements in north west Leeds.	Activity 3 (outline business case) change request to increase the development budget from £855,000 to £1.830 million for more comprehensive business case for three full options and expanded scope to improve the A65. Total value - £35.7 million Total potential Combined Authority Funding - £35.7 million Funding recommendation sought - £975,000 Change request – Approve the revised development costs

- 1.4 Since the Investment Committee’s meeting on 18 April 2018, the following decision point has been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £1.164 million has been approved.

Scheme	Scheme description	Decision sought
Apprenticeship Grants for Employers (AGE) Extension, West Yorkshire	The Combined Authority has devolved responsibility for the use of the grant to engage SMEs in offering	The AGE Extension project proceeds through decision point 5 and work

	<p>apprenticeships across the Leeds City Region.</p> <p>Scheme first approved by Combined Authority in July 2016.</p>	<p>commences on activity 6 (delivery).</p> <p>Approval to the total project value of £1.164 million is given from the AGE Programme 2015-2017 funds.</p>
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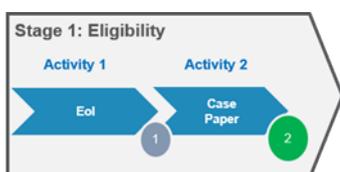
- 1.5 The Combined Authority's Corporate Technology Strategy was approved by the Combined Authority on 10 May as part of the corporate priorities report.

2 Information

- 2.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

Programmes and projects for consideration

Projects in stage 1: Eligibility



- 2.2 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

Project title	Land Release Fund (LRF)
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 2.3 In October 2017 the Combined Authority's Managing Director, in conjunction with the Land and Asset Panel Board Chair, and the Chief Executive lead for Housing and Planning agreed the final One Public Estate (OPE) phase 6 submission by the Combined Authority in November 2017.
- 2.4 As part of the OPE phase 6 submission, the Combined Authority bid for £1.573 million of Land Release Fund (LRF) which aims to combat barriers that would otherwise make land unusable for development. The submitted bid was for funding two phases of remediation and infrastructure works to unlock 31 small stalled sites delivering 247 housing units in the region.
- 2.5 Confirmation was received in February 2018 that the Combined Authority has been awarded £662,125 to develop phase 1 - small housing sites.
- 2.6 The LRF capital allocation of £662,125 will attract Small and Medium sized Enterprises (SMEs) to deliver 103 homes on 11 small sites owned by local authorities. These are sites which would not otherwise be developed on due to lack of capital funding to undertake the necessary remediation, demolition and infrastructure work. This will contribute to the Strategic Economic Plan (SEP) objective of delivering 10,000 – 13,000 homes per year and 32,000 accelerated or additional new homes by 2028. It will also deliver opportunities for SMEs in the Leeds City Region (LCR) to develop small housing sites (including modern methods of construction/ innovative design) in line with the SEP's Priority 4: Infrastructure for Growth.

2.7 Discussions with the four districts involved at the OPE officers working group and leadership panel has confirmed that each district will procure and deliver the remediation on its own sites:

- Craven Council - 4 sites - 51 housing units
- Wakefield - 1 site - 11 housing units
- Leeds Council - 4 sites - 35 housing units
- Selby Council - 2 sites - 8 housing units

2.8 A summary of the scheme's business case is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

2.9 The project will contribute to the SEP objective of delivering 10,000 – 13,000 homes per year and 32,000 accelerated or additional new homes by 2028. It is expected that project will deliver the following outputs:

- Develop 103 houses on 11 small sites across the LCR with land released for housing by 2020.
- There will be approximately 4.79 ha of land released for housing.
- Deliver £9.181 million inward investment by the end of the programme.
- Deliver £3.075 million capital receipts (to local government) by the end of the programme.
- Deliver significant affordable housing covering a range of tenures which will contribute to addressing one of key challenges outlined in the Leeds City Region housing policy position statement.
- Deliver opportunities for Small and Medium sized Enterprises (SMEs) in the LCR to develop small housing sites (including modern methods of construction/ innovative design) in line with the SEP's Priority 4: Infrastructure for Growth.

2.10 The cost of bringing forward smaller sites is often higher as there is less opportunity for economies of scale and the cost of remediation work can be significant. The phase 1 - LRF funding will unlock the above sites and enable the delivery of 103 new homes.

2.11 The scheme has an indicative benefit cost ratio of 5.46:1.

2.12 The scheme aims to provide local housing to meet the needs of local people. The aim is to deliver some affordable housing through housing associations to contribute to inclusive growth objectives.

Risks

2.13 The key risks and mitigating actions for this project are:

- The initial budget estimates for intrusive site investigations and initial designs is insufficient. Mitigation: The risk will be mitigated by seeking

additional funding. Estimates were based on detailed discussions with potential suppliers. Council partners are clear that the LRF allocations are fixed and that any additional funding would come from internal resources.

- Funding awarded in 2019/20. Mitigation: Partners have agreed to forward fund the works. The Combined Authority could also consider this approach.
- Unable to sell the site to a developer at market value due to viability of site. Mitigation: Offer to a registered provider or a joint venture partner or reduce capital receipt expected. Councils would need to demonstrate that sites were marketed with no interest.
- Intrusive works find major unexpected issues. Mitigation: Site surveys have been completed on each of the 11 sites which should have raised any major problems. Where these have not been identified partners to contribute funding to cover the additional costs.
- Districts are proceeding with their own works procurement when the delivery plan envisaged the Combined Authority using YORhub (regional procurement service) to procure the site remediation works. Mitigation: Due to delay in announcement of the programme local councils have progressed sites in the meantime. Councils have their own internal frameworks in place. It would therefore be pragmatic for councils to undertake their own procurement. This approach has been agreed by the OPE regional representative.

Costs

2.14 The total cost to deliver the project is £662,125 to be funded through an OPE Capital Grant.

2.15 The project has no additional funding approved to date.

Timescales

2.16 The timescales of the project are:

- Remediation works to begin by April 2019
- Remediation works to be complete by March 2020

Future assurance pathway and approval route

Assurance pathway	Approval route
Activity 6 Delivery	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision
Activity 7	Recommendation – Programme Appraisal Team

Close and Review	Approval – the Combined Authority’s Managing Director delegated decision
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Tolerances

Project tolerances
That the total project cost remains within the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.
The forecasted 4.79ha of land to be developed remains within 5%.

Project responsibilities

Senior Responsible Officer	David Walmsley, Combined Authority
Project Manager	Rob Hignett, Combined Authority
Combined Authority case officer	Laura Greenan

Appraisal summary

- 2.17 The project has a clear fit to the Strategic Economic Plan and will deliver against its objectives by developing sites for 103 houses on 11 small sites across the Leeds City Region with land released for housing by 2020. The project will deliver significant affordable housing covering a range of tenures and will also provide access to work for SMEs within the region. There is no financial risk to the Combined Authority and detailed cost plans for the works have been provided by the Councils. Project Management documentation is required and will be produced throughout the delivery of the project.

Recommendations

- 2.18 That Investment Committee recommends to the Combined Authority that:
- (i) The Land Release Fund (LRF) project proceeds through decision point 2 and work commences on activity 6 – delivery.
 - (ii) An approval to the total project value of £662,125 is given from the OPE Capital Grant fund with full approval to spend granted.
 - (iii) Delivery costs of £662,000 are approved in order to progress the scheme to activity 6 – delivery, taking the total project approval to £662,125.
 - (iv) The Combined Authority enter into a funding agreement with Craven, Wakefield, Leeds and Selby Councils for expenditure of up to £493,750, £18,750, £130,875 and £18,750 respectively from the OPE Capital Grant Fund.

- (v) Future approvals are made in accordance with the approval 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	Leeds Integrated Station Masterplan (LISM)
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 2.19 The Leeds Integrated Station Masterplan (LISM) is a key deliverable of the Leeds Growth Strategy and the West Yorkshire Transport Strategy which are closely aligned with the Strategic Economic Plan. It is part of the wider Leeds Public Transport Investment Programme (LPTIP). LISM is focused on transforming Leeds Rail Station into a world class gateway for the City Region which integrates High Speed rail (HS), Northern Powerhouse Rail (NPR) and core rail services, including the TransPennine route upgrade. It will also act as a catalyst for growth accelerating economic development within the Leeds City Region, in particular the regeneration of the adjacent South Bank Leeds area which at 300,000 sq.m of commercial development is one of Europe's largest regeneration schemes. The masterplan project also aims to cater for future rail demand and the doubling of rail passengers using the station through early development and feasibility work.
- 2.20 Following a public consultation in late 2017, this next piece of work on LISM is focused on developing a strategic outline business case and overall concept design prior to the parliamentary submission (HS2b Hybrid Bill 2019). It will also provide clarity on the scope, nature and context of the individual projects required to incorporate the existing rail station, HS2, NPR and the City's South Bank regeneration. Completion of this work will enable the development of an overarching LISM programme which will establish a package of short, medium and long term schemes for Leeds Station, as well as roles and responsibilities to deliver LISM.
- 2.21 This element of work will draw down funding from the Leeds Public Transport Investment Programme to cover early development and feasibility work and some quick win interventions which are identified in the overarching LISM programme
- 2.22 The overarching LISM masterplan will effectively serve as a roadmap in ultimately delivering the new integrated station. The masterplan provides a strong foundation in which to develop robust business cases for the individual scheme components to justify government funding and attract private investment. The component projects will be delivered by the respective partner organisations who are members of the Leeds Station Joint Working Group. The cost to deliver all elements of the LISM is anticipated to be in the region of £500 million. The funding for the delivery of the new station is not included in this proposal.

A summary of the scheme's business case, together with a location map, is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

2.23 The Leeds Integrated Station Masterplan will contribute towards the objectives of the Leeds Growth Strategy, the West Yorkshire Transport Strategy and will directly support the Strategic Economic Plan Priority 4 through providing infrastructure for growth that enhances places, transforms connectivity, maximises Gross Value Added, minimises carbon impacts and enables all businesses, people and places to have access to opportunities.

2.24 It is expected that the wider overall station masterplan project, which the work to be approved enables, will deliver:

- A combined Leeds Rail Station which will cater for the capacity and growth of the existing rail services, the requirements of the future connectivity improvements in the region and proposed Northern Powerhouse Rail and HS2 Services (excluding track infrastructure);
- A world class gateway to the Leeds City Region and into Leeds with enhancements to the public and urban spaces including a revitalised waterfront, improved Dark Arches and a new inner linear park (Arbour) providing additional retail, commercial and hospitality space; and
- Creation of a catalyst to the regeneration of the South Bank area of Leeds.
- This scheme is anticipated to support inclusive growth through increasing access to employment and productivity growth through boosting connectivity between rail services and other forms of transport as part of the creation of a world class gateway hub for the Leeds City Region.

The wider scheme is expected to deliver over 5,000 jobs directly and in part a further 40,000 jobs indirectly across the city of Leeds and the wider City Region. Initial indications demonstrate that the scheme is expected to deliver high value for money and a strong benefits to cost ratio.

Risks

2.25 The main risks facing the scheme and mitigating actions are as follows:

- Funding availability for the delivery of all the components of the Leeds Integrated Station Masterplan. This will be considered as part of the further business case development and preparation of a supporting Funding and Financial Strategy for the wider scheme programme;
- Funding coming forward from multiple agencies at a time when it is needed, thus needing a coordinated approach. This again will be considered as part of the further business case development and preparation of a supporting funding and financial strategy for the wider scheme programme;
- The 30-year vision for the Leeds Integrated Station Masterplan not being maintained, particularly in relation to HS2 route and progress changes and delivery happening concurrently. This will be managed through the wider programme governance; and

- Multiple authorities and delivery partners involved in the delivery of the various Leeds Integrated Station Masterplan programme components, each with their own views, aspirations and understanding of the assurance processes. This will be managed through the wider programme governance.

Costs

- 2.26 The total cost to deliver this element of the masterplan project is £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and Network Rail is anticipated to provide a further £1 million match funding support to cover their internal costs for scheme development.
- 2.27 Development costs of up to £1 million are requested in order to progress the scheme to decision point 3 (outline business case).

Timescales

- 2.28 The project is entering into stage 2: development in the assurance pathway and it is expected that the outline business case will be completed by October 2019, followed by the completion of the full business case with finalised cost by July 2020.
- Construction will commence July 2020 for the short term / quick win elements of the Leeds Integrated Station Masterplan which are to be funded out of the Leeds Public Transport Investment Programme;
 - Construction to complete March 2021 for the short term / quick win elements of the Leeds Integrated Station Masterplan which are to be funded out of the Leeds Public Transport Investment Programme; and
 - Construction of the remaining short, medium and long elements of the Leeds Integrated Station Masterplan have yet to be determined but are anticipated to continue up to 2040s in line with strategic rail initiative programmes such as High Speed 2.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision
Decision point 5 (full business case with finalised cost)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision

Tolerances

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

Project responsibilities

Senior Responsible Officer	Liz Hunter, West Yorkshire Combined Authority
Project Manager	Rebecca Cheung, West Yorkshire Combined Authority
Combined Authority case officer	Adam Kendall Ward

Appraisal summary

- 2.29 Leeds Integrated Station Masterplan has a strong alignment to the Strategic Economic Plan and Transport Strategy, and demonstrates a clear ability to deliver against the objectives of increasing access to employment, unlocking development, accelerating the regeneration of South Bank Leeds, and contributing towards economic growth within the City Region. The project will help to create a world class gateway into the Leeds City Region, boost connectivity through proving seamless integration of rail services with multiple modes of transport, and create an enhanced public environment both within and outside of the station building.
- 2.30 Latest rail patronage growth forecasts from the rail industry provide a strong evidence base for the demand for the project, to increase capacity and accessibility of Leeds Station, capitalise on opportunities offered by major rail initiatives such as HS2, and boost connectivity between rail services and other modes of transport.

Recommendations

- 2.31 That Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Integrated Station Masterplan project proceeds through decision point 2 and work commences on activity 3 (outline business case);
 - (ii) An indicative approval to the total project value of £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and £1 million match funding from Network Rail, with full approval to spend being granted once the scheme has progressed through the

assurance process to decision point 5 (full business case with finalised costs);

- (iii) Development costs of up to £1 million are approved in order to progress the scheme to decision point 3 (outline business case);
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Northgate House
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 2.32 The project was originally included within the Housing and Regeneration Programme with funding allocated to decommission, decant and demolish Northgate House and provide a de-risked cleared site available to the market for redevelopment.
- 2.33 This approach was in line with the Council's aspirations to continue with the regeneration of the town centre, following on from the success of the new library and Piece Hall regeneration. Calderdale Council are delivering a successful town centre office strategy whereby they are amalgamating Council staff in the town centre into 3 key refurbished buildings leaving Northgate House surplus to requirements.
- 2.34 On this basis, an advance payment in the form of an interest free loan of £300,000 was paid to Calderdale Council in 2016/17 for decant and decommissioning phases of the scheme.
- 2.35 To progress with the proposal to redevelop the key town centre location, following an open tender procurement, the Council appointed a private sector developer to regenerate the site through a new build offer. Unfortunately, this approach only saw limited progress in negotiations with potential retail occupants which resulted in the formal termination of the Option Agreement.
- 2.36 The Northgate House site is a critical, central location within Halifax and strategically important to continuing with the regeneration of Halifax town centre. On this basis following a detailed pre-feasibility study and market appraisal assessment to understand what can be delivered on site, the Council have now submitted an expression of interest for a revised and re-scoped project that will see the redevelopment and refurbishment of the existing Northgate House and adjacent former library building to deliver a mixed use scheme of retail, office and residential accommodation.
- 2.37 The Council is separately pursuing the refurbishment of the former library building, which is attached and connects through to Northgate House, to deliver a 6th Form College within the town by September 2019. This scheme will see more than 600 students being based at the site as part of comprehensive whole site redevelopment proposals. Due to the construction of the buildings, a section of Northgate House, at the lower ground floor level, will form part of the 6th form. The development of a college does not form part of this Growth Deal proposal.
- 2.38 The project will deliver against priority 4 of the Strategic Economic Plan, Infrastructure for Growth by developing and regenerating a site within Halifax

which is an identified spatial priority area and bringing forward a scheme that will support employment, quality environments and building of new homes.

- 2.39 The project is not deliverable or financially viable without public sector investment funding, with a need for a viable and sustainable solution to avoid urban blight caused by leaving a key town centre site vacant.
- 2.40 In addition, and alongside the expression of interest, the Council also submitted a change request to change the terms upon how the Council receive the funding sought. The original allocation of funding available to the project was on the basis of an interest free loan which would be repaid and available to other projects from the Combined Authority through a revolving fund approach. The council is now seeking all received funding on the basis of a grant.
- 2.41 The Northgate site is a sustainable location, immediately adjacent to Halifax bus station with clear positive linkages to further West Yorkshire plus Transport Fund investment, including A629 Phase 2 Halifax Town Centre and Station Gateway scheme.
- 2.42 Halifax is a spatial priority area identified within the SEP and the scheme aims to support LEP and Combined Authority objectives to improve local transport links, accelerate housing growth and town centre regeneration, develop a skilled and flexible workforce, support growing businesses and build a resource efficient city region.
- 2.43 A summary of the scheme's business case, together with a location map, is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 2.44 The project will contribute to the objectives of the Housing and Regeneration Programme to increase economic and employment growth and deliver new homes within the Halifax spatial priority area and the wider city region. It is expected the project will deliver the following outputs:
- Provision of 770 square sqm of retail space
 - 1,900 sqm of office floor space
 - 40 apartments/housing units (20 one bed and 20 two bed)
 - Improved public realm and place making benefits in Halifax town centre contributing to increased confidence amongst businesses to invest and higher levels of footfall, in turn facilitating an increase in GVA output.
 - The scheme supports inclusive growth through increasing access to employment (336 jobs directly created and construction jobs safeguarded). These are based on Homes and Communities Agency Employment Density Guide for new floor space and split as 51 retail, 238 office and 47 construction jobs. (Note: under the Housing and Regeneration Programme objectives, temporary construction jobs may not be captured as outputs).

Risks

2.45 The key risks, and mitigating actions, for this project are:

- Full condition of Northgate House will not be clear until structural and intrusive surveys, which are currently underway, have been completed. There is a risk project costs could increase, although Calderdale Council will be liable for any increases. Full surveys will be complete before full business case submission.
- The proposed redevelopment scheme is speculative. The market for securing tenants for all areas of commercial property are challenging in Halifax. The building could be redeveloped and yet remain vacant without suitable tenants signed up. If the refurbished building remains vacant for any length of time, this could ultimately result in demolition. Calderdale Council need to manage the release of accommodation to ensure the market can accommodate a scheme of this size and the project can be delivered without risk or additional maintenance cost to the Council. Calderdale Council are currently developing a marketing strategy to address these issues. Whilst challenging, independent appraisal of the Northgate site supports the mixed-use approach on the proposed scale.
- Northgate House is not listed but sits within Halifax town centre Conservation Area. Consent will therefore be required to undertake works. Historic England may wish to see as much of the existing fabric retained which would restrict redevelopment proposals and options for flexibility of space. Early dialogue has already been held with Historic England and Calderdale Council's Conservation Team.

Costs

2.46 The total cost to deliver the project is £11.87 million to be funded through a combination of Local Growth Fund and Calderdale Council funds.

2.47 The project has previously received indicative approval to £1.3 million as an interest free loan. £300,000 of this has been paid as a loan from the Combined Authority. Calderdale Council are now seeking the £300,000 loan to be converted to a grant and also an increase in indicative funding to £3 million, all as grant, from the Local Growth Fund.

2.48 Calderdale Council will secure £8.87 million from prudential borrowing and capital investment.

Timescales

2.49 The anticipated timescales of the project:

- Full business case submission November 2018
- Construction will start on site August 2019

- Construction will complete on the retail and office accommodation March 2020
- Construction will complete on the residential accommodation May 2020

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (full business case)	Recommendation - Investment Committee Approval - the Combined Authority
Decision point 5 (full business case plus costs)	Recommendation - Investment Committee Approval the Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the total project costs remain within the costs identified within this report
The delivered housing units are not reduced and remain within 10% of the target numbers identified
The programme delivery timescale remains within 3 months of the dates outlined in this report

Project responsibilities

Senior Responsible Officer	Robert Summerfield, Calderdale Council
Project Manager	Mark Dowson, Calderdale Council
Combined Authority case officer	Jess McNeill

Appraisal summary

- 2.50 The project has a good fit to the Strategic Economic Plan and is within a spatial priority area. The project aims to provide economic growth and employment opportunities for the residents of Calderdale. This 'good growth' combines innovation and productivity with more and better jobs, improved skills and career progression for all.
- 2.51 Further work is required to define total project costs and demonstrate the ability to successfully market the building to attract new tenants and businesses to occupy the available accommodation at Northgate House.

Recommendations

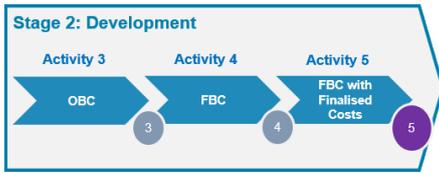
- 2.52 That Investment Committee recommends to the Combined Authority that:

- (i) The Northgate House project proceeds through decision point 2 and work commences on activity 4 (full business case).
- (ii) An indicative approval from the Combined Authority of £3 million from the Local Growth Fund (previously a £1.3 million loan) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £11.87 million.

(Note - £300,000 of this £3 million has already been paid to Calderdale Council as a loan).

- (iii) Approval to amend the terms of the funding agreement from an interest free loan to grant funding.
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report which includes a Combined Authority approval at decision point 4 and at decision point 5 through a delegation to Combined Authority's Managing Director following a recommendation by Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



- 2.53 Projects at Development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost.

Project title	Real Time Bus Information
Stage	2 (Development)
Decision point	3 (Outline business case)

Background

- 2.54 The Real Time project is a scheme that has been developed as part of the Leeds Public Transport Investment Programme (LPTIP) which has been approved by Department for Transport (DfT). 'Real time' is the name given to the display boards at bus stops which show the real time of the next bus. There are currently 520 real time displays within bus shelters in the Leeds area, most of which are located in the city centre. Research has shown them to be popular with public transport users.
- 2.55 This scheme will deliver an additional 1,000 real time display units at bus stops across the Leeds area. Overall this will promote the local bus network in Leeds and improve the offer for existing customers as well as growing the market by attracting new customers. Along with other measures in LPTIP this scheme will contribute to the overarching aim of doubling bus patronage within Leeds in the next 10 years.
- 2.56 The project will also allow the development of branding and infrastructure on key corridors which will improve the customer experience and complement the investment being made by operators in service frequency and improved bus fleets on these key routes.
- 2.57 The project is being managed by the Combined Authority with approved suppliers who have good experience of delivering and installing real time units. Initial designs for the units have been developed and costed.

A summary of the scheme's business case is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

2.58 The project will contribute to the overall objectives of the LPTIP programme which aims to:

- Move on the trajectory towards doubling bus patronage from 2016 levels in 10 years;
- Significantly improve air quality and reduce carbon emissions, particularly in the city centre;
- Support economic growth and job creation by creating almost 2,000 new jobs which will generate a Gross Value Added of over £200 million p.a.;
- Reduce road congestion;
- The benefit to cost ratio for this scheme has been assessed at 2.6:1 due to the cost savings of those customers who will be able to use the new system.
- This scheme supports inclusive growth through increasing access to employment and productivity growth through providing access to sustainable transport.

Risks

2.59 The key risks for the scheme, together with mitigating actions, are:

- Capacity for production of screens delays delivery - mitigated by an initial order having been placed for 490 units to commence delivery and achieve value for money by procuring within real-time evolution project framework.
- Higher than expected costs to supply power - mitigated by a reserve list of stops which have been identified if costs to install power to bus stops is excessive at particular locations.
- Lack of resident demand for real time screens in proximity to homes – consultation to be carried out; reserve list identified to mitigate this risk.

Costs

2.60 The total cost to deliver the project is £7.2 million to be funded through the LPTIP.

2.61 Development costs of £1.74 million is requested for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).

Timescales

2.62 The project is advanced and it is expected that the full business case with finalised costs will be completed by August 2018.

- Construction will commence September 2018
- Construction to complete March 2021

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision

Tolerances

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

Project responsibilities

Senior Responsible Officer	Dave Pearson, Combined Authority
Project Manager	Michael Ramsey, Combined Authority
Combined Authority case officer	Ben Manuja

Appraisal summary

- 2.63 The project has a clear fit within the LPTIP programme and will be one of the key drivers to kick start the LPTIP and start to achieve the benefits.
- 2.64 There is evidenced demand for the project, to increase customer satisfaction with existing bus users and the highly visible nature of the units is anticipated to drive demand from non-bus users.
- 2.65 The Combined Authority has good knowledge and experience of delivering this type of scheme and has well trusted suppliers, so is confident in delivering the project competently within budget and timescale.

Recommendations

- 2.66 That Investment Committee recommends to the Combined Authority that
- (i) The Real Time project proceeds through decision point 3 (outline business case) and work start on activity 5 (full business case with finalised costs).

- (ii) Approval to the total indicative project value of £7.2 million from the LPTIP is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval for development costs of £1.74 million for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Ultra Low Emissions Vehicles (ULEV) taxi scheme
Stage	2 (Development)
Decision point	4 (Full business case)

Background

- 2.67 The Secretary of State for Transport has awarded West Yorkshire Combined Authority a capital grant on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals, for the low uptake scenario. The Combined Authority is named as delivery lead, and financial accountable body for the Office for Low Emissions (OLEV) grant funding.
- 2.68 The OLEV grant is for 88 taxi rapid charge point sites (with a local variation adding a second bay to each site for use by the general public), as follows:
- 2.69 The £1.98 million OLEV grant is limited to 75% per site, and capped at £22,500 per site. Discussions can be held with OLEV on a site-by-site basis, if costs are greater.
- 2.70 An approved allocation of £1.2 million Local Transport Plan (LTP) capital funding has been made as match funding
- 2.71 This scheme has now progressed directly from decision point 2 to this full business case (activity 4). It is necessary to review the detailed procurement strategy, and the tolerances at this stage.
- 2.72 In January 2018, the Combined Authority's Investment Committee recommended that the Combined Authority's Managing Director approve total development costs of £180,000 to complete the procurement of a rapid charge point supplier.

A summary of the scheme's business case is included in **Appendix 6**.

Outputs, benefits and inclusive growth implications

- 2.73 Implementation of 88 taxi/public ULEV charge points to deliver:
- 18% reduction in Nitrogen Oxide
 - 5.1% increase in ULEV taxi uptake by 2020
 - Improved local air quality
 - Cheaper whole life costs for ULEV taxis, compared to petrol/diesel versions

The project is not aligned with Growth Deal funding but does support delivery of the Strategic Economic Plan, Transport Strategy and the West Yorkshire Low Emissions Strategy.

This scheme represents good value for money at this stage which will be explored further during the next phase of activity.

Risks

2.74 The key risks, and mitigating actions, are:

- The procurement strategy will seek a capital contribution from the supplier to maximize the number of electric vehicle charging points (EVCPs) that can be delivered. The cost of delivering each EVCP will vary depending on local conditions. The combination of OLEV Grant and LTP funding may not be sufficient to deliver 88 EVCPs, and this risk will remain until the procurement of a supplier is complete.
- Significant Combined Authority and partner council staff time is required to develop and deliver this project. The partner councils have confirmed this project is a priority, and the appropriate resources have been made available.
- The procurement strategy for a single supplier is complex, with many different parties involved. Specialist legal advice has been procured to assist with developing the procurement strategy.

Costs

2.75 The cost to the Combined Authority to deliver the project is £3.18 million (£1.98 million OLEV grant and £1.20 million LTP), with an additional private sector contribution (market dependant) that would be required to deliver all 88 charge points.

2.76 The OLEV scheme first was reviewed by Investment Committee in June 2017 where an initial £25,000 was approved. In January 2018 the Investment Committee approved £155,000 for further development works. Additional development funding of £200,000 is required now to carry out the following advance site preparation tasks which will minimise risk for the first 27 charge point sites across West Yorkshire, to allow a quick start on site when the charge point supplier is appointed:

- Traffic Regulation Orders / Parking Orders
- Quotations for electricity connection costs
- Site Agreement (leases etc)
- Planning permission (if required)

It should be noted these do not increase the total cost of the project to the Combined Authority.

Timescales

2.77 It is expected that the full business case with finalised costs will be completed by September 2018.

- Appoint a Charge Point supplier 30 September 2018
- Schemes accepted for delivery at Contract Award (Category A & B Sites) 30 September 2018
- Schemes accepted for delivery as Category C Sites 31 March 2019
- Completion of Capital Works 31 March 2020
- End of minimum operational period 31 March 2023

2.78 Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5	Recommendation – Programme Appraisal Team Approval – Combined Authority Managing Director

Tolerances

Project tolerances
That the total project cost remains within the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.
That the number of sites should remain within 30% of the proposed delivery of 88 charge points.

Project responsibilities

Senior Responsible Officer	Huw Oeppen, Combined Authority
Project Manager	Mark Auger, Combined Authority
Combined Authority case officer	Chris Dunderdale

Appraisal summary

- 2.79 The project is well defined, particularly around the strategic drivers for the project and the intended procurement strategy. The commercial case shows a well-defined strategy for procuring a framework that will deliver the project successfully. It gives good detail of how the project will be managed between Office of Low Emission Vehicles, the Electric Vehicle Charge Point supplier, Partner Councils and the Combined Authority. The economic case should be considered supportive of the strategic case, as the funding has been granted and is measured against strategic objectives set out by OLEV. Details in the financial and management cases will be firmed up at full business case with costs when more detail is known from the appointed charge point supplier.

Recommendations

- 2.80 That Investment Committee recommends to the Combined Authority that
- (i) The ULEV Taxi Scheme project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the Combined Authority's contribution of £3.18 million which will be funded through £1.2 million from the LTP fund and £1.98 million from the OLEV grant is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Approval to the additional £200,000 development costs to allow advance site preparation tasks to commence, taking the total development costs for the project to £380,000.
 - (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Leeds Station Gateway - New Station street improvements
Stage	2 (Development)
Decision point	Change request

Background

- 2.81 The aim of this Transport Fund scheme is to significantly improve the environment for pedestrians on New Station Street and around the entrance to the main concourse of Leeds Station.

Current plans involve rationalising the bus stops on New Station Street and a doubling of the area of footway available for pedestrian circulation. This will involve widening the footway along most of the distance from the concourse doors down to City Square and also to the east past City House. The complete length of New Station Street will be repaved, that is from the junction with Wellington Street/Bishopgate Street to the junction with Boar Lane.

Four bus stops will remain along the road and the taxi collection point is unchanged as is access for bicycles.

The road is unadopted and owned by Network Rail (NR). The scheme has been developed with Network Rail and Leeds City Council, both of whom are very supportive of the project.

The scheme was first approved by the Combined Authority in July 2016.

Delivery of the scheme is now scheduled for completion in June 2019, instead of December 2018.

2.82 Description of change request

This change request is to extend the scheme's completion date by six months, from December 2018 to June 2019.

Outputs, benefits and inclusive growth implications

- 2.83 It is expected that the project will:

- Help the station to achieve its long term aim of being a major transport exchange; functional business; civic gateway; shop window for rail and for Leeds City Region, and major economic artery
- Improve pedestrian flows between the city centre and the station leading to a reduced walking journey time in peak hours
- Improve pedestrian visibility and links to and from the station to other key destinations in the city

- Improve the general quality of the station environment and make it a more welcoming and accessible area to wait for buses and taxis, with the aim of creating an open environment for pedestrians such that guard railing can be minimised.

Risks

2.84 The key risks, and mitigating action, for this project are:

- The timescales slip further and the lifespan of the scheme is compromised leading to the benefits from the scheme being reduced, resulting in a poor value for money position. This project is intended to be a short to medium term upgrade to the station frontage which will be in place until the new integrated station can be delivered. Therefore there is only a limited window of opportunity for the delivery of this scheme before the LISM work commences. Further slippage to the scheme will be mitigated by maintaining the close working relationship with Network Rail, and regularly reviewing the programme.

Costs

2.85 The total cost of the Transport Fund scheme is forecast to be £1.591 million. £125,000 development costs was approved when the scheme passed through decision point 3 in 2016. No further funding is requested at this stage.

Timescales

2.86 The anticipated timescales of the project:

- Revised full approval at decision point 5 is forecast, October 2018
- Revised forecasted completion date (decision point 6), June 2019

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – Combined Authority Managing Director

Tolerances

Project tolerances
That the total project costs remain within 10% of the costs identified within this report.
That the project delivery timescale remains within 3 months.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Steve Butcher, Combined Authority
Combined Authority case officer	Rachel Jones

Appraisal summary

- 2.87 The change to delivery timescales for this scheme could have an impact on the economic case, and this will be tested when the scheme comes forward at decision point 5.

Recommendations

- 2.88 That Investment Committee recommends to the Combined Authority's Managing Director that:
- (i) The change request to Leeds Station Gateway – New Station Street Improvements, to extend the completion date from December 2018 to June 2019 is approved.
 - (ii) The scheme progresses through to full business case with costs and that subject to the scheme remaining within the tolerances for cost and time, approval be given by the Managing Director at decision point 5.
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Harrogate Road - New Line – junction improvement
Stage	2 (Development)
Decision point	Change request

Background

- 2.89 The project will rebuild the Harrogate Road / New Line Junction to create a new junction to reduce congestion, increase safety provision for cyclists and pedestrians and support delivery of significant new housing developments together with longer term development opportunities.

The A658 Harrogate Road / A657 New Line Junction is situated on the corridor between Bradford and Leeds Bradford International Airport (LBIA). The crossroads are a significant congestion pinch point with delays on all four legs having a detrimental impact on journey times between Bradford and LBIA, and also between Shipley / Airedale and Leeds. It will also facilitate housing development in the immediate area, and improve safety and reduce severance for pedestrians and cyclists.

Description of change request

- 2.90 The constrained urban setting of the scheme has resulted in many complex challenges to consider in working to find a deliverable engineering solution. In addition the physical constraints will require third party interests and property to be acquired.

Engineering redesigns have taken place to reduce the impact where possible but the scale of interests required (over 50) and the need to manage and develop a project that is deliverable, additional development costs have been incurred to bring the project forward.

As a result of the CPO (Compulsory Purchase Order) process and the number of objections received (six outstanding objections as of 14 May 2018), the expected programme to achieve full business case has been extended by approximately 9 months. This has resulted in additional legal costs and additional engineering input.

The expected full scheme cost is expected to be in the order of £8.7 million. However, it should be noted that there is a significant amount of risk and uncertainty included within this.

To ensure the project can be delivered, Bradford Council have committed to securing required interests through a CPO process. A Public Inquiry is due to be heard by Planning Inspector from the 6 – 9 November 2018. Legal and staff time associated with this process are considerable and have further added to the need for additional development costs and increase in total project costs.

Outputs, benefits and inclusive growth implications

2.91 The scheme will deliver:

- Reduced congestion on all approaches through the junction.
- Increased safety provision for cyclists and pedestrians through provision of dedicated pedestrian crossing facilities on all arms of the junction along with cycle lanes and advanced stop lines on all approaches.
- Improved air quality for local residents.
- Supports the delivery of significant new housing developments in the short term as well as opening up long term development opportunities in the area through releasing transport constraints.
- Improve access to Leeds Bradford Airport and the new rail station at Apperley Bridge with its interchange capabilities encouraging modal shift.

Risks

2.92 The risks and mitigating actions associated with this project are:

- Issues raised at public inquiry which may slow the process down or create further issues for the project. Mitigation – Liaison with objectors, although no guarantee that the issues will be removed. Appointment of expert witnesses and a robust strategy to engage with objectors is underway.
- Current budget does not allow enough funds for a public inquiry. Mitigation – Change request approved to allow sufficient funds to manage the public inquiry.
- Public Inquiry costs are greater than expected. Mitigation – Ongoing liaison with objectors, preparation of rebuttals and case evidence is undertaken with due diligence and support from CBMDC Legal and Counsel. Add risk around costs with regards public inquiry

Costs

2.93 The total cost to deliver the project was originally £6.826 million of which £4.900 million was to be funded through the West Yorkshire plus Transport Fund and £1.926 million from Bradford Council's Section 106 monies.

2.94 The current estimate is £8.691 million of which £6.765 million is requested to be funded through the West Yorkshire plus Transport Fund and £1.926 million from Bradford Council's Section 106 monies.

2.95 It should be noted that there is one area of the cost build up which has the potential to change significantly. Costs for land acquisition and associated legal costs with the CPO process are currently estimated, the worst case estimate is approximately £7 million, best case £2.3 million and likely case is £3.6 million. The likely case has been used in the full scheme cost build up, this means that we have a predicted variance of +/- circa £1.4 million. Bradford

Council will need to undertake a detailed cost exercise in the next 4 to 6 weeks, however, it should be noted that until the CPO process is complete and a better understanding of the legal and financial ramifications are available, the costs remain in flux.

- 2.96 The project has requested additional development costs of up to £585,000 in order to secure sufficient budget for a public inquiry. This takes the development costs from £1.3 million to £1.885 million for the scheme.

Timescales

- 2.97 Public Inquiry is scheduled from the 6 to 9 November 2018. Note, this is the expected time period, however there is the possibility that it may be longer or shorter depending on objections raised (if any) during the inquiry.
- 2.98 The project is expected to reach full business case with finalised costs by September 2019.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (Full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director delegated decision

Tolerances

Project tolerances
That the total project costs remains within 5% of the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Julian Jackson, Bradford Council
Project Manager	Ben McCormac, Bradford Council
Combined Authority case officer	Paul Coy

Appraisal summary

- 2.99 The project has a clear fit to the Strategic Economic Plan and Transport Strategy and will deliver against the objectives reduce congestion on all

approaches through the junction, increased safety provision for cyclists, improve air quality, support delivery of new housing developments and improve access to Leeds Bradford Airport and the new rail station at Apperley Bridge.

Recommendations

2.100 That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Harrogate Road New Line Junction Improvement project to increase the indicative approval to the Combined Authority's contribution to £6.765 million, which will be funded from the Transport fund and is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £8.691 million (£6.765 million plus £1.926 million Bradford council section 106 monies) is approved
- (ii) The change request to the Harrogate Road New Line – Junction Improvement project to additional development costs of £585,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) is approved
- (iii) The Combined Authority enters into an addendum of £585,000 to the existing funding agreement with the City of Bradford for expenditure of up to £1.885 million from the Transport fund
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report

Project title	A65-A658 airport link road project
Stage	2 (Development)
Decision point	Change request

Background

- 2.101 This scheme was one of the West Yorkshire plus Transport Fund schemes originally identified for delivery by 2021, with an initial development funding allocation of £210,000. As the technical assessment of the scheme developed, it became clear that the complexity of the scheme meant that the delivery date and approved funding for development costs identified in the mandate were in need of revision. In 2016, with three potential options identified, the Combined Authority approved £600,000 additional development costs from the Transport Fund, based on the current status of the project just prior to the first round of public consultation.
- 2.102 In Autumn 2016, Leeds City Council and the Combined Authority revealed plans for investing £173.5 million of Department for Transport (DfT) funding for the Leeds Public Transport Investment Programme (LPTIP). This funding for Leeds offered an unprecedented opportunity to review all aspects of the transport network in the city, including north west Leeds and connectivity to the airport. As such, improving rail connectivity to the airport to meet a long-held ambition for the city became a possibility, with a proposal for a new airport parkway station put forward as part of the LPTIP programme. Along with other proposed measures to improve transport infrastructure and services, this meant a significant change in the transport landscape around the airport, which impacted on the link road plans as part of the updated overall position. As a result a review of the link road project needed to be undertaken to recognise and incorporate its position within the updated transport strategy for Leeds.
- 2.103 In addition to the factors outlined above, other factors which have impacted on the development of the project include:
- 2.104 Initial public consultation in 2016 showed strong support for a rail scheme, which subsequently DfT LPTIP offered an opportunity to address. The consultation also included requests for detailed technical information to be made available prior to business case submission. To address these points a second round of public consultation prior to submission of the outline business case is now proposed. The second round now needs to include the broader strategic position integrating road, rail and employment hub/land use elements for the public, businesses and stakeholders to consider. This has impacted on the planning, timing and scope of both the second round of consultation and therefore the timing and cost of completing activity 3 and putting forward the outline business case for consideration.

- 2.105 There is now more clarity on the risks, design needs and appraisal requirements, which have expanded the scope of technical work. Three separate options are being developed to present within the outline business case, and will be included in the next round of consultation and to maximise transparency in decision making. The three options will ensure there is sufficient detail and evidence available to support further rounds of public consultation.
- 2.106 The new Leeds Transport Model (known as LTM2) which uses state-of-the-art analytical technology to predict future highways and transport usage, has taken longer than initially expected to be finalised. This is due to the complex nature of the technology and the analysis being undertaken, given it is not just to be used for this project but for all future highways schemes in Leeds now in development, and as it is replacing the outdated previous model from 2008 it is vital it works effectively and produces accurate results in the context of Leeds being one of the fastest-growing cities in the UK. Although the direct costs associated with development of the model are not being borne by this scheme. The delay has resulted in associated costs such as increased project management, technical liaison and delays to the development of this scheme.

Description of change request

- 2.107 This change request is for an additional £975,000 of development costs, to supplement the £810,000 already being provided by the Combined Authority, making a revised total development funding budget for achieving outline business case of £1.785 million from the Combined Authority.

Outputs, benefits and inclusive growth implications

- 2.108 The scheme outputs are dependent upon the selected option and are expected to be as follows:
- Option A: a new five kilometre road connecting the A65 and the A658 passing east of the airport. Includes a new footway/cycleway with connections into the surrounding right of way network; three new junctions plus one upgraded junction; 700 metres widening of the A658 between the new road and the Otley Old Road junction.
 - Option B: a new three kilometre road connecting the A65 and the A658 to the west of the airport, connecting in on the A658 where the road enters the existing tunnel under the runway. Includes a new footway/cycleway with connections into the surrounding right of way network; three new junctions and two upgraded junctions.
 - Option C: upgrades to five new junctions on the existing A65 and A658 routes including localised land take and property acquisition outside the highway boundary.
- 2.109 Leeds Bradford Airport is the international gateway to the largest city region outside of London and contributes over £336 million to the regional economy per year. One of the fastest growing regional airports, it is forecast to grow

from 4 million passengers in 2017 to 7.1 million passengers by 2030, and to 9 million passengers by 2050.

2.110 The package of infrastructure improvements which includes this scheme (a parkway rail station serving the airport, an enlarged and improved terminal building and the development of an economic hub) are forecast to provide:

- An additional 5,500 new jobs
- Contribute £2.6 billion-£3.3 billion to the economy by 2030.

2.111 By then, the growth of the airport itself is expected to more than double the value of economic benefits accruing to the city region economy. Ensuring continued and sustainable growth of the airport as a hub is therefore a priority within the Transport Fund as the benefits are significant and extend across the region.

2.112 Currently all trips arriving at or departing from the airport require road-based transport as there is no rail connection, as would many of the trips to the new employment hub in the future. Plans are being brought forward for a new parkway station located on the Leeds to Harrogate line about one mile from the airport terminal building and employment hub, also providing a new park and ride opportunity from north west Leeds district, Otley and surrounding areas, serving both Leeds and Harrogate. Whilst this interchange will help achieve a modal shift of passengers who would otherwise have used the road network, experience from other UK airports such as Manchester shows that there will still be a residual balance of growth that needs to be accommodated on the highway network, despite rail options being available.

2.113 Accordingly, to provide infrastructure that supports the wider growth plans of the airport as an economic and transport hub, the overarching objectives of the scheme are to:

- Provide additional capacity on the highway network that will help facilitate the forecast growth of the airport, as well as improving the travel experience for all users to the airport as a transport and employment hub.
- Complement the planned development of the 36 hectare employment hub by providing highway infrastructure that helps to facilitate efficient highway access and promotes the growth and development of the hub.
- Complement the planned development of the parkway rail station. To provide an efficient use of planned infrastructure that supports timely connectivity and interchange with the airport terminal and seamless access and egress for park and ride users connecting to and from both Leeds and Harrogate.
- Provide relief to local residents and road users by supporting more effective operation of the local highway and bus networks, including removing traffic from some less suitable local roads.

2.114 Without delivery of the proposed multi-modal connectivity package including the highway improvements, future growth projections are at risk with the consequential impact on the local and regional economies, whilst full and efficient delivery of the parkway station and employment hub may also be put at risk.

Risks

2.115 The key risks and mitigating actions for this scheme are:

- State Aid – this relates to uncertainty over use of public money to fund a scheme which benefits a private development. A specialist advisor has been appointed, the costs for which are included within this change request;
- Affordability – the cost of the three identified options will be considered as part of the outline business case submission once capital costs have been established, and a funding strategy will be developed;
- Public support – costs are included within this change request for a thorough engagement exercise later this year, with high quality visuals, presentation of detailed information explaining the up-to-date transport landscape and issues for the area, including engagement with businesses and key stakeholders;
- Modelling programme and robustness of results – a risk of programme slippage and cost increases is to be managed by ongoing liaison between the various teams employing the revised
- Leeds Transport Model has been developed and will be used to forecast the benefits of the scheme in liaison with the Combined Authority modelling and appraisal manager;
- Interfaces with the parkway station and employment hub – whilst in general terms providing significant positive benefits for this scheme, the interfaces can provide programme risk as approvals, funding and processes may need to be harmonised at key decision points. This is being managed by a new programme-level Strategic Airport Board.

Costs

2.116 The scheme has £35.7 million allocated from the West Yorkshire plus Transport Fund (WY+TF). Work is in progress to develop the capital cost estimates for the three options. The costs reported to date and at public consultation are broad estimates as follows: Option A: £50 million to £75 million; Option B: £25 million to £50 million and Option C: up to £15 million. Given the additional complexity of the scheme described above, the cost estimates are likely to increase. To plan for the eventuality that Option A or Option B may be selected as the preferred option (given that Option C would be affordable from within the current allocation), a funding strategy will be developed, led by the council in collaboration with West Yorkshire Combined Authority and potential third party contributors including the airport.

- 2.117 This change request is for an additional £975,000 of development costs, to supplement the £810,000 already being provided by the Combined Authority, making a revised total development funding budget for achieving outline business case of £1.785 million from the Combined Authority. A typical range of 1-3% as a proportion of total project costs is expected for achieving decision point 3. Although this equates to 5.1% of the £35.7 million allocation, the figure reduces to 2.4% of a £75 million total cost, which is well within the typical range, especially considering that the scope includes three 'full' options and is one of the most complex projects within the WY+TF portfolio.
- 2.118 The cost estimate includes a risk allocation of just over £103,000 to manage unexpected additional work as well as a further risk allowance of £155,000 to allow amendments of the design, appraisal and business case to reflect feedback from the second round of consultation.
- 2.119 A sum of £145,000 is included for the second round of consultation including business engagement, which is being planned as an integrated approach covering both road and rail. The parkway station project will supplement the identified funding.
- 2.120 In summary, 35% of the additional costs have accrued as a direct or indirect result of the broader requirements of the second round of consultation, 42% has accrued as a result of technical scope changes including State Aid and confirmation of costs with consultants, whilst 13% is attributable to other costs including additional project management costs arising from delays. Finally, there is a risk allowance for development costs which was not included in the previous approval which contributes the remaining 10%, but provides more reassurance of delivery to the proposed budget.
- 2.121 Leeds City Council has contributed £45,000 to the scheme for project development costs.

Timescales

- 2.122 In 2016, the project delivery programme estimated scheme opening in 2023. As a result of the changes outlined in this report, the key approximate milestones are now revised to:

- Activity 3 outline business case approval - July 2019
- Planning application submission - November 2020
- Public Inquiry (if required) Secretary of State decision - March 2022
- Activity 4 procurement approval - June 2023
- Construction - December 2023 to December 2026

Work is underway to integrate the delivery programme of the road and rail station schemes, with a view to delivering the new parkway rail station alongside or, if possible, in advance of the road scheme. This is being assessed through a close working relationship between Leeds City Council, the Combined Authority and our advisors.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 4 (full business case)	Recommendation - Investment Committee Approval - Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation - Investment Committee Approval - Combined Authority

Tolerances

Project tolerances
That the total project costs remain within 10% of the costs identified within this report
That the project delivery timescale remains within six months of the timescales identified within this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Mark Philpott, Leeds Council
Combined Authority case officer	Paul Coy

Appraisal summary

- 2.123 This funding request is a significant variation and this project carries risk, but this project is a key scheme to progress for the development of the local and wider Leeds City Region economy. With the expansion of the infrastructure programme now integrating the employment hub and the parkway station, it is anticipated that the benefits expected to accrue to the scheme will be more significant than they were when a decision was made to enter this scheme into the WY+TF initially, when it was judged to be one of the best performing projects. It will deliver a regionally significant piece of transport infrastructure, enabling investment and job growth as well as facilitating a wide range of broader benefits in the context of the Leeds Transport Strategy and the regional economic plan. Funding the development work to reach decision point 3 will enable a fully-informed decision to be made about the business case and future direction of this scheme.
- 2.124 To mitigate risk and maximise efficiency and benefits, the development of the multi-modal surface access package and employment hub will be overseen by the Strategic Airport Board chaired by Leeds City Council's Director of City Development with director-level representation from the Combined Authority,

to which the A65-A658 airport link road project board will report. This robust approach is modelled on the successful structure employed for East Leeds Extension and the East Leeds Orbital Route, which is delivering on programme and to budget.

2.125 The project objectives are being reviewed as the outline business case develops and the transport strategy and land allocations develop in the area.

Recommendations

2.126 That Investment Committee recommends to the Combined Authority that

- (i) The Change Request to A65-A658 airport link road project for additional development costs of £975,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £1.785 million. This will be funded from the West Yorkshire plus Transport Fund.
- (ii) The Combined Authority enter into an addendum for £975,000 to the existing funding agreement with Leeds City Council for total expenditure of up to £1.785 million.
- (iii) Future approvals are made in accordance with the approval 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



2.127 There are no schemes in stage 3 to present in this report.

2.128 Decisions made through the delegation to the Managing Director

Since Investment Committee's meeting on the 18 April 2018, decisions regarding the following scheme has been exercised. This decision was made though the delegation to the Combined Authority's Managing Director following a recommendation from Combined Authority's Programme Appraisal Team.

Apprenticeship grants for Employers (AGE) extension

The decision point 5 approval related to the AGE extension project and work starting on activity 6 (delivery). The Combined Authority has devolved responsibility for the use of the grant to engage SMEs in offering apprenticeships across the Leeds City Region. The scheme was first approved by Combined Authority in July 2016. The Managing Director approved the decision point 5 total project value of £1.164 million from the AGE Programme 2015-2017 funds on 20 April 2018.

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

3 Inclusive growth implications

3.1 The inclusive growth implications are outlined in each scheme, see above.

4 Financial implications

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

5 Legal implications

5.1 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.

6 Staffing implications

6.1 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.

7 External consultees

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

8 Recommendations

8.1 Land Release Fund (LRF)

That Investment Committee recommends to the Combined Authority that:

- (i) The Land Release Fund (LRF) project proceeds through decision point 2 and work commences on activity 6 – delivery.
- (ii) An approval to the total project value of £662,125 is given from the OPE Capital Grant fund with full approval to spend granted.
- (iii) Delivery costs of £662,000 are approved in order to progress the scheme to activity 6 – delivery, taking the total project approval to £662,125.
- (iv) The Combined Authority enter into a funding agreement with Craven, Wakefield, Leeds and Selby Councils for expenditure of up to £493,750, £18,750, £130,875 and £18,750 respectively from the OPE Capital Grant Fund.

8.2 Leeds Integrated Station Masterplan (LISM)

That Investment Committee recommends to the Combined Authority that:

- (i) The Leeds Integrated Station Masterplan project proceeds through decision point 2 and work commences on activity 3 (outline business case);
- (ii) An indicative approval to the total project value of £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and £1 million match funding from Network Rail, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs);
- (iii) Development costs of up to £1 million are approved in order to progress the scheme to decision point 3 (outline business case);
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.3 Northgate House

That Investment Committee recommends to the Combined Authority that:

- (i) The Northgate House project proceeds through decision point 2 and work commences on activity 4 (full business case).
- (ii) An indicative approval from the Combined Authority of £3 million from the Local Growth Fund (previously a £1.3 million loan) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £11.87 million.

(Note - £300,000 of this £3 million has already been paid to Calderdale Council as a loan).

- (iii) Approval to amend the terms of the funding agreement from an interest free loan to grant funding.
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report which includes a Combined Authority approval at decision point 4 and at decision point 5 through a delegation to Combined Authority's Managing Director following a recommendation by Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.4 Real Time Bus Information

That Investment Committee recommends to the Combined Authority that:

- (i) The Real Time project proceeds through decision point 3 (outline business case) and work start on activity 5 (full business case with finalised costs).
- (ii) Approval to the total indicative project value of £7.2 million from the LPTIP is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval for development costs of £1.74 million for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be

subject to the scheme remaining within the tolerances outlined in this report.

8.5 Ultra Low Emissions Vehicles (ULEV) taxi scheme

That Investment Committee recommends to the Combined Authority that:

- (i) The ULEV Taxi Scheme project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the Combined Authority's contribution of £3.18 million which will be funded through £1.2 million from the LTP fund and £1.98 million from the OLEV grant is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Approval to the additional £200,000 development costs to allow advance site preparation tasks to commence, taking the total development costs for the project to £380,000.
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.6 Leeds Station Gateway - New Station street improvements

That Investment Committee recommends to the Combined Authority's Managing Director that:

- (i) The change request to Leeds Station Gateway – New Station Street Improvements, to extend the completion date from December 2018 to June 2019 is approved.
- (ii) The scheme progresses through to full business case with costs and that subject to the scheme remaining within the tolerances for cost and time, approval be given by the Managing Director at decision point 5.
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.7 Harrogate Road - New Line – junction improvement

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Harrogate Road New Line Junction Improvement project to increase the indicative approval to the Combined Authority's contribution to £6.765 million, which will be funded from the Transport fund and is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £8.691 million (£6.765 million plus £1.926 million Bradford council section 106 monies) is approved
- (ii) The change request to the Harrogate Road New Line – Junction Improvement project to additional development costs of £585,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) is approved
- (iii) The Combined Authority enters into an addendum of £585,000 to the existing funding agreement with the City of Bradford for expenditure of up to £1.885 million from the Transport fund
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report

8.8 A65-A658 airport link road project

That Investment Committee recommends to the Combined Authority that:

- (i) The Change Request to A65-A658 airport link road project for additional development costs of £975,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £1.785 million. This will be funded from the West Yorkshire plus Transport Fund.
- (ii) The Combined Authority enter into an addendum for £975,000 to the existing funding agreement with Leeds City Council for total expenditure of up to £1.785 million.
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

9 Background documents

9.1 None as part of this report.

10 Appendices

Appendix 1 – Background to the Combined Authority’s assurance framework

Appendix 2 – Business case summary Land Release Fund

Appendix 3 – Business case summary Leeds integrated station masterplan

Appendix 4 – Business case summary Northgate House

Appendix 5 – Business case summary Real Time Bus Information

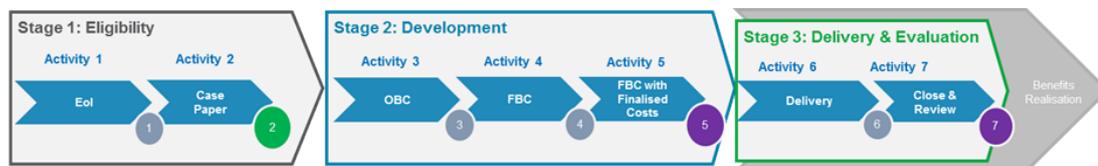
Appendix 6 – Business case summary ULEV taxi scheme

Appendix 7 – Business case summary AGE Apprenticeship scheme

Appendix 1: Background to the report

Information

- 1.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by the Combined Authority, following consideration by the West Yorkshire and York's Investment Committee. The Combined Authority will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the assurance framework, will as a minimum, need to formally pass decision point 2 (case paper approval) and 5 (final cost approval) highlighted below, with the requirement to meet the intervening activities deemed on a project by project basis.



- 1.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.

Future assurance and approval route

- 1.3 The tables for each scheme in the main report outlines the proposed assurance process and corresponding approval route for the scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

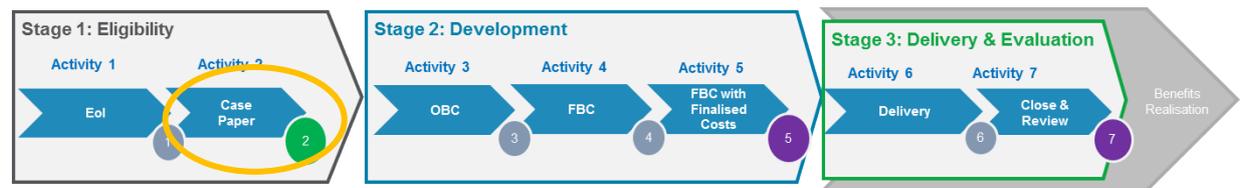
Tolerances

- 1.4 In order for the scheme to follow the assurance pathway and approval route that is proposed in this report, it should remain within the tolerances outlined for each scheme. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration.

Scheme Summary

Name of Scheme:	One Public Estate - Land Release Fund
PMO Scheme Code:	OPE-008
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	David Walmsley
Lead Promoter Contact:	Jon Vickers
Case Officer:	Laura Greenan
Applicable Funding Stream(s) – Grant or Loan:	Grant
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to Date:	N/A
Forecasted Full Approval Date (Decision Point 5):	Investment Committee – 5 th June 2018
Forecasted Completion Date (Decision Point 6):	March 2020
Total Scheme Cost (£):	£0.662 million
Combined Authority Funding (£):	£0
Total other public sector investment (£):	£0.662 million - OPE Capital Grant Fund
Total other private sector investment (£):	£0
Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – One Public Estate Programme

Current Assurance Process Activity:



Scheme Description:

At the leadership team on the 20th of October 2017 the Combined Authority's Managing Director in conjunction with the Land and Asset Panel Board Chair (Cllr T Swift) and the Chief Executive lead for Housing and Planning (J Gedman) agreed the final One Public Estate (OPE) Phase 6 submission by the CA by the submission deadline date of the 3rd of November 2017.

As part of the OPE Phase 6 submission, the CA bid for £1.573m of Land Release Fund (LRF) which aims to combat barriers that would otherwise make land unusable for development. The submitted bid was for funding two phases of remediation and infrastructure works to unlock 31 small stalled sites delivering 247 housing units in the region.

Confirmation was received in February 2018 that the CA has been awarded £662,125 to develop Phase 1 - Small Housing Sites.

A report providing full details of the allocation and recommending that a Memorandum of Understanding (MoU) and LRF funding agreement letter be signed was approved by the leadership team on the 8th of March.

The LRF capital allocation of £662,125 will attract small and medium sized enterprises (SMEs) to deliver 103 homes on 11 small sites owned by local authorities:

- Craven Council - 4 sites small sites – 51 units
- Wakefield – 1 site - 11 units
- Leeds Council - 4 sites - 35 units
- Selby Council – 2 sites - 8 units

Business Case Summary:

Strategic Case This project will develop 103 houses on 11 small sites across the Leeds City Region with land released for housing by 2020. These are sites which would not otherwise be developed on due to lack of capital funding to undertake the necessary remediation, demolition and infrastructure work. This will contribute to the Strategic Economic Plan (SEP) objective of delivering 10,000 – 13,000 homes per year and 32,000 accelerated or additional new homes by 2028. The scheme will deliver significant affordable housing covering a range of tenures which will contribute to addressing one of key challenges outlined in the Leeds City Region Housing Policy Position Statement. The programme will also provide access to work for SMEs within the region, supporting the local economy and businesses as well as delivering significant inward investment and capital receipts for local authorities.

Commercial The need to remediate sites for housing development is required to

Case	achieve the SEP objective of delivering 10,000 – 13,000 homes per year and 32,000 accelerated or additional new homes by 2028. The programme will also provide access to work for SMEs within the region, supporting the local economy and businesses as well as delivering significant inward investment and capital receipts for local authorities. The project aims to deliver £9.181 million inward investment and £3.07 million capital receipts (to local government) by the end of the programme. Each district will procure and deliver the remediation on its own sites.
Economic Case	This scheme directly contributes to the SEP objective of delivering 10,000 – 13,000 homes per year. The project will also deliver opportunities for SMEs in the LCR to develop small housing sites (including modern methods of construction/ innovative design) in line with the SEP’s Priority 4: Infrastructure for Growth. The outputs are clearly defined, in terms of sites to be ready for developers by 2020 and housing units to be constructed by 2022. This grant funding will enable local authorities to bring forward housing on small sites that would not otherwise come forward due to the viability gap.
Financial Case	There is a clear breakdown of funding required for each local authority to complete the remediation, demolition and infrastructure works by 2020. The funding is in the form of an OPE capital grant and is not repayable. The funding will not be available to be claimed until financial year 19/20. The programme management costs will be absorbed by the OPE Phase 6 programme management budget.
Management Case	The overall programme will be managed by the Combined Authority under the Policy team, but will be delivered by the individual councils. There is a high level programme for the works which has clear timescales and completion dates for key milestones. Each of the councils has confirmed it will be able to deliver the works on time or ahead of schedule. The Combined Authority has requested that each of the councils produce a detailed programme of works so the works can be monitored by the CA management team and any potential breaches of tolerances can be monitored. Risk registers and lessons learnt logs will also be requested to be produced by each of the councils, in order to share best practice.

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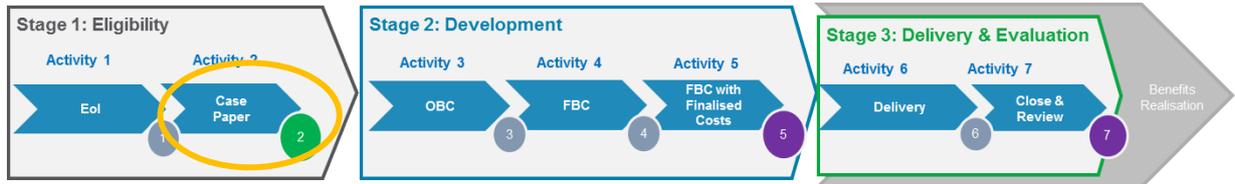
Section A: Scheme Summary

Name of Scheme:	Leeds Integrated Station Masterplan (LISM)
PMO Scheme Code:	DfT-LPTIP-005D
Lead Organisation:	Joint promotion: West Yorkshire Combined Authority, Leeds City Council and Network Rail
Senior Responsible Officer:	Liz Hunter, Interim Director Policy, Strategy and Communications
Lead Promoter Contact:	Rebecca Cheung, Rail Development Manager, Transport Policy –Rail
Case Officer:	Adam Kendall Ward, Transport Planner, Transport (Partnerships)
Applicable Funding Stream(s) – Grant or Loan:	Leeds Public Transport Investment Programme (LPTIP), Growth Strategy Fund, West Yorkshire Plus Transport Fund and other public sector funding (Network Rail)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to Date:	Expression of Interest for Activity 1 to be approved May 2018
Forecasted Full Approval Date (Decision Point 5):	July 2020
Forecasted Completion Date (Decision Point 6):	March 2021 for the LPTIP funded elements. The wider LISM programme will be completed by the 2040s.
Total Scheme Cost (£):	£6.32 million for the LPTIP funded element of LISM
WYCA Funding (£):	£5.32 million
Total other public sector investment (£):	£1 million from Network Rail to take forward the Network Rail element of the work up to activity 3 (decision pending)
Total other private sector investment (£):	To be confirmed at outline business case stage
Is this a standalone Project?	No
Is this a Programme?	Yes – The development worked required will establish an overarching Leeds Integrated Station Masterplan programme.

Is this Project part of an agreed Programme?

Yes – An element of the Leeds Integrated Station Masterplan forms part of the LPTIP, specifically City Centre Gateways – Leeds Rail Station.

Current Assurance Process Activity:



Scheme Description:

The project is focused on transforming Leeds Rail Station into a world class gateway for the City Region which integrates High Speed (HS2), Northern Powerhouse Rail (NPR) and classic rail services, including the TransPennine Route Upgrade. It will also act as a catalyst for growth accelerating economic development within the Leeds City Region, in particular the regeneration of the adjacent South Bank Leeds area which at 300,000 sq.m of commercial development is one of Europe’s largest regeneration schemes. The project also aims to cater for future rail demand and the doubling of rail passengers using the station.

Following a public consultation in late 2017, this next piece of work on LISM is focused on developing a strategic outline business case and overall concept design prior to the parliamentary submission (High Speed 2b Hybrid Bill 2019). It will also provide clarity on the scope, nature and context of the individual projects required to incorporate the existing rail station, HS2 (High Speed 2), NPR (Northern Powerhouse Rail) and the city’s South Bank regeneration. Completion of this work will enable the development of an overarching LISM programme which will establish a package of short, medium and long term schemes for Leeds Station, as well as roles and responsibilities to deliver LISM. The overarching LISM programme will effectively serve as a roadmap in delivering LISM, and a strong foundation in which to develop robust business cases for the individual scheme components to justify government funding and attract private investment. The component projects will be delivered by the respective partner organisations which are members of the Leeds Station Joint Working Group.

This element of work will draw down funding from the Leeds Public Transport Investment Programme to cover this development work and some quick win interventions which are identified in the overarching LISM programme. The cost to deliver all elements of the LISM is anticipated to be in the region of £500 million.

Business Case Summary:

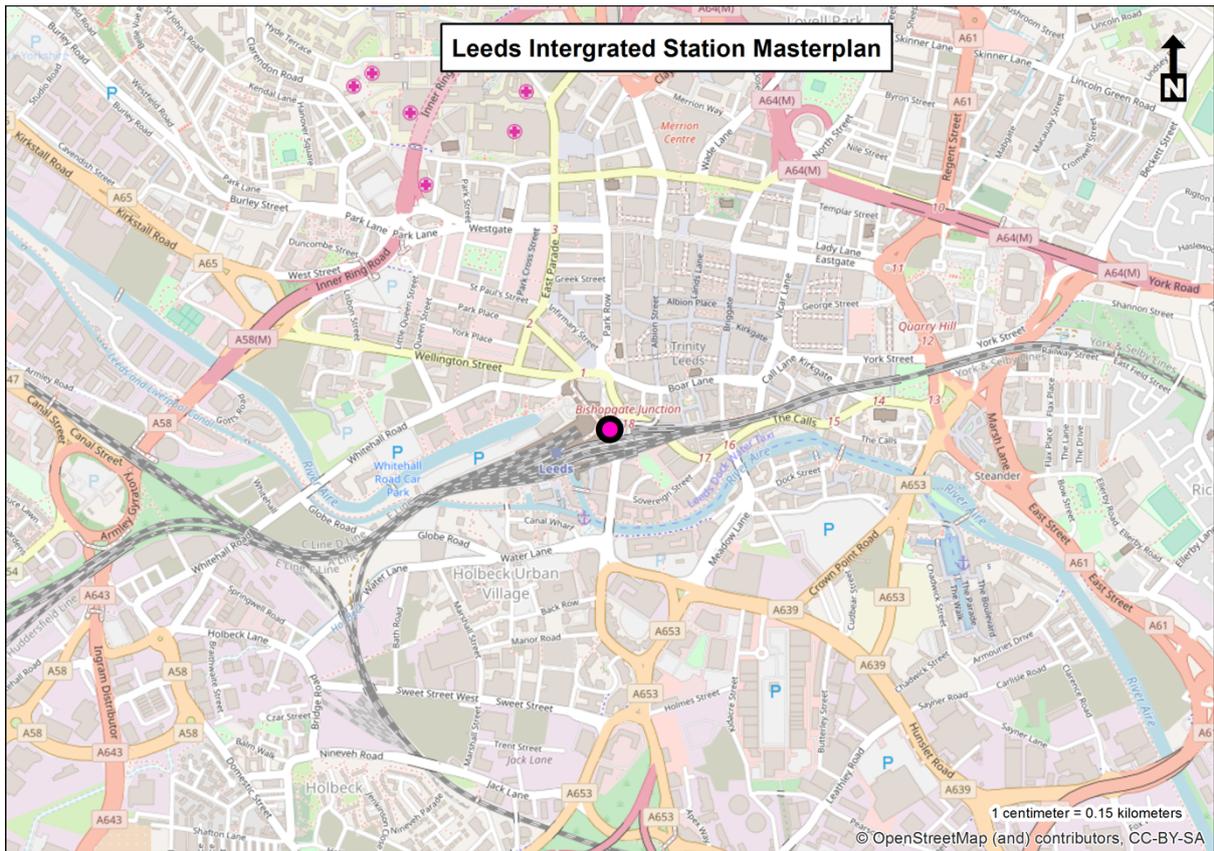
Strategic Case

LISM is a key deliverable of the Leeds Growth Strategy and the West Yorkshire Transport Strategy which are closely aligned with the Strategic Economic Plan (SEP), and are part of the wider Leeds Public Transport Investment Programme (LPTIP). The scheme aims to support Priority 4 of the SEP, Infrastructure for Growth by:

- Accommodating the forecast increase in rail passengers using Leeds Station which based on Network Rail’s market demand

	<p>studies are expected to increase by 135% by 2043 once HS2 and NPR are in operation;</p> <ul style="list-style-type: none"> - Delivering a step-change in connectivity and capacity by integrating existing rail services with HS2 and NPR via a common concourse; - Catalysing growth and regeneration of South Bank Leeds which has the potential to create 300,000 square meters of commercial development; - Delivering in part substantial increases in employment with forecast gains of 21% across the Leeds City Region and 40% in Leeds city centre by 2043; and - Creating a world class transport hub into Leeds City Region which improves passenger and visitor experience by creating a sense of place and maximising opportunities to enhance the station environment and surrounding public realm.
<p>Commercial Case</p>	<p>Rail patronage within the Leeds City Region is set to grow, with future major investments in HS2, Northern Powerhouse Rail (NPR), TransPennine Route Upgrade (TRU), and new rolling stock and seat capacity on regional franchise rail services. Rail patronage at Leeds Rail Station is forecast to increase by 49% up to 2023 and 135% by 2043. This growth is expected to place increased strain on the existing facility and bring issues around overcrowding that need to be addressed. Leeds Station is not only a major rail hub for Leeds city but also for the wider Leeds City Region and the North of England. Therefore there is a need to plan for and invest in accommodating this demand in rail travel.</p> <p>Investment in an integrated Leeds Rail Station will act as a significant catalyst to the adjoining South Bank Leeds development. Forecast to deliver 35,000 jobs and 8,000 new homes, South Bank is one of the largest city centre regeneration schemes in Europe covering an area of 200 hectares which will effectively double the size and economy of the city centre.</p> <p>A Leeds Station Joint Working Group which comprises the West Yorkshire Combined Authority, Leeds City Council, rail industry partners and government authorities has been established to develop and deliver the LISM programme.</p>
<p>Economic Case</p>	<p>LISM directly supports Priority 4 of the Strategic Economic Plan, Infrastructure for Growth, and is forecast to deliver over 5,000 direct jobs and in part over 40,000 indirect jobs across the Leeds City Region. At this stage the full LISM programme is anticipated to deliver high value for money and a strong Benefits to Cost Ratio through its capitalisation of opportunities to integrate major national and regional rail investments such as HS2 and NPR with franchised services to boost connectivity, and creating a catalyst for growth and regeneration of major development sites like South Bank Leeds. Altogether LISM is expect to have a positive contribution to the region’s economy as measured by GVA.</p>
<p>Financial Case</p>	<p>LISM is a key deliverable of the Leeds Growth Strategy and West Yorkshire Transport Strategy, which has thus far £5 million identified in the Leeds Public Transport Investment Programme (LPTIP) to fund the development of a Strategic Outline Business Case, technical feasibility design work and</p>

	<p>supporting activities to establish an overarching programme for LISM. LPTIP funding will also fund some initial enabling work focused on improving bus interchange and public realm in areas around Leeds Station prior to the arrival of HS2.</p> <p>At this stage the LPTIP element of the LISM delivery costs total £6.32 million, based on the draft masterplan work and scoping of the work activities to be undertaken which have been developed by members of the Leeds Station Joint Working Group. Network Rail is also seeking £1 million from the Department for Transport to support the development work of LISM, in particular the technical feasibility design works within Network Rail's boundary. This has yet to be confirmed.</p> <p>A funding and financing strategy will be prepared as part of the outline business case to identify potential funding sources and approaches to deliver the other short, medium and long term components of the LISM programme.</p>
<p>Management Case</p>	<p>A clear governance structure is in place for LISM with a Leeds Station Senior Steering Group, project board and joint working group in place to oversee the delivery of the LISM within approved tolerances. These comprise representatives from the Combined Authority, Leeds City Council, Transport for The North, Department for Transport, HS2 and other key partners. Roles and responsibilities with delivery of the LISM components falling on Network Rail, HS2 Ltd, West Yorkshire Combined Authority and Leeds City Council.</p> <p>LISM has a range of project management documentation in place and resources identified to take the project forward, but this will be further defined as part of the business case development for the various components of the programme.</p>



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Section A: Scheme Summary

Name of Scheme:	Halifax Town Centre – Northgate House
PMO Scheme Code:	GD-PA4-003
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Robert Summerfield, Corporate Lead for Major Projects
Lead Promoter Contact:	Mark Dowson, Programme Manager
Case Officer:	Jessica McNeill, Programme Manager, Transport Partnerships
Applicable Funding Stream(s) – Grant or Loan:	Housing and Regeneration
Growth Fund Priority Area (if applicable):	Priority 4 Infrastructure for Growth
Approvals to Date:	<p>This is an evaluation of an expression of interest submission and approval for decision point 2.</p> <p>This case paper also includes assessment and appraisal of a submitted change request against the same project.</p>
Forecasted Full Approval Date (Decision Point 5):	November 2018
Forecasted Completion Date (Decision Point 6):	<p>Retail/Office Accommodation – March 2020</p> <p>Residential Accommodation – May 2020</p>
Total Scheme Cost (£):	£11.87 million
Combined Authority Funding (£):	£3 million grant from Housing and Regeneration Growth Deal Funding.
Total other public sector investment (£):	£8.87 million Calderdale Council prudential borrowing and capital investment
Total other private sector investment (£):	N/A
Is this a standalone Project?	Yes

Is this a Programme?	No
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The project to refurbish the former Calderdale Council offices at Northgate House sits within a wider whole site solution the Council is looking to deliver which also includes the refurbishment of the former Central Library and archive into a sixth form college facility. These sites together occupy a prominent position within Halifax town centre, an established spatial priority area within the Leeds City Region Strategic Economic Plan (SEP).

The project will look to achieve outputs linked to priority 4, *Infrastructure for Growth*, by developing and regenerating an identified spatial priority area and bringing forward a scheme that will support employment, quality environments and building of new homes.

The project seeking funding under this expression of interest is looking to develop an opportunity to provide floor space for retail, offices and residential at Northgate House in a sustainable town centre location with improvements to the adjacent public realm. The Council is working to deliver the provision of a new sixth form college for 600+ students as part of a comprehensive whole site solution but is not seeking funding for this element of the wider Northgate site scope.

As such the project aims to support the LEP and Combined Authority's priorities to improve local transport links, accelerate housing growth and town centre regeneration, develop a skilled and flexible workforce, support growing businesses and build a resource efficient city region. The proposals will provide economic 'good growth' and employment opportunities for the residents of Calderdale, whilst increasing footfall and vibrancy within the town centre core with positive effects on nearby development sites, further enhanced by improvements to the public realm.

The five key outputs the project is looking to deliver are:

- Provision of 770m2 of retail space
- 1,900m2 (20,451 sqft) of office floor space
- 40 apartments
- 336 jobs directly created and constructed jobs safeguarded.

These are based on Homes and Communities Agency employment density guide for new floor space and split as 51 retail, 238 office and 47 construction jobs. (Note: under the Housing and Regeneration Programme objectives, the retail jobs will not be able to be captured as outputs).

- Improved public realm and place making benefits in Halifax town centre contributing to increased confidence amongst businesses to invest and higher levels of footfall, in turn facilitating an increase in Gross Value Added output.

In addition to the expression of interest requesting funding, the Combined Authority has also received a change request from Calderdale Council to seek a change of terms for the advance payment the scheme received of £300,000 in 16/17 and any future funding approved for the project.

The advance payment was made under the original project approval to support the demolition of Northgate House and for the Council to receive a total of £1.3 million as an interest free loan. The change request is seeking approval for this £300,000 paid to date to be recorded as a grant payment and all future drawdowns and funding approvals as sought within the expression of interest now submitted, to be on the basis of a grant.

The change request and expression of interest also now re-set the programme for delivery due to the changes to project scope as proposed, have been captured collectively within this case paper and project tolerances have been recommended on this revised project basis.

Business Case Summary:

<p>Strategic Case</p>	<p>There are alignments to be made and recognised around Halifax town centre being an established spatial priority area within the Leeds City Region Strategic Economic Plan (SEP) and there is acknowledgement of the promoting authority's desire to act on the back of the positivity surrounding Halifax currently relating to the opening of the refurbished Piece Hall and new library.</p> <p>The adjacent project to refurbish the former library building into a sixth form college does now offer an opportunity to regenerate the former Council offices at Northgate House.</p> <p>Independent market appraisal assessments have been undertaken to consider the scale, scope and mix of uses proposed on site. The commercial retail and office market in Halifax does require the Council to ensure management of approach and assessment of the scheme ensures risks are mitigated and the scheme is brought forward successfully.</p>
<p>Commercial Case</p>	<p>Appraisal evidence shows whilst the market in Halifax is challenging bringing forward office accommodation in smaller units could be manageable and targeting convenience and independent retailers to align with the needs of the sixth form college would allow for retail users to be identified.</p> <p>Residential end users would be focused from the private rental sector.</p>
<p>Economic Case</p>	<p>Previous options to demolish the building and present a cleared site to the market have been considered and discussions with potential pre-let occupiers was unsuccessful. The commercial market in Halifax did not support these options.</p> <p>An independent market appraisal of the option for a proposed scheme to refurbish the accommodation at Northgate House has been carried out by BNP Paribas dated 12th April 2018. This considered a number of approaches in terms of use, scale of</p>

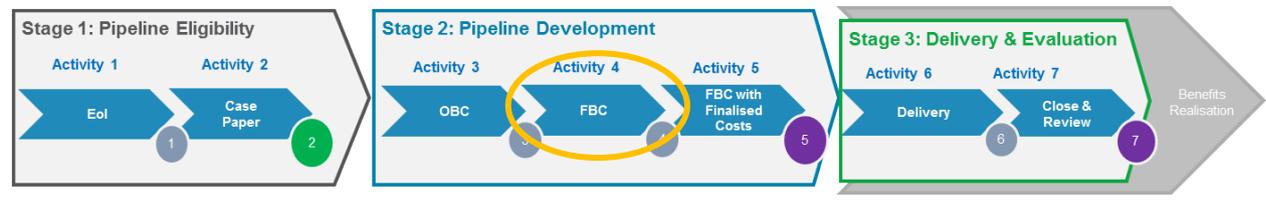
	<p>proposed uses and mix of commercial and residential. Their professional independent advise supports the mixed-use approach of retail, office and residential on the scale shown. Some risks and caveats are raised and the promoting authority will need to ensure management of delivery of the project is such that accommodation released in in line with market demand and need. This will be explored further in the outline business case.</p>
<p>Financial Case</p>	<p>Commercial market levels in Halifax and cost of the scheme requires public sector funding in order for the project to proceed. Further detailed cost appraisals will be required at outline/full business case stage once the scheme promoters have engaged further with their architect and developed designs to ensure scheme viability.</p>
<p>Management Case</p>	<p>The Council will be managing the delivery of this scheme through its major projects team. A senior responsible officer, Programme Manager and Programme Board are all established to ensure direction and support is given to the project.</p>



Section A: Scheme Summary

Name of Scheme:	Real Time Bus Information
PMO Scheme Code:	DFT-LPTIP-006d
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Lisa Childs
Lead Promoter Contact:	Mike Nolan
Case Officer:	Ben Manuja
Applicable Funding Stream(s) – Grant or Loan:	Leeds Public Transport Investment Programme (LPTIP) – Grant
Growth Fund Priority Area (if applicable):	n/a
Approvals to Date:	TBC
Forecasted Full Approval Date (Decision Point 5):	June 2018
Forecasted Completion Date (Decision Point 6):	March 2021
Total Scheme Cost (£):	£7.2 million
Combined Authority Funding (£):	£7.2 million
Total other public sector investment (£):	0
Total other private sector investment (£):	0
Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – This funding is from the Leeds Public Transport Investment Programme (LPTIP). Funding has been approved from the Department for Transport for this programme.

Current Assurance Process Activity:



Scheme Description:

This project will procure and install 1,000 real time bus screens, at stops and shelters in the Leeds area. This is part of a wider programme for improvements to public transport in Leeds that have been awarded to the Leeds area through the Leeds Public Transport Investment Programme (LPTIP).

Bus stops and bus shelters will be identified for the provision of screens along the core network that is being developed as part of the wider Leeds Transport Investment Programme. Installation of screens at Leeds Rail Station showing onward bus travel within the arrivals hall has also been included within this element of the scheme.

The scheme will be delivered in two phases

Phase one: £1.6 million

- Purchase 490 screens and install at stops with existing power supply

Phase two: £5.6 million

- Procure 510 screens to be installed at stops without existing power supply
- Installation of screens at Leeds Rail station
- Installation of power supply/poles
- Procure 10 totems for hubs/gateways (locations to be confirmed)
- Project management resource
- Additional server capacity

Business Case Summary:

<p>Strategic Case</p>	<p>There have been many positive initiatives over the past decade by the bus industry, which have led to pockets of growth as a result of investment. However, overall patronage remains around 18% lower than it was twenty years ago. The economic crisis from 2008 onwards led to a further reduction in patronage culminating in the lowest ever level in 2010/11 of below 180 million journeys at a West Yorkshire level. In spite of the slight uplift in the last four years (which will be due to a range of factors including the improving economic outlook), bus trips per head of population have continued to decline overall.</p> <p>Based on the analysis of the available evidence sources a range of problems affecting the bus system have been identified, including (but not</p>
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	<p>restricted to):</p> <ul style="list-style-type: none"> • Bus travel information can be inconsistent and / or not always easily available <p>Leading to:</p> <ul style="list-style-type: none"> • Reducing the attractiveness of buses for people who can use their cars instead <p>There is a clear need to improve public transport and expand its reach to accommodate growth and ensure an equitable system. This is described in the LPTIP Strategic Outline Case (SOC), increasing public transport capacity on radial routes into the city centre and making these journeys attractive to travellers who would otherwise travel by car, could be achieved through the improved quality of public transport information on vehicles and at stops and stations. Increasing bus use aligns with the Strategic Economic Plan strategic objectives on improving air quality and sustainable, inclusive growth.</p>
<p>Commercial Case</p>	<p>Travel surveys for Leeds show that public satisfaction with bus services and bus patronage is falling. Between 2001 and 2011, bus patronage as a form of commuting to Leeds city centre, fell by 8%.</p> <p>The West Yorkshire Bus Strategy consultation revealed that stakeholders felt more could be done to improve infrastructure to ensure a better customer experience. The wider LPTIP package will therefore contribute to this desire by delivering bus priority measures to improve bus journey times as an attractive alternative to the private car.</p> <p>This project will further support the views given in the consultation with the real-time improvements at bus stops and transport hubs aligning with the strong support shown by Leeds respondents to travel information when planning a journey being easily accessible and reliable.</p> <p>A key priority of the Leeds City Region Strategic Economic Plan is to focus growth and development on the urban centres across the region. Evidence indicates that enhancing the quality of the bus network can contribute to drive business competitiveness.</p> <p>The package is a key contributor to working towards delivering the West Yorkshire Bus Strategy and its vision of creating the best bus system in Europe. The real-time improvements align with the Strategy's policy of providing easily accessible and reliable travel information, tailoring the bus service to customers' expectations.</p> <p>The annual Combined Authority tracker survey, which measures usage and satisfaction with information across all channels has identified that Real Time information at stops is the most used information source across all channels with 48% of passengers using them. Real time screens also score the highest importance rating of all information outputs being 8.6/10.</p>
<p>Economic Case</p>	<p>As part of the LPTIP bid preparation, the Combined Authority worked with stakeholders to identify potential ideas and solutions to the transport problems and challenges facing the city. Schemes were assessed against the DfT criteria and schemes which did not comply with the</p>

	<p>criteria were not taken forward to the Medium List stage. The following stage considered assessment of schemes against the objectives and corridor challenges. Real-time was considered the only sensible option to be taken forward.</p> <p>At programme level the medium list assessment stage led to a series of schemes remaining across the six thematic areas. One of those areas was Passenger Information Improvements.</p> <p>Real-time was considered the key component for improving passenger information on-street. The project specific short-listing exercise considered the locations and types of screens to be installed.</p> <p>The areas identified for investment include the 20 district centres of Leeds, the core route corridors where the Leeds Public Transport Investment Programme will be invested (A660, A61 North, A61 South, A647), and the 20% most deprived communities across the district.</p>
Financial Case	<p>Using existing procurement framework provided by the real-time evolution project will achieve time and cost savings for the purchase of screens.</p> <p>The costs are based on the assumption that the average cost of installing power to stops is £4,200, which is consistent with installations over the last 12 months.</p> <p>The cost benefit ratio has not been calculated due to the difficulty of monetising the benefits.</p> <p>Five years future maintenance revenue costs have been capitalised as part of the main funding profile for the project. Beyond five years the Combined Authority will need to make provision for the ongoing Licence and Maintenance costs and sim charges.</p>
Management Case	<p>The LPTIP Programme board have the overall management responsibility for delivery of this scheme within the wider LPTIP context.</p> <p>The LPTIP Programme board have the ability to delegate the delivery and financial control to package board. The real-time project falls under the Bus Package Steering group who are able to make decisions at project and package level.</p> <p>Project delivery will be managed by the Combined Authority projects team in the Delivery Directorate (Implementation) with support from the Transport Services team.</p> <p>Budget has been identified for a dedicated project management resource who will manage day-to-day delivery of the project and management of suppliers.</p> <p>Nimbus was awarded the contract for the provision and installation of real-time screens following a competitive procurement process associated with the real-time evolution project. This procurement framework will be used to purchase screens and totems for LPTIP real-time project. A detailed plan of production and installation will be developed and used to manage delivery (phase 1)</p> <p>The contractor for installation of poles and power is yet to be identified. A</p>

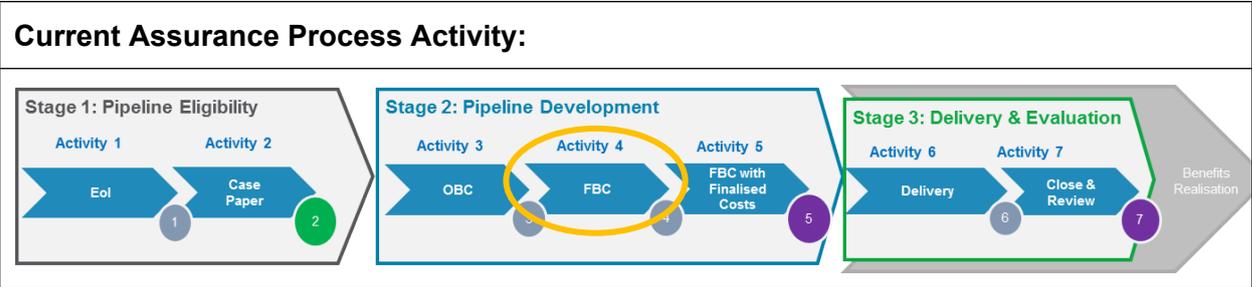
	tender will be advertised for providing poles and power to 510 stops and power to totem locations. A detailed plan of works will be agreed. (Phase 2). Nimbus are an approved supplier who could provide the poles and power under an existing framework contract.
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Section A: Scheme Summary

Name of Scheme:	Ultra-low Emission Vehicle (ULEV) Taxi Scheme
PMO Scheme Code:	DFT-ULEV-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Huw Oeppen
Lead Promoter Contact:	Mark Auger
Case Officer:	Chris Dunderdale
Applicable Funding Stream(s) – Grant or Loan:	Local Transport Plan (LTP)
Growth Fund Priority Area (if applicable):	N/A
Approvals to Date:	DP2 – June 2017
Forecasted Full Approval Date (Decision Point 5):	September 2018
Forecasted Completion Date (Decision Point 6):	31/03/2020
Total Scheme Cost (£):	Capital: £3.18 million plus private sector investment which is market dependent
Combined Authority Funding (£):	LTP – 1.2 million
Total other public sector investment (£):	Office for Low Emission Vehicles (OLEV) grant £1.98 million
Total other private sector investment (£):	Possible private sector contribution (market dependent), that would be required to deliver all 88 charge points. Revenue: Possible profit share (market dependent, to cover any operational costs).
Is this a standalone Project?	Yes
Is this a Programme?	No

Is this Project part of an agreed Programme?	Yes/No – if ‘Yes’, what is name of programme?
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Scheme Description:

The Secretary of State for Transport has awarded West Yorkshire Combined Authority a capital grant on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals, for the low uptake scenario. The Combined Authority is named as delivery lead, and financial accountable body for the Office for Low Emissions (OLEV) grant funding.

The OLEV grant is for 88 taxi only rapid charge point sites (more can be delivered if the maximum funding allocation allows), as follows:

- The £1.98 million OLEV grant is limited to 75% per site, and capped at £22,500 per site. Discussions can be held with OLEV on a site-by-site basis, if costs are greater.
- An approved allocation of £1.2 million Local Transport Plan (LTP) capital funding has been made as match funding.

In June 2017, the Combined Authority’s Investment Committee approved:

- That the ULEV scheme proceeds through decision point 2 and that work commences on activity 5: (full business case with finalised costs)
- That approval to the total project value of £3.18 million be given, with ultimate approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
- That the development costs of £25,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) from the OLEV grant be approved
- That the future approvals as decision point 5 are made through a delegation to the Combined Authority’s Managing Director. This approval route will be subject to the scheme remaining within the tolerance outlined above.

Local Variation to the OLEV grant requirements

Initial market engagement has indicated that taxi-only charge points will not be an attractive proposition to the charge point supplier market. Also, the taxi-only charge points may not be used much at first, until more ULEV taxis are in operation. The Project Board has recommended providing two bays per site, such that two cars could charge at the same time, and one bay would be for taxis only. OLEV officers have agreed in writing that this is a sensible approach.

In January 2018, the Combined Authority’s Investment Committee recommended that the Combined Authority’s Managing Director approve the following:

- That the change request to the ULEV Taxi Scheme for additional development costs of £1.55 million is approved, to be funded from the LTP match funding taking the total development cost approval to £180,000.
- Future approvals are made in accordance with the approval pathway and approval route including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances.

This scheme has now progressed directly from decision point 2 to this full business case (activity 4). It is necessary to review the detailed procurement strategy, and the tolerances at this stage.

Business Case Summary:

Strategic Case

Taxis (hackney carriage and private hire vehicles (PHV)) in West Yorkshire are predominantly diesel cars or vans with an average vehicle age of 6.5 years. The majority of journeys are within town and city centres and therefore contribute to local air pollution issues.

This taxi scheme will support and help to promote low carbon, zero emission taxi and private hire operation across West Yorkshire through the required charging infrastructure. The inclusion of public charging bays increases the effectiveness of this scheme in improving air quality.

The Leeds City Region Strategic Economic Plan (SEP)

The Leeds City Region Strategic Economic Plan's vision for 'good growth' in our economy that includes the objective of creating quality places and environments. Unfortunately, West Yorkshire's urban areas have some of the highest levels of air pollution in the UK. Public Health England estimates that 1 in 20 deaths in West Yorkshire are attributable to air pollution. Road transport is the biggest contributor to air pollution and cars (including taxi and private hire vehicles) are the largest source of those emissions. This project aims to remove a key barrier to the uptake of Ultra-Low Emission Vehicles (ULEVs) in West Yorkshire, by providing 88 rapid EVCPs across West Yorkshire.

The West Yorkshire Transport Strategy

The West Yorkshire Transport Strategy supports delivery of the SEP objectives and recognises the role transport has to play in improving air quality and creating healthy places to live and work, and supporting a local carbon economy. Transport Strategy policy proposals include supporting uptake of Ultra Low Emission Vehicles (ULEV) including plug-in electric by creating a charge point network. This project can take a first step in providing a charge point network in West Yorkshire.

The West Yorkshire Low Emission Strategy (WYLES)

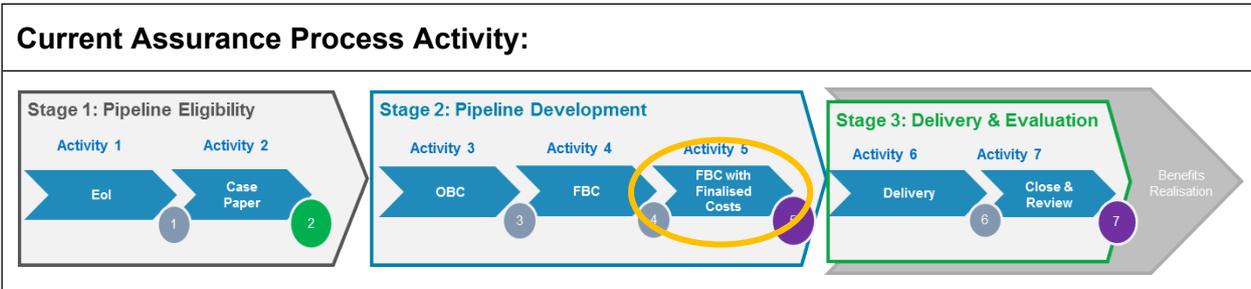
The West Yorkshire Low Emission Strategy – adopted by the Combined Authority in March 2017 – supports delivery of a low carbon and clean environment as stated in the SEP and Transport Strategy. It makes a series of recommendations and proposals on how local authorities will support reductions in transports contribution to poor air quality. WYLES proposals include delivery of a charge point network.

<p>Commercial Case</p>	<p>The Combined Authority has undertaken initial market engagement with the potential electric vehicle charging points (EVCP) suppliers / operators. This has indicated that this project is an attractive proposition, as long a public charging bays are included within the project scope.</p> <p>The Combined Authority has reviewed similar successful procurement exercises by other Local Authorities, including Tayside, Nottingham City Council and Transport for London.</p> <p>The level of capital contribution to the delivery costs, and revenue contribution to the operating costs from the suppliers / operators is market dependent, and remains a risk until proposals are received on response to a tender exercise</p>
<p>Economic Case</p>	<p>Department for Transport, WebTAG (transport scheme assessment) economic appraisal of the scheme is not considered to be a proportionate approach to option appraisal, given the scale and nature of this project.</p> <p>The preferred option was appraised by OLEV as part of their decision to award the grant funding. The bid was supported by the following feasibility studies:</p> <ul style="list-style-type: none"> • The 'ULEV Taxi Scheme Feasibility Study' by the Energy Savings Trust dated 1 March 2016 (appendix B) • 'EV Rapid and Fast Charge Feasibility Study' by Zero Carbon Futures, dated 7 December 2016.
<p>Financial Case</p>	<p>The total scheme value £3.18 million plus private sector investment which is market dependent.</p> <p>There is no revenue funding from OLEV or the Combined Authority. The procurement strategy will seek additional capital and revenue funding from the EVCP Supplier, to cover any operational costs for the Combined Authority or our partner councils.</p>
<p>Management Case</p>	<p>The West Yorkshire Chief Highways Officers have each nominated a lead member of the Project Board. It will be necessary to seek further partner council resources, in order to deliver this project.</p>

Scheme Summary

Name of Scheme:	AGE Extension
PMO Scheme Code:	WYCA-AGE-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Sue Cooke, Executive Head of Economic Services
Lead Promoter Contact:	Catherine Lunn, Skills Funding Manager
Case Officer:	Craig Taylor
Applicable Funding Stream(s) – Grant or Loan:	LEP AGE (administered by Economic Services, Skills and Employment)
Growth Fund Priority Area (if applicable):	Priority 2: Skilled People, Better Jobs
Approvals to Date:	<p>The original AGE Programme funding was provided to the Combined Authority from the Education and Skills Funding Agency (ESFA) and ran 2015-2017.</p> <p>The unallocated funding has been discussed with ESFA, and the Economic Services – Employment and Skills Team have agreed with ESFA that the remaining funding of up to £1.2 million can be used to provide further support to businesses to offer apprenticeships.</p> <p>Case paper approval (decision point 2) – Combined Authority approval - 05 April 2018 - £1.2 million, decision point 5 delegated to Managing Director</p>
Forecasted Full Approval Date (Decision Point 5):	20/04/2018 – Managing Director approval
Forecasted Completion Date (Decision Point 6):	30/09/2019
Total Scheme Cost (£):	Up to £1.2 million (exact amount to be determined at 2017/18 year end when unallocated spend finalised)
Combined Authority Funding (£):	Up to £1.2 million from LEP AGE Funding devolved by ESFA
Total other public sector investment (£):	N/A
Total other private sector investment (£):	N/A

Is this a standalone Project?	N/A
Is this a Programme?	Yes – The funding is to deliver the AGE programme for grants, funding in accordance with the agreement with DfE and DCLG
Is this Project part of an agreed Programme?	No



Scheme Description:

The Apprenticeship grant for Employers (AGE) programme is a national initiative to support businesses, which would not otherwise be in a position to do so, to recruit individuals aged 16 to 24 into employment through the apprenticeship programme. The original programme ended in 2017, however the Combined Authority has unallocated funding, which has been made available to progress a follow-on AGE Extension Programme. This has been agreed with the Education and Skills Funding Agency (ESFA), and endorsed by Department for Education/Department for Communities and Local Government (DfE/DCLG).

The AGE Extension programme builds upon the previous delivery of AGE within the city region and establishes a new grant programme which will utilise unallocated funds of up to £1.2m. These funds have been devolved to the Combined Authority from the Education and Skills Funding Agency, and will be returned to Government if not used on the AGE Extension Programme.

The aim of the programme is to build on the successes of the original AGE Programme which ran 2015 – 2017, to engage businesses (minimum of 375), which have not previously offered apprenticeships to offer new apprenticeship/employment opportunities (minimum 375 new opportunities). The programme is to encourage and support more businesses to offer apprenticeship opportunities, and has used the lessons learned from the previous AGE programme to deliver a more focused marketing strategy to target businesses meeting the qualifying criteria. The Combined Authority will lead and deliver the programme in partnership with businesses and training providers.

Business Case Summary:

Strategic Case	The AGE extension programme has a good strategic fit with the SEP priority 2 and headline indicators for skilled people and better jobs. This also fits with the national priority to deliver 3 million apprenticeship starts, and is integral to the Employment and Skills Plan 2016-2020 More and Better Apprenticeships. It has the support of ESFA who have agreed that the unallocated funding from the previous AGE Programme can be redeployed in this way. The ESFA has secured approval from DfE/DCLG to deploy the funding, which has been devolved to the Combined
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	Authority.
Commercial Case	<p>There is a strong commercial case for the programme and analysis of the market demand has been undertaken to verify the benefit in taking the scheme forward as planned. The new programme has been structured to take account of the lessons learned from the original AGE Programme.</p> <p>The market demand has been analysed and demonstrates that there is a significant number of businesses that would meet the criteria and qualify for the grant funding. The programme will market directly to businesses, and work with partners in the delivery of the grant programme.</p> <p>Risks have been considered in some detail and a risk register provided with appropriate mitigation measures identified.</p>
Economic Case	<p>Wider scheme benefits are identified and an assessment of monetised costs and benefits has been undertaken and a cost profile provided for the administration of the programme.</p> <p>A cost/benefit appraisal has been provided based on the evaluation report from the original AGE programme.</p> <p>The deployment of the unallocated funding to the AGE Extension Programme has been agreed with ESFA, which has in turn secured approval from DfE and DCLG.</p>
Financial Case	<p>The financial case is appropriate for the scheme, and provides a detailed cost profile for the programme. This is suitable for FBC+.</p> <p>The funding is for grant payments to businesses meeting the qualifying criteria and is sourced from unallocated funds from the original AGE Programme.</p> <p>The funding is finite at a maximum of £1.2 million, and costs will be managed by the team within this financial envelope.</p> <p>Businesses applying for the grant will be required to complete a statement on State Aid as part of the application process.</p>
Management Case	<p>The programme benefits from experience of the original AGE Programme, which ran 2015-2017, and lessons learned from that have been incorporated in to the proposals for the extension. The team structure proposed to manage and deliver the programme is appropriate to the requirements of the programme and has the necessary skills and expertise for a successful outcome.</p> <p>A risk register has been provided, and demonstrates a good knowledge of the AGE programme risks that might occur, together with appropriate risk mitigation measures.</p>

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Report to:	West Yorkshire and York Investment Committee
Date:	5 June 2018
Subject:	Further capital spend proposals (following the 'Call for Projects')
Director:	Melanie Corcoran, Director of Delivery
Author(s):	Dave Haskins

1 Purpose of this report

- 1.1 Following the call for projects in Autumn 2017, to put forward proposals regarding progression of the following West Yorkshire Combined Authority supported projects, for funding through the West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stage 1 of the Combined Authority's assurance process.

Scheme	Scheme description	Decision sought
Institute for high speed railways and system integration – Phase 1 Leeds Growth Deal Priority 1 – Support to Business and Innovation	<p>A three phase scheme with the ambition of helping to unlock the full potential of high speed rail, nationally and globally. Phase 1 will create two initial world-leading test facilities for the new institute in Leeds</p> <p>Phase 1 will be funded through the Combined Authority's Growth Deal and University of Leeds match funding.</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval for phase 1 of the scheme to proceed beyond decision point 2 (case paper) and work commence on activity 4 (full business case).</p> <p>Total value - £22.88 million</p> <p>Total value of Combined Authority funding provided through over-programming against the Local Growth Fund - £11.44 million</p> <p>Funding recommendation sought - £0</p>

<p>Leeds City Region Enterprise Zones Programme</p> <p>Leeds City Region wide</p> <p>Growth Deal Priority 1 – Support to Business and Innovation</p>	<p>A programme to deliver new employment sites across two phases of Enterprise Zones in ten locations across the Leeds City Region.</p> <p>The programme will predominantly be funded through Combined Authority Local Growth Fund.</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case) or activity 4 (full business case) for the individual zone sites.</p> <p>Total value - £49.558 million</p> <p>Total value of Combined Authority funding - £45.044 million (this includes the allocation of £20 million approved by the Combined Authority in December 2017 plus an additional allocation of £24.939 million which is sought through over-programming against the Local Growth Fund)</p> <p>Funding recommendation sought - £1.541 million</p>
<p>Leeds Inland Port</p> <p>Leeds</p> <p>Growth Deal Priority 4 – Transport Infrastructure</p>	<p>The scheme to deliver a new wharf facility at Stourton in Leeds to enable the transportation of freight from the Humber estuary into Leeds.</p> <p>The project will be funded from the Combined Authority's Growth Deal and Canal and Rivers Trust match funding.</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case)</p> <p>Total value - £3.37 million</p> <p>Total value of Combined Authority funding provided through over-programming against the Local Growth Fund - £3.17 million</p> <p>Funding recommendation sought - £0</p>
<p>Gateway to Huddersfield - Phase 1</p> <p>Kirklees</p> <p>Growth Deal Priority 4 – Transport Infrastructure</p>	<p>The project covers the rail station and its environs providing additional entrances to the station, highway improvements, creation of a taxi hub and the purchase of land for later phases.</p> <p>The project will be funded from the Combined Authority's West Yorkshire Plus Transport Fund</p> <p>The strategic case includes a high level value for money assessment which indicates</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case)</p> <p>Total value - £5.55 million</p> <p>Total value of Combined Authority funding provided through the West Yorkshire plus Transport Fund - £5.05 million</p> <p>Funding recommendation sought - £115,000</p>

	<p>that the project will offer good value for money. Further work is needed on business the case.</p>	
<p>CityConnect Cycle City Ambition Programme (CCAG) Phase 1 & 2 extension West Yorkshire Growth Deal Priority 4 – Transport Infrastructure</p>	<p>A programme of eight projects which aim to deliver 19km of high quality cycle infrastructure across West Yorkshire, building on the existing CCAG programme.</p> <p>The Phase 1 and 2 extension will be funded from Combined Authority's West Yorkshire Plus Transport Fund and Combined Authority DfT funding</p> <p>The initial benefit to cost ratio for the programme is estimated at 1.9 to 1 representing good value for money.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case) or activity 4 (full business case) for individual of packaged schemes (depending on the level of detail available for the schemes)</p> <p>Total value - £14.824 million</p> <p>Total value of Combined Authority funding - £14.424 million, of which £12.053 million will be funded through over-programming against the West Yorkshire plus Transport Fund</p> <p>Funding recommendation sought - £350,000</p>
<p>City Centre heritage properties Bradford Growth Deal Priority 4 (a): Housing, Regeneration and Digital</p>	<p>A scheme to fund the remediation and enabling works at three heritage properties in Bradford city centre to make them viable to be developed commercially</p> <p>The scheme will be funded from the Combined Authority Growth Fund</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case)</p> <p>Total value - £31.602 million</p> <p>Total value of Combined Authority funding provided through over-programming against the Local Growth Fund - £7.4 million</p> <p>Funding recommendation sought - £0</p>
<p>Halifax Living, Halifax Calderdale Growth Deal Priority 4 (a): Housing, Regeneration and Digital</p>	<p>To prepare a number of sites in Halifax Town Centre for housing development through remediation and enabling works</p> <p>The scheme will be funded from the Combined Authority Growth Fund</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case)</p> <p>Total value of Combined Authority funding provided through over-programming against the Local Growth Fund - £764,000</p> <p>Funding recommendation sought - £0</p>

	<p>good value for money. Further work is needed on business the case.</p>	
<p>Wakefield City Centre - South East Gateway Wakefield Growth Deal Priority 4 (a): Housing, Regeneration and Digital</p>	<p>This scheme will create a new south east gateway to Wakefield's City Centre through; bringing key development sites to market by funding site assembly and clearance; Carrying out works that enable the development of Rutland Mills at Wakefield; and development of a master plan for the south side of the Kirkgate railway bridge.</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case) or activity 4 (full business case) dependent on sufficient detail being available at submission stage.</p> <p>Total value - £41.55 million</p> <p>Total value of Combined Authority funding provided through over-programming against the Local Growth Fund - £6.505 million</p> <p>Funding recommendation sought - £0</p>
<p>Rail Park & Ride Programme Phase 2 West Yorkshire Growth Deal Priority 4 – Transport Infrastructure</p>	<p>A programme of car park extension schemes at West Yorkshire commuter railway stations</p> <p>The scheme will be funded from Combined Authority's West Yorkshire Plus Transport Fund and Leeds Public Transport Investment Programme</p> <p>Gross Value Added for this scheme is expected to be in line with earlier rail park and ride programmes which is £11.4 million.</p>	<p>Approval for the programme to proceed beyond decision point 2 (case paper) and work commence on activity 3 (outline business case) for the individual schemes</p> <p>Total value - £33.638 million</p> <p>Total value of Combined Authority funding - £33.638 million of which £28.638 million will be funded through over-programming against the West Yorkshire plus Transport Fund</p> <p>Funding recommendation sought - £2.016 million</p>
<p>York Central Kickstarter phase 1 York Growth Deal Priority 4 (a): Housing, Regeneration and Digital</p>	<p>The project will deliver key works to further unlock the development potential at the York Central site including; providing access to the commercial quarter to the east of the site; Improving pedestrian/ cycle connectivity between the site and the city centre; and providing key public realm improvements to frame the commercial and National Railway Museum masterplans.</p>	<p>This project is not seeking a recommendation at this meeting. It may be re-submitted at a later stage in the programme.</p>

<p>Leeds City Centre Package change request</p> <p>Growth Deal Priority 4 – Transport Infrastructure</p>	<p>This is a transformational programme in Leeds City Centre to creating a world class gateway for the city. It will facilitate the expansion of the city centre, the regeneration of South Bank and supports Leeds in becoming High Speed 2 (HS2) and Northern Powerhouse Rail ready. The works required will involve closing City Square to general traffic, improvements to Armley Gyratory, highways reconfiguration on Leeds Southbank and junction works to the M621</p> <p>The strategic case includes a high level value for money assessment which indicates that the project will offer good value for money. Further work is needed on business the case.</p>	<p>Approval of a change request to the scheme for an increase to the Combined Authority total funding contribution to the project from £36.5 million to £79.6 million to incorporate the secured Local Public Transport Investment Programme funding and over-programming against the West Yorkshire plus Transport Fund.</p> <p>Total value - £149.8 million</p> <p>Total value of Combined Authority funding - £79.6 million of which £30.3 million will be funded through over-programming against the West Yorkshire plus Transport Fund</p> <p>Funding recommendation sought - £0</p>
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1.2 The 10 schemes recommended to proceed have a total combined funding value of £383.486 million when fully approved, of which an indicative allocation of £125.209 million additional funding is being sought from the Combined Authority through over-programming against the Local Growth Fund and West Yorkshire plus Transport Fund. A total expenditure recommendation to the value of £4.022 million is sought as part of this report for the development and delivery of these schemes.

2 Information

2.1 This report presents proposals for the progression of 10 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes were submitted to the Combined Authority as part of the call for projects process in September 2017. As part of the assessment, they were categorised on best fit within the four priorities of the SEP.

2.2 In-principle support to 11 projects was approved at the February meeting of the Combined Authority. It was agreed that the next stage for these projects was for them to be brought forward for consideration for entry into the Combined Authority delivery programme, pending the outcome of the programme re-profiling exercise and the future availability of funding, and subject to approval through the Combined Authority's assurance process.

2.3 11 Promoters were invited to resubmit their expressions of interest in spring 2018, and in doing so, to supply updated information around costs, funding requirements and scheme outcomes. **Appendix 1** sets out a summary of

previously approved costs, funding requirements and high-level scheme outputs against those as re-submitted.

- 2.4 It is noted that the schemes were shortlisted through the call for projects process and approved on the basis of the previously submitted expression of interest, which included project scope definition as well as delivery timescales, funding requirement and forecast scheme benefits.
- 2.5 Of the 11 submissions, four were initially shortlisted and approved on the basis of the housing outputs presented. These were Halifax Living, Bradford city centre Heritage Properties, Wakefield City Centre South East and York Central Kickstarter. None of these schemes deliver direct housing outputs, but do act as an enabler to do so. The current position with respect to these is provided below:
- Halifax Living – It has been established that there was a double-counting of housing outputs with the Beech Hill project and that a lower number of housing units will ultimately be built than was initially proposed. Since Beech Hill is currently the subject of an existing allocation to fund required demolition on-site, it is proposed that the element relating to land remediation will now be included as part of the original scheme's full business case rather than as part of the Halifax Living programme. This will result in an increase to costs within the full business case for Beech Hill which will be outside approved tolerances. The Beech Hill scheme will therefore come back to a later meeting of the Investment Committee for further consideration.
 - Bradford city centre heritage properties – the three properties in question are currently in private ownership and the scheme involves setting up Joint Ventures (JV) with the landowners/developers and Bradford Council to proceed. Potential exists for the Combined Authority to take an equity stake in the JVs alongside Bradford Council and the landowners/developers to produce housing outputs and this should be explored further.
 - Wakefield City Centre South East – this scheme has been re-submitted with a change of scope, with reduced housing numbers (130 to 83) and a re-focus on Rutland Mills, which it is envisaged will lead to wider outcomes.
 - York Central Kickstarter – The focus of this scheme is more around the provision of transport infrastructure and place-making as an enabler to site development. This scheme more closely fits the objectives of the Transport Fund and, through discussions with City of York Council, will not be progressed at this stage. A revised scheme may be reconsidered further at a later stage in the programme.
- 2.6 A further seven submissions were shortlisted. Two of these were categorised as meeting the requirements of 'growing businesses' (Institute for high speed rail and systems integration, Leeds City Region enterprise zones programme) and a further three showed evidence of fulfilling the criteria of the 'transport infrastructure' SEP priority area (Leeds inland port, Rail park & ride

programme phase 2, CityConnect cycle city ambition programme phase 1 & 2 extension). Briefly:

- Institute for high speed rail and systems integration – seeking funding for phase 1 which entails the creation of two initial world-leading high-speed rail test facilities.
- Leeds City Region enterprise zones programme – funding sought to cover the delivery of the Phase 1 sites (Leeds) and Phase 2 sites (across Bradford, Calderdale, Kirklees and Wakefield).
- Leeds inland port – funding towards a new freight facility at Stourton, which is anticipated will support projects such as High Speed 2 and Leeds South Bank regeneration.
- Rail park & ride programme phase 2 – funding to support the delivery of up to 12 sites with potential for an additional 2,500 spaces across West Yorkshire.
- CityConnect cycle city ambition programme phase 1 & 2 – funding to support eight cycling projects delivering 19km of high quality infrastructure across the City Region.

2.7 Currently, there is no funding available for the majority of these schemes, as they are not named schemes within the Growth Deal funding programme, and funding is currently fully allocated to other schemes. Allocation of funding will be dependent on approval to over-programme and/or to re-profile funding from existing schemes. If Investment Committee is minded to recommend any of the schemes included in this report for funding, the Growth Deal will become over-programmed. The Combined Authority is currently considering borrowing arrangements to allow these schemes to be funded, subject to a maximum of £90 million borrowing to meet over-programming commitments, and subject to schemes making sufficient progress through the assurance process and in delivery. As schemes are developed and pass through the assurance process the phasing of schemes will be encouraged to ensure over-programming commitments are kept within an agreed borrowing cap. There are a number of schemes that do require development funding at this stage if entry into the programme is approved by the Combined Authority on 28 June 2018 and the schemes will be eligible to incur costs with immediate effect.

2.8 The exceptions are the final two submissions, Gateway to Huddersfield and Leeds City Centre Package schemes, both of which are existing named schemes within the Transport Fund, but with a change to scope and funding requirements:

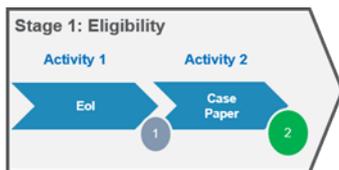
- Gateway to Huddersfield - an initial stage of the Station Gateway programme (although the scheme has a wider town centre regeneration theme). The opportunity exists for the Combined Authority to take an equity stake in this scheme through land acquisition, which in turn will provide greater surety around benefits realisation.
- Leeds City Centre Package submission is seeking an increased approval from the West Yorkshire Transport Fund to support the delivery of the

initial phase (Armley gyratory and Leeds City Square). The issue of scheme affordability had been previously presented to the Combined Authority in February 2016.

- 2.9 A summary of call for project submissions is provided in **Appendix 1**. This sets out the information as provided by scheme promoters in response to the call for projects (September 2017) and the revised expressions of interest (March/April 2018). There are a number of changes set out to scheme costs and outputs (such as housing units), which are reflective of further work being undertaken relating to the schemes and/or changing circumstances, as well as the time that has lapsed since the initial submission.
- 2.10 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 2**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

3 Programmes and projects for consideration

Projects in stage 1: Eligibility



- 3.1 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

Project title	Institute for high speed railways and system integration
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.2 High Speed 2 (HS2) is Europe's largest railway project, and a vital part of the UK Government's strategic plan for regeneration, growth and rebalancing of the UK economy. It also represents a significant opportunity for the UK to capitalise on a rapidly growing high-speed rail global market. The lack of testing facilities in high-speed rail represents a significant barrier to the future development of high-speed rail research and innovation, but presents a significant opportunity for the UK to be a global lead.
- 3.3 The University of Leeds, working closely with partners including Network Rail, the Higher Education Funding Council and the University of Huddersfield is seeking to establish the Institute for High Speed Railways and System Integration (IHSRSI) in the Leeds City Region with the ambition of helping to unlock the full potential of high speed rail, nationally and globally. HS2 will be of major economic benefit to the city region and the institute will help to maximise these benefits, by establishing the university and city region as a global lead in high speed rail engineering and research. The new institute will complement and build upon the expertise that already exists in the region.
- 3.4 The scheme will be delivered in three phases. The funding requested from the Combined Authority will part fund the delivery of Phase 1 only:
- 3.5 Phase 1 – creation of two initial world-leading test facilities for the new institute, these being a high-speed railways infrastructure system test facility and a high speed vehicle test facility. Specifically, 40,000m² of world class high speed rail infrastructure test & Research & Development facilities to include:
- A full-scale 400 kilometre per hour capable high-speed rail infrastructure systems test facility which will be able to test full-scale railway track structures, including embankments, preformed systems and ground stabilization technologies;
 - A full-scale high-speed 400 kilometre per hour capable vehicle systems test facility capable of testing full-scale rolling stock and their interaction (behaviour) with different track systems
- 3.6 A number of location options have been considered and fully researched. The current preferred option is for the facility to sit alongside the HS2 depot and within the Leeds Enterprise Zone (Aire Valley).

- 3.7 Phase 2 - A System Integration and Innovation Centre capable of replicating the system interaction of the civil, mechanical, electrical and digital systems across the railway operational environment.
- 3.8 This is in direct response to calls from the industry for the IHSRSI to have significant system integration capability to support projects from, HS2, Network Rail and Trans-Pennine. By connecting conventional and digital train control systems through this approach, a unique research and development facility will be created, allowing transformational change in railway research and development.
- 3.9 Phase 3 – The IHSRSI will act as a catalyst for the development of an advanced manufacturing park within the Leeds Enterprise Zone (Aire Valley).
- 3.10 A summary of the scheme’s business case and an indicative location map, is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 3.11 Outputs, benefits and inclusive growth implications for Phases 1, 2 and 3 of the programme can be summarised as:
- Establishing an international reputation that will attract key industry investment, spur new enterprise, Small to Medium Enterprise’s and supply chains, to the Leeds City Region;
 - Creation of high value employment and uplifting skills of local workforce (apprentices, technicians, undergraduates and postgraduates in the skills industry needs) and attracting new international students to Leeds;
 - Increased retention of graduates in the Leeds City Region;
 - Growing research and innovation expertise and manufacturing skills across the North;
 - Leverage significant ‘international’ private sector and public research investment in Research & Development;
 - De-risking UK and global HSR projects by providing facilities and expertise to assess track and vehicle designs and prototypes prior to deployment;
 - Co-location of the HS2 depot, HS2 Yorkshire Hub Station and the IHSRSI provides the catalyst for significant future inward investment and export potential including the development of an Advanced Manufacturing Park – Leeds Council estimate that the AMP will generate 3,000 new jobs; and
 - Increasing the GVA of the region;
 - Business Rate income to the Combined Authority as a result of its location in an Enterprise Zone.

Risks

3.12 The key risk, and mitigating action, for this project are:

- Securing all the required match funding and follow-on investment. The University has secured industry co-investment for Phase 2, but the key risk to this scheme relates to securing the funding for Phase 1.

Costs

3.13 The total cost of Phase 1 highlighted previously is forecast at £22.88 million. This application seeks funding in the sum of £11.44 million from the Combined Authority towards the costs of delivering Phase 1. Funds from the university will be used as match funding (£11.44 million).

3.14 Funding for phase 2 is currently being sought from other funding sources and private sector investors. This will be substantiated with the scheme's forthcoming full business case.

Timescales

3.15 The anticipated timescales of the project:

- Decision point 5 (full business case with finalised costs) approval for Phase 1 is forecast for November 2018.
- Phase 1 of the scheme is due to be delivered by spring 2020. Completion of phases 2 will be confirmed as part of the full business case.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (full business case)	Recommendation – Investment Committee Decision – Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Combined Authority's Programme Appraisal Team Decision – Delegation to the Combined Authority's Managing Director

Tolerances

Project tolerances
The Combined Authority's contribution remains within 10% of the figure outlined in this report.
Programme timescales remain within 3 months of the timescales outlined within this report.

Project responsibilities

Senior Responsible Officer	Professor Lisa Roberts, University of Leeds
Project Manager	Professor Peter Woodward, University of Leeds
Combined Authority case officer	Lisa Childs/Rachel Jones

Appraisal summary

- 3.16 The scheme has a strong strategic, commercial and economic case at this stage, although the financial and management cases require more detail. As the full business case is developed, delivery costs and programmes will require additional clarity, to ensure the scheme is deliverable.

Recommendations

- 3.17 That Investment Committee recommends to the Combined Authority that:
- (i) The Institute for High Speed Rail and System Integration scheme Phase 1 proceeds through decision point 2 and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £11.44 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total Phase 1 value is £22.88 million (The University of Leeds will contribute match funding of £11.44 million).
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Leeds City Region Enterprise Zones
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.18 The Leeds City Region Enterprise Zones programme, will deliver new employment sites across two zones in ten locations across the region. Enterprise zones are seen as a key part of the Government’s national agenda to devolve responsibility for growth and incentivise additional economic development. Delivering against the Strategic Economic Plan’s priority areas of ‘Growing Business’ and ‘Infrastructure for Growth’ in Spatial Priority Areas the programme will support and enable the delivery of the ten Enterprise Zone sites through the following:
- Development of a comprehensive and targeted branding, marketing and communications package
 - Support for site feasibility, investigations and master planning
 - Delivery of onsite capital works and site infrastructure
 - Direct support for property delivery
 - Offsite and/or ancillary infrastructure
- 3.19 The Enterprise Zones have been split into two delivery phases with Phase 1 (Leeds) currently on site and Phase 2 sites (across Bradford, Calderdale, Kirklees and Wakefield) along the M62 corridor, currently in varying stages of development. The phase 2 sites have previously been prioritised for delivery and funding, with £20 million of Local Growth Fund having been indicatively approved for the programme by the Combined Authority in December 2017. The programme has now come forward with a request through the Call for Projects process for an additional £24.939 million from the over-programming of the Local Growth Fund to cover delivery of the £49.558 million programme in its entirety. Other external partner council funding has also been confirmed through the Department for Transport’s National Productivity Investment Fund (NPIF) (for Clifton).
- 3.20 When completed, the Enterprise Zone sites will accommodate new and expanded manufacturing business supporting inclusive growth through provision of high quality, skilled employment opportunities. As well as manufacturing use the sites will provide for a demand in smaller warehousing and distribution units to accommodate the growing markets in the ‘last mile economy’ and respond to the changes in the retail model. The site geography and infrastructure constraints mean that public sector investment is required to overcome market challenges and viability issues identified for each of the sites to bring them forward for employment use.

- 3.21 The programme is being led and managed by the Combined Authority in partnership with the five West Yorkshire Partner Councils, other site owners, developers and other agencies. Whilst the Enterprise Zones programme is an established programme, since 2016, with associated governance and project management structures in place, there is now a need to accelerate progress with delivery. To facilitate this acceleration a dedicated programme and project management team will be appointed by the Combined Authority to take the programme forward and mitigate identified risks to delivery by March 2021.
- 3.22 The Leeds Enterprise Zone's (Aire Valley) project to provide power to the site, is further developed that the other sites and its business case was considered by the Investment Committee in November 2016. It is anticipated that the full business case will be completed in July 2018, as a result it is proposed that the Leeds Enterprise Zone (Aire Valley) continues to be progressed separately from the Enterprise Zone programme as a whole providing that the full business case demonstrates that the costs and benefits are in line with those set out in the programme case paper.
- 3.23 A summary of the scheme's business case and an indicative location map, where appropriate, is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 3.24 The two phases of the Enterprise Zones programme have the potential to deliver significant economic benefits to the Region and has a clear fit to the Strategic Economic Plan's priorities of growing business and providing infrastructure for growth. The programme will contribute to both local and national priorities for inclusive growth through the delivery of new employment sites, growing business and creating jobs. It is expected that programme will deliver the following outputs on an incremental basis:
- 230 hectares of new employment land across the ten sites
 - 15,000 jobs
 - Up to £5 billion of GVA by 2025
- 3.25 The return on the public sector investment in the sites will also be realised through the 25 year business rate receipt retention by the Combined Authority (as one of the national incentives granted through Enterprise Zone status). The opportunity for which commenced in 2013 Leeds (Aire Valley) and 2017 for the phase 2 schemes.

Risks

- 3.26 The key risks, and mitigating actions, for this programme are:
- Insufficient funding to deliver the programme and/or cost increase. This will be mitigated by progressing all opportunities for funding; by monitoring costs and viability closely and identifying any opportunities for both cost savings across the full programme.

- Delivery timescales increase such that sites cannot be delivered by March 2021. This will be mitigated by putting the resource in place to drive forward site delivery, ensuring each site has a realistic and detailed programme that allows for twin tracking of activities (for example Compulsory Purchase Order and Planning Applications on the Clifton site) where possible to avoid unnecessary delays.
- Delivery constraints including planning consent and ability to secure land. This will be mitigated by seeking pre-application advice from relevant authorities, establishing and maintaining positive close working relationships with land owners, agents and developers. Where securing land is essential to delivery, pursue all opportunities to acquire land by mutual agreement in advance of alternatives.
- That if the Enterprise Zone programme is not delivered (in full or in part) the Combined Authority will not retain the forecast levels of business rate receipt income. As outlined above, this will be mitigated by putting the resource in place to drive forward site delivery.

Costs

- 3.27 The programme is forecast to cost £49.558 million. The Combined Authority is being asked to fund £45.044 million of these costs, with £20 million previously indicatively approved, from the Local Growth Fund. A further £24.939 million is now requested from over-programming against the Local Growth Fund to fund the remainder of the programme. The remaining costs will be funded from £75,000 from Department of Communities and Local Government Grant funding (£50, 000 of which has already been approved) and £30,000 from previously approved Combined Authority funding plus external match funding.
- 3.28 The Programme has an existing development cost approval of £302,000 from the Local Growth Fund, which was preceded by £30,000 of pre-feasibility revenue funding and £50, 000 of the Department of Communities and Local Government Grant funding. Further Development costs of £1.541 million are now sought for approval. This will be funded from the £1.516 million of the Local Growth Fund allocation in order to appoint a programme management team and undertake the necessary detailed feasibility and associated technical studies to develop the site business cases and bring the sites forward for delivery. In addition, the remaining £25,000 from the funding received from Department of Communities and Local Government is also requested in order to undertake marketing activities.

Timescales

- 3.29 The anticipated timescales of the project:
- The sites are all at varying stages of development with the overall programme's outline business case expected January 2019 and individual sites progressing to full business case thereafter.

- The Leeds Enterprise Zone is more progressed and as a result the full business case for delivery of the power supply to the site is expected to be approved in December 2018.
- Delivery of all sites is required by March 2021 to align with the constraints of the funding timescales for Local Growth Fund and the District Partners NPIF funding.

Future assurance pathway and approval route

Assurance pathway	Approval route
For the Programme (excluding Leeds Enterprise Zone (Aire Valley)) : Decision Point 3 Outline business case	Recommendation – Investment Committee Approval - Combined Authority
Decision Point 4 (Full business case) For Leeds Enterprise Zone (Aire Valley) For each other site:	Recommendation – Investment Committee Approval – Combined Authority’s Managing Director To be determined at outline business case
Decision Point 5 (full business case with finalised costs) For Leeds Enterprise Zone (Aire Valley) For each site:	Recommendation – Combined Authority’s Programme Appraisal Team Approval – Combined Authority’s Managing Director To be determined at outline business case

Tolerances

Project tolerances
That programme costs should remain within the total programme cost set out in this report
That programme timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	David Walmsley, Combined Authority
Project Manager	Alison Gillespie, Combined Authority
Combined Authority case officer	Fiona Limb

Appraisal summary

- 3.30 The Enterprise Zone programme has a clear and compelling strategic case, and will deliver against two of the Leeds City Region Strategic Economic Plan Priority Areas; 'Growing Business' and 'Infrastructure for Growth' through the delivery of ten new employment sites. The market demand for these sites for manufacturing, distribution and warehousing uses has been assessed and demonstrated and it is clear that without intervention there is little market confidence to develop the sites from the commercial sector. The programme will provide public sector funding to unlock the sites through delivering infrastructure interventions, as well as supporting marketing and engagement activities.
- 3.31 As well as delivering 230 hectares of new employment land, 15,000 jobs and up to £5 billion of GVA, the programme has the potential to provide a financial return for the Combined Authority through the retention of the business rates by the end users. These expected benefits will be reviewed as the sites progress to outline business case.
- 3.32 The programme costs of £49.558 million, are based on initial feasibility for most of the sites but updated costs have been provided for some sites that are further progressed. However these are still at a high level and there is a risk that costs could increase. The majority of the funding, £44.939 million is requested from the Combined Authority's Local Growth Fund. Some projects have secured match funding, (including the Clifton Site which has £4.494 million of Department for Transport National Productivity Investment Funding confirmed) and there are still outstanding bids to be determined that may reduce the funding required from the Local growth Fund.
- 3.33 A review of programme management documentation, process and governance is required once a dedicated programme management team is in place. High level risks have been identified but more detailed risk analysis is needed at the site level, which will be undertaken as part of the business case development.

Recommendations

- 3.34 That Investment Committee recommends to the Combined Authority that:
- (i) The full Enterprise Zones programme proceeds through decision point 2 (case paper) and work commences on Activity 3 (outline business case) for all Enterprise Zones sites, with the exception of Leeds (Aire Valley) which will continue progressing through Activity 4 (full business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £45.044 million is given (which will be funded through £20 million from Local Growth Fund's existing approval, £24.939 million from over-programming against the Local Growth Fund, £75,000 of Department of Communities and Local Government Grant funding and £30,000 of other Combined Authority budget funding), with full approval to spend being granted once individual schemes have progressed through the

Assurance Process to Decision Point 5 (full business case with finalised costs). The total programme value is £49.558 million.

- (iii) Development costs of up to £1.541 million are approved in order to progress the schemes within the programme to Decision Point 3 (outline business case) taking the total development cost approval up to £1.923 million. This will be funded from Local Growth Fund (£1.516 million) and the Department of Communities and Local Government Grant funding (£25,000).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the programme remaining within the tolerances outlined in this report.

Project title	Leeds Inland Port
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.35 The scheme will deliver a new wharf facility at Stourton in Leeds to enable the transportation of non-perishable freight such as aggregates, timber, oil and steel from the Humber estuary into Leeds. It is anticipated that the project will support the development of flagship projects such as Leeds South Bank regeneration and High Speed 2 by enabling construction materials to be transported on water, thereby reducing congestion on the roads and generating carbon savings.
- 3.36 The project itself, located on three acres of land owned by the Canal & River Trust, will entail:
- The construction of a concrete apron on a three acre brownfield site in the Trust ownership
 - The installation of 80m of sheet piling to establish an apron for boats to moor against
 - The dredging of the waterway to improve the navigability of the waterway at this point

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

Outputs, benefits and inclusive growth implications

- 3.37 The outputs, benefits and inclusive growth implications for the scheme are:
- One new freight facility for the city of Leeds that will move 200,000 tonnes of freight from road to water after year one, resulting in reduced road congestion.
 - Reduce carbon emissions from road vehicles by 100 tonnes by the end of year three resulting in improved air quality for the Leeds City Region
 - Create up to 16 jobs, safeguard three jobs, and assist 25 businesses, thereby supporting economic growth in the region
 - Increased connectivity between the Humber ports and northern Europe
- 3.38 At this early stage the scheme is anticipated to deliver good value for money and this will be evaluated further during the course of the scheme's development.

Risks

3.39 The key risks, and mitigating actions, for this project are:

- Availability of budget; the Trust's match funding has been confirmed. This will be sufficient providing costs come back from the tender within initial budget estimate. Tendering for alternative prices is an option if required to ensure series of options is available before construction.
- Market demand; to date 25 different businesses have expressed an interest in using the facility once it is built. This work is ongoing.
- Potential state aid issues; an initial assessment of state aid has been undertaken which has revealed no issue at this stage. A more robust assessment will be undertaken during the next phase of the scheme's development.

3.40 A risk register with mitigating actions will come forward at the next stage of scheme development.

Costs

3.41 The total project delivery costs are currently estimated at £3.37 million of which the West Yorkshire Combined Authority contribution is proposed to be £3.17 million (94% of total project costs).

3.42 It is understood that the cost estimates, which are £1.17 million higher than originally proposed, are based on a robust solution design supported by a bill of quantities and cost analysis.

3.43 Match funding to a value of £200,000 is proposed by the Canal & Rivers Trust.

Timescales

3.44 The anticipated timescales of the project:

- Whilst the expression of interest indicated that work would start on site in autumn 2018, a revised position is a start on site date of April 2019. This will allow sufficient time to secure full planning consent and prepare a strong business case for the Combined Authority.
- It is anticipated that the Inland Port will be fully operational in spring 2020.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation - Programme Appraisal Team Approval – Combined Authority’s Managing Director delegated decision
Decision point 4 (full business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – Combined Authority’s Managing Director delegated decision

Tolerances

Project tolerances
That the Combined Authority contribution remains within the costs identified in this report.
That the project delivery timescale remain within 3 months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Stuart Mills, Canal and River Trust
Project Manager	Stephen Higham, Canal and River Trust
Combined Authority case officer	Daisy Johnson

Appraisal summary

- 3.45 The project has a strong fit with the Strategic Economic Plan (SEP) and Transport Strategy and will deliver against SEP priorities 1, 2, 3, and 4 to grow business, create better jobs and deliver infrastructure for growth.
- 3.46 Whilst the project seeks £1.17 million more funds from the Combined Authority than the original £2 million expression of interest submitted, the Leeds Inland Port could provide a viable alternative to road transport for construction materials needed to bring forward flagship developments such as Leeds South Bank and High Speed 2.
- 3.47 Further work is required to confirm market demand, refine the outputs, outcomes and benefits.

Recommendations

- 3.48 That Investment Committee recommends to the Combined Authority that:
- (i) The Leeds Inland Port project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £3.17 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs). The total project value is £3.37 million (Canal & Rivers Trust match funding of £200,000).
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Gateway to Huddersfield - Phase 1
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.49 The Gateway to Huddersfield project covers the rail station and its environs, including a large former railway goods shed and station goods yard (now St George's Warehouse and its surface car park respectively), a Maintenance Delivery Unit (MDU) and highways to the north and west, and St George's Square to the east.
- 3.50 Huddersfield rail station is a key transport hub within West Yorkshire providing linkages to the business centres of Leeds and Manchester, York, Liverpool and the North East.
- 3.51 Gateway to Huddersfield will see the regeneration of the rail station and its environs. Phase 1 of the project would provide:
- Additional eastern entrances (to provide better passenger access);
 - Improvements to existing highway (to facilitate movements);
 - Creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade).
 - Land assembly (to deliver later phases of project).

Later phases of the project (not subject to this phase of the project) could include some or all of the following elements:

- Provision of parking (multi-storey and surface) at St George's Warehouse;
- Subway extension with new western entrance to link the station with the Warehouse site;
- External stair/lift tower to connect the parking to the town centre (public right of way);
- Alterations to rail tracks, signalling and existing station platforms; and
- New station platform.

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

Outputs, benefits and inclusive growth implications

- 3.52 The Gateway to Huddersfield project, by making Huddersfield more accessible and better connected, aims to focus on three key priority areas as identified in the Leeds City Region's Strategic Economic Plan. (1) Infrastructure for

Growth, (2) Growing Business, and (3) Skilled People, Better Jobs. However realising benefits from the latter two priorities is dependent upon the delivery of later phases.

3.53 The scheme also contributes towards key objectives in the Kirklees Local Plan in terms of its potential to regenerate a key location in Huddersfield Town Centre, and bring in to use an important but derelict listed building. Again, this is dependent upon delivery of later phases of the project.

3.54 Phase 1 of the project would provide the following:

- Increasing access to employment and productivity growth through providing access to sustainable transport, and potentially increasing employment opportunities in the town centre.
- Additional eastern entrances (to provide better passenger access).
- Improvements to existing highway (to facilitate movements).
- Creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade).
- Land assembly for later phases.

Risks

3.55 The key risks, and mitigating actions, for this project are:

- Land acquisition - valuations for land in 3rd party ownership are confirmed as appropriate up to 31 August 2016. There is a risk that increases in land values would impact upon the scheme costs. A risk reserve of 20% is included in the estimated costs to reflect the current uncertainty regarding market values of the relevant properties.
- The acquisition of land and buildings by public authorities may give rise to state aid issues. Kirklees Council will therefore obtain an independent valuation of the market value of the properties to be acquired.

Costs

3.56 The total project value is £5.55 million. £5 million is requested funding from the Station Gateways allocation of the West Yorkshire plus Transport Fund. A £500,000 contribution from Kirklees Council has been identified.

3.57 In 2015, the Huddersfield Station Gateway project received £50,000 funding from the West Yorkshire plus Transport Fund to develop the project to Gateway 1 (on the previous West Yorkshire plus Transport Fund's assurance process). This has funded demand modelling works and outline design for the scheme as a whole, which informed the expression of interest submission.

3.58 Further development costs of £115,000 are now sought as part of this report.

Timescales

- 3.59 The project is advanced and it is expected that the outline business case with will be completed by September 2018. Full business case with costs will be completed by July 2019.
- 3.60 Construction on the additional eastern entrances, improvements to existing highway and the creation of a taxi hub off St George’s Square and re-modelling of space vacated (public realm upgrade) to commence summer 2019 with completion March 2021.
- 3.61 Land assembly strategy to be completed August 2019.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Combined Authority’s Programme Appraisal Team Approval – Combined Authority Managing Director

Tolerances

Project tolerances
That the total project costs remains within 10% of the costs identified within this report.
That the project delivery timescale remains within two months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Keith Bloomfield, Kirklees Council
Project Manager	Peter Steniulis, Kirklees Council
Combined Authority case officer	Thomas Murphy

Appraisal summary

- 3.62 A significant amount of work has already been undertaken to develop proposals for the Gateway to Huddersfield project, identifying the issues to be addressed and working through proposals to address these. The expression of interest is focussed on phase 1 of the project and whilst there are benefits to be realised from improvements to the rail station and highway arrangements, the regeneration benefits are to be realised under later phases, with phase 1

laying the groundwork. The outline business case should seek to give assurance over the delivery of later phases given the amount of land assembly being undertaken in phase 1 and should also give consideration to asset ownership.

- 3.63 The project has defined its objective and why action is required. The strategic fit of the project is clearly defined, both against the Strategic Economic Plan and Kirklees Local Plan. The expression of interest and supporting documentation give sufficient assurance to recommend that this project proceed to activity 3 (outline business case).

Recommendations

- 3.64 That Investment Committee recommends to the Combined Authority that:
- (i) The Gateway to Huddersfield Phase 1 project proceeds through decision point 2 and work commences on activity 3 (outline business case).
 - (ii) An indicative approval to the Combined Authority's contribution of £5.05 million is given, to be funded by the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total project value is £5.55 million (£500,000 contribution from Kirklees Council).
 - (iii) Development costs of up to £115,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total development cost approval to £165,000.
 - (iv) West Yorkshire Combined Authority enter into a funding agreement with Kirklees Council for expenditure of up to £115,000. This funding agreement will also acknowledge the existing £50,000 development funding approval.
 - (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	CityConnect Cycle City Ambition Programme – Phase 1 & 2 extension
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.65 The Cycle City Ambition Grant (CCAG) Programme Phase 1 & 2 Extension will deliver a programme of 19km of high quality cycle infrastructure across West Yorkshire, extending and building on the existing £56 million City Connect Programme. The programme aligns with the Strategic Economic Plan’s Priority Pillar 4 – Infrastructure for Growth and Priority 3 Clean Energy and Environmental Resilience.
- 3.66 The projects will connect people to employment, education and training and complement other infrastructure projects. Individual projects are at different stages of development. The eight projects are:
- Huddersfield Town Centre – providing important links between the train station, the university and the A62 Smart Corridor.
 - Leeds-Liverpool Canal, Shipley – completes a key section of cycle network with improved links to Skipton and housing and employment sites across North Bradford.
 - Leeds City Centre – connecting the east and west of the city to the cycle super-highway and improving connections with the emerging South Bank, education quarter and arena area.
 - Leeds Elland Rd Cycle – connecting relatively disadvantaged populations in areas such as Beeston and Holbeck to employment and training within the city.
 - Castleford-Wakefield Greenway Phase 4 – connects Castleford to opportunities and facilities within Wakefield whilst also passing through regeneration and housing sites along the river.
 - Cooper Bridge Cycle Link – development of strategic link.
 - Huddersfield Narrow Canal phase 2 – improvements from Slaithwaite into the town centre improving access to employment, the University and wider facilities.
 - Leeds Dewsbury Road Cycle Route – connecting Hunslet South to the city centre, employment sites and education & training opportunities.
- 3.67 The programme will be managed by the Combined Authority with individual project delivery being managed by either the relevant district council or Canals and Rivers Trust. It is intended to bring schemes through to outline business case or full business either individually or as interconnected packages. This will be established during the next phase of development work.

- 3.68 A summary of the scheme's business case and an indicative location map is included in **Appendix 7**.

Outputs, benefits and inclusive growth implications

- 3.69 The project will increase the amount of safe cycling on new and improved cycling infrastructure and the Huddersfield Town Centre project will increase the quality of public realm. It is anticipated that the programme will deliver:
- 19km of new/improved cycle route
 - Better linkages between residential areas and areas of employment, training and education – providing access to access to jobs, skills and qualifications – with accompanying inclusive growth impacts
 - Reductions in Carbon dioxide emissions
 - An average increase of 900% of walking and cycling trips on the proposed routes
 - Support to inward investment through enhanced streetscapes and public realm
 - Catalytic impacts through links to existing routes and the delivery of a comprehensive network for cycling and walking
 - A safer and more attractive environment for active modes of travel
- 3.70 The benefit to cost ratio for the programme as whole is estimated at 1.9 representing good value for money. This assessment will be updated at decision point 3. A Gross Value Added calculation to reflect the value of the travel benefits associated with the scheme will also be calculated through the West Yorkshire Urban Dynamic Model at the same time.

Risks

- 3.71 The main risks and mitigating factors are detailed below. However, the overarching mitigating factor for many of the risks listed is the experience that has been built up in terms of developing and delivering similar schemes.
- The interfaces with other projects and programmes in the same geography for example the Leeds city centre works and Cooper Bridge projects – impacting on timescales. Mitigation through identification of interfaces and other projects timescales, seek opportunities to deliver elements together if avoidance is not possible, e.g. through joint procurement and traffic management exercises.
 - Cost increases as further design and investigative works are undertaken – e.g. stats. Mitigation through early site investigation and surveys. Risk transfer to contractors.
 - Acceptability of traffic regulation orders – e.g. Huddersfield town centre scheme. Mitigation by early and continued engagement with local stakeholders and politicians. Understand and communicate wider

impacts and benefits of the scheme and seek to provide alternative parking if parking in the areas affected is displaced.

- Potentially insufficient resource capacity to project manage and deliver the schemes – also delivery timescales could be impacted by the need to undertake winter working for repairs. Mitigation - ensure resource identified early on or procure necessary resource. Understand working constraints and plan delivery around them.

Costs

- 3.72 The total forecasted cost of the programme is £14.824 million. It is proposed that this would be funded through £12.053 million from over-programming against the West Yorkshire plus Transport Fund, £2.371 million of Combined Authority funding which has already been secured from the Department for Transport for CCAG and also match funding of £400,000 which has been committed by Kirklees and Leeds Councils.
- 3.73 Development costs of £350,000 are requested and will be funded from over-programming against the West Yorkshire plus Transport Fund.

Timescales

- 3.74 The programme consists of a number of different projects that are at different stages in their development. As such the timescales will vary between the projects that constitute the programme.
- Programme outline business case is expected to be completed by December 2018.
 - All feasibility work completed by August 2018.
 - All detailed design completed by September 2019.
 - Construction of all projects started by April 2020.
 - All construction complete by March 2021.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case) Individual projects or a package of projects	Recommendation – Combined Authority's Programme Appraisal Team Approval – Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs) Individual projects or a package of projects	Recommendation – Investment Committee Approval – Combined Authority

Tolerances

Project tolerances
That programme costs should remain within 10% of the total programme cost set out in this report
That programme timescales should remain within 3 months of the timescales set out in this report.
The overall benefits to cost ratio or the ratio of an individual project remains above 1.5:1.

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Fiona Limb, Combined Authority
Combined Authority case officer	Seamus McDonnell

Appraisal summary

- 3.75 The programme has a clear fit to the Strategic Economic Plan and the Transport Strategy. The cycling ambitions across the Combined Authority districts will not be realised if appropriate infrastructure is not developed.
- 3.76 The economic case for the programme incorporates the benefits that will be achieved through connecting people to opportunities for employment, education and training.
- 3.77 The benefit cost ratio for the programme, derived through the Department for Transport's WebTAG transport analysis, is 1.9:1 and more work will be done on attributing and quantifying the other outcomes and benefits likely to emerge from the project.
- 3.78 The likely demand for the projects has been demonstrated in the monitoring and evaluation of completed CCAG projects and other research. It will be necessary to strengthen this further at outline business case.
- 3.79 The management of the scheme appears strong. A wealth of experience has been built up from previous schemes and this can be brought to the development and delivery of these projects.

Recommendations

- 3.80 That Investment Committee recommends to the Combined Authority that:
- (i) The City Connect Cycle City Ambition Programme – Phase 1 & 2 extension proceeds through decision point 2 and work commences on activity 3 outline business case for each of the projects within the programme.

- (ii) An indicative approval to the total project value of £14.824 million is given of which £14.424 million will be funded by the Combined Authority with full approval to spend being granted once each of the projects within the programme have progressed through the assurance process to decision point 5 (full business case with finalised costs). The Combined Authority contribution will be funded from £12.053 million from over-programming against the West Yorkshire plus Transport Fund and £2.371 million from the existing City Connect programme funding from the Department for Transport.
- (iii) Development costs of up to £350,000 are approved in order to progress the projects within the programme to Decision Point 3 (outline business case) to be funded from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at Decision Point 3 (outline business case) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Bradford city centre heritage properties development Scheme
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.81 The project relates to three key heritage properties in Bradford city centre that are of major significance to Bradford's industrial and commercial heritage, but are or will be vacant, in a poor state of repair and requiring significant remedial works to bring them forward for productive development use.
- 3.82 The delivery mechanisms proposed will see the Council entering into joint venture partnerships with the owner/developers of each of the buildings, in order to invest funding to remove the burden of a range of abnormal costs that are constraining the viable redevelopment of each property.
- 3.83 The Combined Authority funding is required to carry out essential remediation and enabling works, including selective demolition, stripping out, removal of contamination, wind/water-proofing and site preparation. This will prepare the individual buildings for conversion by the private sector, to new apartments and some commercial floorspace on the ground and lower floors of the buildings.
- 3.84 The project has a clear fit with the Strategic Economic Plan (priorities 1 and 4) and will deliver new city centre homes (of the right size, type and tenure), access to employment in a sustainable location and will fulfil the requirement of good growth. It would act as a catalyst to future investment in the city centre and new residents would boost the vitality and viability of the centre through local spend.
- 3.85 A summary of the scheme's business case is included in **Appendix 8**.

Outputs, benefits and inclusive growth implications

- 3.86 The proposal will remove obstacles to redevelopment of the 3 historic/iconic properties, including high abnormal costs resulting from the age of the properties, state of repair and limitations of historic status, coupled with the barrier of low market values in the area.
- 3.87 Up to 283 new housing units will be created together with 4,366 square metres of commercial business accommodation by 2021. The scheme will trigger further investment and increased city centre residency will boost vitality and viability through increased spend.
- 3.88 It is anticipated that the scheme will deliver good value for money, and this will be substantiated as part of the outline business case.

Risks

3.89 The key risks, and mitigating actions, for this project are:

- Failure to conclude a deal with the joint venture development partner(s), meaning that the scheme is aborted, due to a funding gap, or that the buildings would need to be purchased in order to progress, leading to cost and significant programme delays. Early engagement has been initiated to mitigate this risk, and positive verbal responses from owner/developers have been received. The Council will use their experience of joint venture partnerships to inform the process.
- Development costs are higher than expected, impacting on private sector provision. The Council and partners are experienced in the redevelopment of heritage buildings. Redesign options will be put in place and contingency considered.
- Programme delays, due to legal issues. The Council will engage early to try and mitigate this risk.
- Failure to secure planning permission/listed building consent. Early and positive engagement has already taken place with the Council's planning team and permission for Conditioning House is already secured.

Costs

3.90 Total project costs are estimated at £31.602 million. A total of £7.4 million of Combined Authority funding from over-programming against the Local Growth Fund is required to carry out enabling / remediation works. This would leverage in private sector investment, estimated at £24.202 million to convert the buildings to residential and commercial uses.

Timescales

3.91 High level timescales of the project are:

- Works commence property 1 - December 2018
- Works commence property 2 - January 2020
- Works commence property 3 - April 2020
- Works Complete property 1 - March 2020
- Works complete property 2 - March 2021
- Works complete property 3 - March 2021

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case)	Recommendation – Combined Authority's Programme Appraisal Team Approval – Delegation to the Combined Authority's Managing Director

Tolerances

Project tolerances
That the programme cost remains within the cost identified within this report.
That the programme timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Shelagh O'Neill, Bradford Council
Project Manager	Simon Woodhurst, Bradford Council
Combined Authority case officer	Clare Davies

Appraisal summary

- 3.92 The project has a clear fit with the Strategic Economic Plan and will deliver new city centre homes, access to employment and will fulfil the requirement of inclusive growth. It would act as a catalyst to future investment in the city centre. Further information is required at subsequent stages including a detailed cost plan/programme and benefit cost ratio to understand if the scheme will deliver reasonable value for money and secure the required Joint Venture funding agreement to overcome the identified funding gap. The outline business case will need to address market demand and consideration of the constitution of the joint venture and potential equity stake by the Combined Authority.

Recommendations

- 3.93 That Investment Committee recommends to the Combined Authority that:
- (i) The Bradford city centre heritage properties development scheme proceeds through decision point 2 and work commences on activity 3 (outline business case).

- (ii) An indicative approval to the Combined Authority's contribution of up to £7.4 million, which will be funded through over-programming against the Local Growth Fund, is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £31.602 million (private sector investment estimated at £24.202 million).
- (iii) Future approvals are made in accordance with the Approval Pathway and approval route outlined in this report, including the use of a delegation to the Combined Authority's Managing Director at decision point 5 (full business case with finalised costs). This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Halifax Living programme (Phase 1)
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.94 The Halifax Living Programme aims to open up a number of sites in Halifax Town Centre for much needed housing development. Calderdale Council lead on the programme and are keen to address the shortfall in housing delivery relative to demand as confirmed in the Council's draft Local Plan, which identifies the need for 840 new build homes annually. Phase 1 of the programme concerns two projects and includes five of the town centre sites comprising:
- Cow Green. The site is centrally located adjacent to Cow Green where a temporary carpark has been created following demolition of the previous multi-storey car park. This project aims to facilitate the development of this site so as to enable approximately 100 1 and 2 bedroom town centre apartments of which at least 30% will be offered as affordable homes.
 - Eastern Gateway, a group of 4 sites, which includes the Cripplegate Area. The sites are owned by both Calderdale Council and number of private owners. The aim is for this project to fund detailed feasibility and land assessment to appraise what development options and housing outputs could be produced. It is anticipated more than 300 homes could be accommodated across these sites, along with some commercial premises.
- 3.95 The expression of interest for this programme also included an allocation request for funding for the remediation of the Beech Hill site. This site is the subject of an existing Combined Authority allocation to fund required demolition on-site, and is currently in activity 5 (full business case with finalised costs). As a result, it is proposed the request made regarding the land remediation at Beech Hill now be included as part of the original scheme's full business case rather than as part of the Halifax Living Programme.
- 3.96 Currently the two projects each have a different status as follows:
- Cow Green (Site 3) – There is a detailed architect's design for this scheme. Site investigation work part completed and a Council Local Development Company (CLDC) will be established July 2018.
 - Eastern Gateway (Sites 4-7) - A feasibility study is ready to be commissioned.
- 3.97 A summary of the scheme's business case and an indicative location map is included in **Appendix 9**.

Outputs, benefits and inclusive growth implications

3.98 Overall the Programme aims to link and accelerate the bringing forward of discrete sites suitable for housing development within easy walking distance of the town centre. Developing this housing would assist in achieving Calderdale's vision for Halifax as vibrant place to live, would complement existing investment in improvements to the local highway infrastructure by the Combined Authority and contribute to inclusive growth and housing in line with priority 4 of the Strategic Economic Plan. The year on year shortfall in housing delivery which is acute in Calderdale, relative to other areas in the City Region would also be addressed. It is expected that phase 1 will deliver the following:

- Cow Green - 100 one and two bedroom town centre apartments of which at least 30% will be offered as affordable homes.
- Eastern Gateway - up to 300 homes and some jobs depending on the development options identified.

Risks

3.99 The key risks, and mitigating actions, for phase 1 are:

- Cow Green: in view of the tight timescale for delivery of outputs and the significant degree of development still required on this scheme there is a risk of non-delivery to the stated timescale. For example planning approval has not yet been applied for and the CLDC that is expected to develop this and other sites is not yet formed which creates risks around the management of the project. Awarding funding in the next few months is the only effective mitigation for this risk or to make formation and evidence of the effectiveness of the CLDC in managing other sites a condition of the grant.
- Eastern Gateway: As this is a small sum with a specific purpose and only information as outputs there are minimal risks. The study may not produce desirable development options but it will bring Phase 2 of the Halifax Living programme closer in terms of strategic thinking on its next key sites.

Costs

3.100 The total requested Combined Authority contribution to the Halifax Living Programme Phase 1 is £764,000 comprising:

- Cow Green: £714,000 to facilitate the preparation of the site for housing development by the Council Local Development Company.
- Eastern Gateway: £50,000 to fund detailed feasibility studies and land surveys (including contaminants) and produce recommendations on viable development options.

3.101 It is recommended that the Beech Hill land remediation works be considered as part of the main Beech Hill project, this report will seek agreement in principle to fund the cost of the remediation works (£797, 000) from over-

programming against the Local Growth Fund. The approval of the use of this funding will be subject to approval through the assurance process.

Timescales

3.102 The anticipated timescales of the project:

- Cow Green: Currently it is proposed housing delivery completes by May 2021.
- Eastern Gateway: procuring and completing a feasibility study would be within 6 months of an award of grant.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case)	Recommendation – Combined Authority's Programme Appraisal Team Approval – Delegation to the Combined Authority's Managing Director

Tolerances

Project tolerances
The costs for each project within Halifax Living Phase 1 remain within 10% of the costs identified this report.
That Timescales remain within the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Mark Thompson, Calderdale Council
Project Manager	Stephanie Furness, Calderdale Council
Combined Authority case officer	Chris Brunold

Appraisal summary

3.103 The schemes in phase 1 have a strong strategic aim which fits extremely well with the Combined Authority's priorities of delivering housing including affordable housing, inclusive growth and regenerating brownfield sites. If the funding is approved there is a risk that only Cow Green's housing would be deliverable by the end of 2021, but even that is a very demanding target if funding is not identified in the very near future. The projects overall are

suitably developed for the expression of interest to be progress to outline business case development (activity 3).

Recommendations

3.104 That Investment Committee recommends to the Combined Authority that:

- (i) The Halifax Living Programme (Phase 1) proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution to the programme of £764,000 is given to be funded from over-programming against the Local Growth Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). In addition, that an additional £797,000 of over-programming against the Local Growth Fund can be utilised to fund the land remediation element of the Beech Hill project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including through a delegation to the Combined Authority's Managing Director at decision point 5. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Wakefield City Centre South East Gateway
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

3.105 Wakefield City Centre is one of the local council's priority areas. This scheme will create a new south east gateway to Wakefield's City Centre. It will do this by:

- Bringing 3.3 hectares of key development sites to market by facilitating site assembly and clearance through a programme of acquisitions and demolition, enabling the building of new homes, and acting as a catalyst for regeneration;
- Assisting with the future development of Rutland Mills at Wakefield Waterfront by conducting enabling and abnormal works including flood protection, drainage, minor highways works, public realm works and environmental treatments;
- Development of a masterplan including feasibility appraisal for the south side of the Kirkgate railway bridge.

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

Outputs, benefits and inclusive growth implications

3.107 It is anticipated that the project will deliver the following outputs:

- Enable the building of approximately 83 new homes on the north side of the railway by March 2024.
- Deliver a master plan and feasibility appraisal for the south side of Kirkgate railway bridge to explore options for the delivery of long term housing development over a 10 year period;
- Enable the restoration/conversion of 10,000 square metres of historic listed buildings for retail, leisure, hotel, art gallery, conference spaces and employment uses;
- Approximately 415 temporary construction jobs (prior to 2024) and 758 permanent jobs across all phases of the development (permanent jobs information has increased from that reported in the Expression of Interest due to further detailed information being received). These jobs should be available to all segments of the community.

3.108 It would appear that this scheme represents good value for money at this stage.

Risks

3.109 The key risks and mitigating actions for this project are:

- Failure to secure other public and private funding to implement the scheme. Discussions are already underway with public sector funding providers. A private developer is under contract to acquire the Rutland Mills development site and make a considerable investment. Discussions are also underway with both social and private housing developers. Further mitigations include applying for further relevant public sector funding sources and ensuring robust bids are submitted.
- Lack of communication and cooperation with landowners. Key landowners have been identified and engaged. The Council has already made significant investment and has acquired the majority of land and has undertaken viability appraisals. Other mitigations include ensuring up to date viability assessments are conducted including accurate land values in order to negotiate successfully, and engage with local authority legal services to identify other powers to acquire land/buildings.
- Lack of external and private sector funding available. Mitigation includes further tender specifications and briefs to be as detailed as possible and specifications for works correctly worded to ensure that reports will provide the necessary detail to ensure a site which is ready for development.

Costs

3.110 The total cost to deliver the project is £41.55 million, with £6.505 million sought from the Combined Authority to be funded through over-programming against the Local Growth Fund.

Timescales

3.111 The indicative timescales of the project are:

- Completion of full business case by August 2018
- Completion of full business case with finalised costs by December 2018
- Works start by January 2019
- Works complete by April 2021

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (full business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Combined Authority's Programme Appraisal Team

	Approval – Combined Authority’s Managing Director
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Tolerances

Project tolerances
That the total project costs remains within 10% of the costs identified within this report.
That the project delivery timescale remains within three months of the timescales identified within this report.
That the number of housing units should remain within 10% of the housing units identified in this report.

Project responsibilities

Senior Responsible Officer	Clare Elliott, Service Director, Wakefield Council
Project Manager	Jane Brown, Wakefield Council
Combined Authority case officer	John Parkin

Appraisal summary

- 3.112 The scheme links to the Strategic Economic Plan (SEP) priority area 4 - Infrastructure for Growth as it is helping to create quality environments and enable the building of new homes. Demand for housing at a nearby development suggests that demand will be equally as great here. There are also links to SEP priority 2 - Skilled People, Better Jobs, through the enabling of the development of Rutland Mills into a retail and leisure facility. This scheme will integrate with other schemes in the area to improve the overall experience for users and visitors. Funding for a feasibility study on the south side of Kirkgate railway bridge, part of this request for funding, is expected to identify the potential for more houses to be built.
- 3.113 At this stage the scheme is viable as it has secured some funding and has completed several supporting technical and feasibility studies which should quickly feed into the development of a robust business case. Wakefield city centre is one of the Council's priority neighbourhoods and as such, the scheme reports into Wakefield’s major projects board.

Recommendations

- 3.114 That Investment Committee recommends to the Combined Authority that:
- (i) The Wakefield City Centre South East Gateway project proceeds through decision point 2 and work commences on activity 3 (outline business

case) or 4 (full business case) dependent on sufficient detail being available at submission stage.

- (ii) That an indicative approval to the total project value of £41.55 million is given, which includes a £6.505 million contribution from the Combined Authority to be funded from over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including through a delegation to the Combined Authority's Managing Director at decision points 5, following a recommendation by the Combined Authority's Investment Committee or Programme Appraisal Team respectively. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project title	Rail Park & Ride Programme Phase 2
Stage	1 (Eligibility)
Decision point	2 (Case paper)

Background

- 3.115 The Rail Park & Ride Programme Phase 2 is a series of car park extension schemes at West Yorkshire commuter railway stations, which have been identified to improve access to the main urban centres and increase rail station parking capacity. It builds upon the learnings and successes of Phase 1 which is currently delivering parking improvements to rail users across West Yorkshire. The programme is designed to support sustainable employment growth and increased rail usage.
- 3.116 Up to 12 sites, throughout West Yorkshire, have been identified with potential for delivery by March 2021, all require the purchase of 3rd party land. Consultation regarding these sites has been sought with officers for each local council partner. Due to the commercial nature of these land purchases information on these site has been provided in **exempt Appendix 12**.
- 3.117 The programme contributes to Priority 4 of the Strategic Economic Plan, delivering Infrastructure for Growth. In addition there are links with the Combined Authority Transport Strategy and the objective for +75% more trips to be made by rail by 2027. Outcomes will deliver against policies within the West Yorkshire Transport Strategy through increasing the number of car parking spaces at key transport hubs. The West Yorkshire Transport Fund strategic objective to increase employment and growth through improvements to employment accessibility also aligns closely with the programme.
- 3.118 The Combined Authority is the scheme promoter and is leading on the overall programme. A team is in place to manage and deliver the Rail Park and Ride Programme. The projects will be delivered in partnership with Network Rail, Northern and local council partners.
- 3.119 The initial stage of the programme will focus on the deliverability of the sites with desktop assessments from a technical, legal and land perspective. The assessments will enable the sites to be prioritised in terms of demand, cost and deliverability. A shortlist will be presented to the Programme Board for approval to progress onto detailed feasibility and to commence negotiations with landowners.
- 3.120 Due to the reliance on land acquisition, greater flexibility is required as to the list of sites; some may be identified as undeliverable and new scheme opportunities may arise. This, and the need for the Combined Authority to retain a competitive position in negotiations, requires that the list is not publicly published at this stage.

3.121 Each scheme will be individually progressed to outline business case and presented to the Investment Committee and Combined Authority for approval to progress to full business case (decision point 5).

3.122 A summary of the scheme's business case is included in **Appendix 11**.

Outputs, benefits and inclusive growth implications

3.123 The scheme's outputs are:

- Additional car parking capacity with circa 2500 potential additional spaces;
- Low emission lighting;
- Enhanced CCTV;
- Enhanced drainage;
- Provision for electric vehicle charging ducting;
- Standard cycle storage and enhanced access for cyclists and pedestrians.

The scheme's associated benefits are:

- Improved access to the local rail network;
- Improved accessibility to employment for those living in the most deprived areas;
- Increased rail user patronage through better station accessibility;
- Reduced highways congestion, reduced CO₂ emissions and improved air quality;
- Improved local environment with reduced on-street parking;
- Better personal security through improved CCTV and lighting.

3.124 The programme isn't currently sufficiently developed to assess value for money at this stage. A benefit cost ratio assessment will be undertaken during the next stage of programme development. The gross value added is expected to be similar to the £11.4 million of phase 1.

Risks

3.125 The key risks, and mitigating actions, for this project are:

- Acquisition delay: All sites are third party owned and carry the risk of potential compulsory purchase orders. This is being mitigated through land and legal work streams to prioritise sites that are more deliverable e.g. forthcoming site owner agreement.
- Delays to planning submission and approval: This is being mitigated through consultation with Planning Officers, community members and Councillors.

Costs

- 3.126 The total project value is £33.638 million which would be funded entirely by the Combined Authority with a £5 million funding allocation to be specifically spent on works at New Pudsey rail station from the Leeds Public Transport Investment Programme and the remainder being funded from over-programming against the West Yorkshire plus Transport Fund.
- 3.127 Development costs of £2.016 million is requested as part of this report to progress schemes to decision point 3 (outline business case).

Timescales

3.128 The anticipated timescales of the project are:

- Procurement of external land, legal and technical advisors - December 2018
- Completion of site prioritisation studies - March 2019
- Outline business cases submitted - September 2019
- Full business cases submitted - December 2019
- Site acquisitions - 2019/20
- Planning approvals - 2019/20
- Construction commences - June 2020
- Construction completed – Jan 2021 (based on a surface level car park)

Future assurance pathway and approval route

Assurance pathway	Approval route
Individual projects: Decision point 3 (outline business case)	Recommendation – Investment Committee Approval - Combined Authority's Managing Director
Individual projects: Decision point 5 (full business case with finalised costs)	Recommendation – Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director

Tolerances

Project tolerances
That the programme cost remains within 10% of the cost identified within this report.
That the overall programme delivers by March 2021.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority
Combined Authority case officer	Polly Hutton

Appraisal summary

3.129 The programme presents clear alignment with the SEP and Transport Strategy through improving sustainable access to economic centres and inclusive growth potential. The resulting projects will increase rail patronage and incentivise sustainable travel options through promoting a modal switch from car to rail.

Recommendations

3.130 That Investment Committee recommends to the Combined Authority that:

- (i) The Rail Park & Ride Programme Phase 2 proceeds through decision point 2 and work on the individual schemes commences on activity 3 (outline business case).
- (ii) An indicative approval to the total project delivery cost of £33.638 million is given which will be funded entirely by the Combined Authority (with £5 million from the Leeds Public Transport Investment Programme to fund works at New Pudsey rail station and £28.638 million from over-programming against the West Yorkshire plus Transport Fund) with full approval to spend being granted once individual projects have progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of up to £2.016m are approved in order to progress the scheme to decision point 3 (outline business case) from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, including the use of a delegation to the Combined Authority's Managing Director at decision points 3 and 5, following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

Project title	Leeds City Centre Package
Stage	2 (Development)
Decision point	Change Request at activity 4 (full business case)

Background

- 3.131 Leeds City Centre Package (LCCP) supports the delivery of the Leeds City Region's Strategic Economic Plan's priority 4 - Infrastructure for Growth. It is consistent with the adopted Leeds Core Strategy and Aire Valley Leeds Area Action Plan as well as the interim Leeds Transport Strategy and the emerging Leeds Integrated Station Masterplan. There are also direct interdependencies with Highways England Road Investment Strategy 1 scheme on the M621, the Leeds South Bank Regeneration Framework and the relevant approved Leeds Public Transport Infrastructure Programme projects e.g. Stourton Park & Ride.
- 3.132 The projects included within LCCP are aimed at creating a world class city gateway at City Square and supporting Leeds in becoming High Speed 2 (HS2) & Northern Powerhouse Rail ready. This includes contributing to the delivery of the South Bank Leeds Framework Plan to create a quality environment for the development of significant numbers of new homes and commercial floor space. These network improvements will also help towards Leeds meeting its clean air zone targets for improved air quality. The original key objectives of LCCP are:
- The closure of City Square to general traffic by 2021 to allow the creation of a world class gateway for the city.
 - Increase the capacity on the Inner Ring Road and M621 orbital route by reconfiguring Armley Gyratory and capacity improvements between Junctions 1 - 4 and Junction 7 M621 by 2022.
 - Reduce through-traffic in the city centre, including the South Bank creating a quality environment attractive to development.
 - Increase travel to the centre by sustainable modes of transport.

Description of the Change Request

- 3.133 The Leeds City Centre Package (LCCP) was included in the original baseline of the West Yorkshire plus Transport Fund in 2012 (then called Leeds City Centre Network Improvements programme); the cost estimate for delivery at the time was £36.5 million based on outline work completed as part of the Transport for Leeds project. At the time it was recognised that the schemes were still works in progress and that modifications would be required to reflect the emerging aspirations for South Bank and proposals for HS2 arriving in the city.
- 3.134 As part of the previous West Yorkshire plus Transport Fund assurance process, the scheme received mandated approval in 2014 to initial

development costs of £319,000 to take the developing package to Gateway 1 approval (equivalent to decision point 3 outline business case) on 6 February 2016. The key changes from the original scope were the increased works required to remove general traffic from City Square, the increased costs to develop Armley Gyratory and the reallocation of space to cyclists, pedestrians and public transport in South Bank.

3.135 An increase in development funds from £319,000 to £3.774 million was approved by the Combined Authority on 6 February 2016. The Gateway 1 submission identified that the total costs to deliver all elements of the package would be in the order of £149.800 million. This forecast increase to total scheme costs, although stated in the financial case, did not request indicative approval at this time and as a result the allocation within the West Yorkshire plus Transport fund remained at £36.5 million.

3.136 Subsequently, a £12.8 million contribution from the Leeds Public Transport Investment Programme (LPTIP) has been secured and up to £70.2 million of other funding sources has been identified to deliver the Leeds City Centre Package. This results in the funding requirement from the West Yorkshire plus Transport Fund now being £66.8 million (against a baseline allocation of £36.5 million).

3.137 It has been determined that in order to secure the third party funding the package should be split into four independently deliverable phases which will be progressed individually through the Combined Authority's assurance process.

- Phase 1: Reconfigure Armley Gyratory and closure to general traffic of City Square
- Phase 2: South Bank Highways reconfiguration
- Phase 3: Reconfigure M621 Junctions 3&4
- Phase 4: Widen M621 Junctions 1 to 2

3.138 In addition, this will enable the phase 1 business case to be expedited in order for the works on the Armley Gyratory to be completed by December 2021, with works on City Square forecast to be initially closed in 2021 and related public realm works completed by 2023. The West Yorkshire plus Transport funding will in the main be utilised on phase 1 of the package, but some will also be spent developing the other phases as part of the existing development funding approval of £3.774 million.

3.139 This Change Request can be summarised as follows:

- Increase to the total LCCP costs from £36.5 million to £149.8 million
- That the revised total LCCP costs will be funded as follows
 - £66.8 million – The Combined Authority's West Yorkshire plus Transport funding

- £12.8 million – the Combined Authority’s Leeds Public Transport Investment Programme funding
- £70.2 million – Third Party funding
- That the funding contribution from the West Yorkshire plus Transport Fund is increased from £36.500 million to £66.8 million. This increase will be funded through over programming against the West Yorkshire plus Transport Fund.
- That the LCCP package will now be delivered as four individual phases

Outputs, benefits and inclusive growth implications

3.140 The overall objective of the Leeds City Centre Package (LCCP) is to enable growth in the Leeds City Region economy. The LCCP is a programme of works designed to support Leeds as an urban growth centre as identified in the Leeds City Region’s Strategic Economic Plan (SEP), delivering growth in jobs and housing on South Bank and enabling the city to be HS2 ready. The package has strong interdependencies with several major complex projects including the new HS2 station serving the Leeds City Region and Highways England Road Investment Strategy investment in the M621.

3.141 It is expected that the full LCCP will deliver the following outputs, with the output relating to Armley and City Square delivered as part of phase 1 of the package:

- Closure to general traffic of City Square and creation of a Leeds City Region gateway and extended City Centre.
- Increased capacity of the Armley Gyratory to absorb the revised traffic flow.
- Development works to detail the South Bank highways reconfiguration required for the South Bank regeneration.
- Increased travel to the centre by sustainable modes of transport
- Reducing severance at Armley Gyratory and through South Bank and improving non-motorised user facilities and improvements to public transport services through South Bank.

Risks

3.142 The key risks, and mitigating actions, for this project are:

- The package has the potential to build upon other 3rd party funding initiatives including Highways England, LPTIP, and Housing Infrastructure Fund (HIF) worth £83 million. However confirmation of all of these funding sources may not fall within the package required timescales. A detailed funding strategy for phases 2, 3 and 4 will be developed.
- There are indications that the scale and complexity of the package outweighs the current resource allocation and this needs to be addressed

in order to achieve the stated timescales. However by phasing the project, Armley Gyratory and elements of City Square can be delivered within the Transport Fund timescales.

Costs

- 3.143 The total forecast cost for the Leeds City Centre Package (LCCP) is £149.8 million. This has increased from the original 2012 forecast of £36.5 million.
- 3.144 The Combined Authority’s total contribution to the LCCP is £79.6 million. This will be funded from the West Yorkshire plus Transport Fund’s original allocation (£36.5 million), Leeds Public Transport Investment programme (£12.8 million) and over-programming against the West Yorkshire plus Transport Fund (£30.3 million).
- 3.145 The West Yorkshire plus Transport Funding of £66.8 million will fund the whole of Phase 1 and progression of business cases for Phases 1, 2, 3 and 4 of the LCCP. The £66.8 million includes the already approved £3.774 million development costs. No further development costs are requested as part of this report.

Timescales

- 3.146 The anticipated timescales of the Leeds City Centre Package phase 1 are:
- Decision point 5 for Phase 1- Armley Gyratory December 2019 and for City Square December 2020.
 - Forecasted Decision point 6 for Phase 1 – Armley Gyratory December 2021, City Square December 2023.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 for Phase 1 (full business case) (two separate full business cases for Armley Gyratory and City Square)	Recommendation - Investment Committee Approval - the Combined Authority
Decision point 5 for Phase 1 (full business case with finalised costs) (two separate full business cases for Armley Gyratory and City Square)	Recommendation - Programme Appraisal Team Approval - Managing Director

Tolerances

Project tolerances
That Combined Authority funding for phase 1 should remain within 5% of costs set out in this report
That Phase 1 timescales should remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Jacque Boulton, Combined Authority
Combined Authority case officer	Sara Brook

Appraisal summary

- 3.147 The strategic case for the Leeds City Centre package (LCCP) is strong and based on deliverable schemes that meet core objectives whilst facilitating the development of HS2 and South Bank. Quantifiable benefits, through improved journey times, can be attributed to key phases of the scheme however further analysis is required to assess and quantify where possible the wider holistic benefits, in particular the closure to general traffic of Leeds City Square. Developing the package into a series of deliverable phases will better enable third funding to be secured and the final requirements upon the Transport Fund determined.

Recommendations

- 3.148 That Investment Committee recommends to the Combined Authority that:
- (i) The change request for Leeds City Centre Package (LCCP) to increase the funding contribution from the West Yorkshire Plus Transport Fund from £36.5 million to £66.8 million is given indicative approval, that the LCCP package will now be delivered as four individual phases is approved and work continues on Activity 4 (full business case) for Phase 1 and on Activity 3 (outline business case) for Phases 2, 3 and 4.
 - (ii) The revised total package delivery cost of £149.8 million is noted of which indicative funding from the Combined Authority is £79.6 million. This will be funded from the West Yorkshire plus Transport Fund's original allocation (£36.5 million), over-programming against the West Yorkshire plus Transport Fund's requested as part of this report (£30.3 million) and Leeds Public Transport Investment programme (£12.8 million).
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, which

will be made through a delegation to Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

4 Inclusive Growth implications

4.1 The inclusive growth implications are outlined in each scheme, see above.

5 Financial implications

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

6 Legal implications

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

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

7 Staffing implications

7.1 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.

8 External consultees

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

9 Recommendations

9.1 Institute for high speed railways and system integration

That Investment Committee recommends to the Combined Authority:

- (i) The Institute for High Speed Rail and System Integration scheme Phase 1 proceeds through decision point 2 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £11.44 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total Phase 1 value

is £22.88 million (The University of Leeds will contribute match funding of £11.44 million).

- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.2 Leeds City Region Enterprise Zones

That Investment Committee recommends to the Combined Authority:

- (i) The full Enterprise Zones programme proceeds through decision point 2 (case paper) and work commences on Activity 3 (outline business case) for all Enterprise Zones sites, with the exception of Leeds (Aire Valley) which will continue progressing through Activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £45.044 million is given (which will be funded through £20 million from Local Growth Fund's existing approval, £24.939 million from over-programming against the Local Growth Fund, £75,000 of Department of Communities and Local Government Grant funding and £30,000 of other Combined Authority budget funding), with full approval to spend being granted once individual schemes have progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total programme value is £49.558 million.
- (iii) Development costs of up to £1.541 million are approved in order to progress the schemes within the programme to Decision Point 3 (outline business case) taking the total development cost approval up to £1.923 million. This will be funded from Local Growth Fund (£1.516 million) and the Department of Communities and Local Government Grant funding (£25,000).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the programme remaining within the tolerances outlined in this report.

9.3 Leeds Inland Port

That Investment Committee recommends to the Combined Authority:

- (i) The Leeds Inland Port project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £3.17 million is given, which will be funded through over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision

Point 5 (FBC with Finalised Costs). The total project value is £3.37 million (Canal & Rivers Trust match funding of £200,000).

- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.4 Gateway to Huddersfield - Phase 1

That Investment Committee recommends to the Combined Authority:

- (i) The Gateway to Huddersfield Phase 1 project proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of £5.05 million is given, to be funded by the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total project value is £5.55 million (£500,000 contribution from Kirklees Council).
- (iii) Development costs of up to £115,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total development cost approval to £165,000.
- (iv) West Yorkshire Combined Authority enter into a funding agreement with Kirklees Council for expenditure of up to £115,000. This funding agreement will also acknowledge the existing £50,000 development funding approval.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.5 CityConnect Cycle City Ambition Programme - Phase 1 & 2 extension

That Investment Committee recommends to the Combined Authority:

- (i) The City Connect Cycle City Ambition Programme – Phase 1 & 2 extension proceeds through decision point 2 and work commences on activity 3 outline business case for each of the projects within the programme.
- (ii) An indicative approval to the total project value of £14.824 million is given of which £14.424 million will be funded by the Combined Authority with full approval to spend being granted once each of the projects within the programme have progressed through the assurance process to decision

point 5 (full business case with finalised costs). The Combined Authority contribution will be funded from £12.053 million from over-programming against the West Yorkshire plus Transport Fund and £2.371 million from the existing City Connect programme funding from the Department for Transport.

- (iii) Development costs of up to £350,000 are approved in order to progress the projects within the programme to Decision Point 3 (outline business case) to be funded from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at Decision Point 3 (outline business case) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.6 Bradford city centre heritage properties development Scheme

That Investment Committee recommends to the Combined Authority:

- (i) The Bradford city centre heritage properties development scheme proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority's contribution of up to £7.4 million, which will be funded through over-programming against the Local Growth Fund, is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £31.602 million (private sector investment estimated at £24.202 million).
- (iii) Future approvals are made in accordance with the Approval Pathway and approval route outlined in this report, including the use of a delegation to the Combined Authority's Managing Director at decision point 5 (full business case with finalised costs). This will be subject to the scheme remaining within the tolerances outlined in this report.

9.7 Halifax Living programme (Phase 1)

That Investment Committee recommends to the Combined Authority:

- (i) The Halifax Living Programme (Phase 1) proceeds through decision point 2 and work commences on activity 3 (outline business case).
- (ii) An indicative approval to the Combined Authority contribution to the programme of £764,000 is given to be funded from over-programming against the Local Growth Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). In addition, that

an additional £797,000 of over-programming against the Local Growth Fund can be utilised to fund the land remediation element of the Beech Hill project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.

- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including through a delegation to the Combined Authority's Managing Director at decision point 5. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.8 Wakefield City Centre South East Gateway

That Investment Committee recommends to the Combined Authority:

- (i) The Wakefield City Centre South East Gateway project proceeds through decision point 2 and work commences on activity 3 (outline business case) or 4 (full business case) dependent on sufficient detail being available at submission stage.
- (ii) That an indicative approval to the total project value of £41.55 million is given, which includes a £6.505 million contribution from the Combined Authority to be funded from over-programming against the Local Growth Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including through a delegation to the Combined Authority's Managing Director at decision points 5, following a recommendation by the Combined Authority's Investment Committee or Programme Appraisal Team respectively. This will be subject to the scheme remaining within the tolerances outlined in this report.

9.9 Rail Park & Ride Programme Phase 2

That Investment Committee recommends to the Combined Authority:

- (i) The Rail Park & Ride Programme Phase 2 proceeds through decision point 2 and work on the individual schemes commences on activity 3 (outline business case).
- (ii) An indicative approval to the total project delivery cost of £33.638 million is given which will be funded entirely by the Combined Authority (with £5 million from the Leeds Public Transport Investment Programme to fund works at New Pudsey rail station and £28.638 million from over-programming against the West Yorkshire plus Transport Fund) with full approval to spend being granted once individual projects have progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) Development costs of up to £2.016m are approved in order to progress the scheme to decision point 3 (outline business case) from over-programming against the West Yorkshire plus Transport Fund.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report, including the use of a delegation to the Combined Authority's Managing Director at decision points 3 and 5, following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

9.10 Leeds City Centre Package

That Investment Committee recommends to the Combined Authority:

- (i) The change request for Leeds City Centre Package (LCCP) to increase the funding contribution from the West Yorkshire Plus Transport Fund from £36.5 million to £66.8 million is given indicative approval, that the LCCP package will now be delivered as four individual phases is approved and work continues on Activity 4 (full business case) for Phase 1 and on Activity 3 (outline business case) for Phases 2, 3 and 4.
- (ii) The revised total package delivery cost of £149.8 million is noted of which indicative funding from the Combined Authority is £79.6 million. This will be funded from the West Yorkshire plus Transport Fund's original allocation (£36.5 million), over-programming against the West Yorkshire plus Transport Fund's requested as part of this report (£30.3 million) and Leeds Public Transport Investment programme (£12.8 million).
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, which will be made through a delegation to Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

10 Background documents

10.1 None as part of this report.

11 Appendices

11.1 Appendix 1 – Summary of call for project submissions

11.2 Appendix 2 – Background to the Combined Authority's assurance framework

11.3 Appendix 3 – Business case summary - Institute for High Speed Railways

11.4 Appendix 4 – Business case summary – Leeds City Region Enterprise Zones

11.5 Appendix 5 – Business case summary – Leeds Inland Port

- 11.6 Appendix 6 – Business case summary – Gateway to Huddersfield Phase 1
- 11.7 Appendix 7 – Business case summary – City Connect Cycle City Ambition
- 11.8 Appendix 8 – Business case summary – City Centre heritage properties
- 11.9 Appendix 9 – Business case summary – Halifax Living
- 11.10 Appendix 10 – Business case summary – Wakefield city centre SE gateway
- 11.11 Appendix 11 - Business case summary – Rail park & ride phase 2
- 11.12 Appendix 12 – Exempt appendix Rail park & ride phase 2

Appendix 1: Call for projects summary of submissions – September 2017 v April 2018

Project	Promoter	Total costs (and Combined Authority requirement) – as September 2017	Stated project outcomes – as September 2017	Total costs (and Combined Authority requirement) – as April 2018	Stated project outcomes – as April 2018
Institute for High Speed Railways and System Integration	University of Leeds	£19.70 million – Total <i>(£10.88 million – Combined Authority)</i>	Jobs (temp) 350 Bus Created (25 per annum) Additional learner – 90 MSc students per year 15 Phd per year	£22.88 million – Total <i>(£11.44 million – Combined Authority)</i>	Jobs (temp) 350 Bus Created (25 per annum) Additional learner – 90 MSc students per year 15 PhD per year
LCR Enterprise Zones Programme Phase 2	EZ local authorities	£48.8million – Total <i>(£33.8 million – Combined Authority)</i>	Jobs (D) 6,200 Business (D) over 100 Commercial – (D) 330k sqm	£49.558 million – Total <i>(£24.939 million – Combined Authority)</i>	Jobs (D) 6,200 Business (D) over 100 Commercial (D) 330k sqm

Project	Promoter	Total costs (and Combined Authority requirement) – as September 2017	Stated project outcomes – as September 2017	Total costs (and Combined Authority requirement) – as April 2018	Stated project outcomes – as April 2018
Leeds Inland Port	Canal and River Trust	£1.000 million – Total <i>(£0.900 million – Combined Authority)</i>	Jobs (D) 10 Business Created (D) 30 CO ₂ reduction 24 tonnes	£3.370 million – Total <i>(£3.170 million – Combined Authority)</i>	Jobs (D) – 16 Business Created (D) – 30 CO ₂ reduction – 33 tonnes per year
Gateway to Huddersfield – Phase 1	Kirklees Council	£70.500 million – Total <i>(£27.000 million – Combined Authority)</i>	Jobs (ID) 907 Business Created (ID) 34 Commercial (ID) 14,516 sqm Housing units – Yes	£5.500 million – Total <i>(£0 million – Combined Authority – already in current station gateway programme)</i>	Not stated

Project	Promoter	Total costs (and Combined Authority requirement) – as September 2017	Stated project outcomes – as September 2017	Total costs (and Combined Authority requirement) – as April 2018	Stated project outcomes – as April 2018
City Connect Cycle Programme Phase 1 and 2 Extension	WY-wide	£15.241 million – Total <i>(£11.402 million – Combined Authority)</i>	£30.48 million GVA uplift Business Created – 100 (ID) Decongestion - £16,205,000 Greenhouse gases - £405,000	£14.824 million - Total <i>(£12.327 million – Combined Authority)</i>	Jobs (ID) Yes Business Created (D) Yes Commercial (ID) Yes Additional learner (ID) Yes Housing Units (ID) Yes CO ₂ reduction (D) Yes
City Centre Heritage Properties	Bradford Council	£7.2 million – Total <i>(£7.2 million – Combined Authority)</i>	Jobs (ID) 100 Business Created (ID) 25 Commercial (D) 4,450 sqm Housing units (D) 342	£31.602 million – Total <i>(£7.4 million – Combined Authority)</i>	Jobs (D) 200 Commercial (D) 4,366 sqm Housing units (D) 283

Project	Promoter	Total costs (and Combined Authority requirement) – as September 2017	Stated project outcomes – as September 2017	Total costs (and Combined Authority requirement) – as April 2018	Stated project outcomes – as April 2018
Rail Station Car Park Extensions Phase 2	WY-wide	£59.940 million – Total <i>(£54.940 million – Combined Authority)</i>	Jobs created – (ID) 154 CO ₂ reduction	£33.64 million – Total <i>(£28.64 million – Combined Authority)</i>	Jobs created – (ID) 154 CO ₂ reduction
Halifax Living	Calderdale Council	£9.356 million – Total <i>(£1 million – Combined Authority)</i>	Housing Units (ID) Over 400 (inc Beech Hill)	£0.764 million <i>(£0.764 million – Combined Authority)</i>	Housing units – (ID) – 400
Wakefield City Centre South East	Wakefield Council	£20.62 million – Total <i>(£5.5 million – Combined Authority)</i>	Jobs (D) 370 Jobs (ID) 1000 Business Created (D) 10 Commercial floor – 10,233 sqm Learning floor – 1,533 sqm	£41.55 million – Total <i>(£6.505 million Combined Authority)</i>	Jobs (D) – 415 Jobs (ID) – 758 Commercial – 3,527sqm Housing units - 83

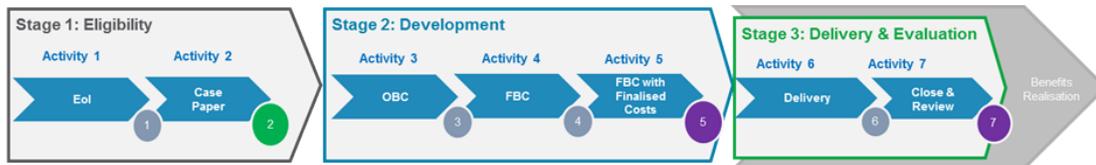
Project	Promoter	Total costs (and <i>Combined Authority requirement</i>) – as September 2017	Stated project outcomes – as September 2017	Total costs (and <i>Combined Authority requirement</i>) – as April 2018	Stated project outcomes – as April 2018
			Additional learning – 14 Housing units – 130 (D) Housing Units – 700 (ID)		
Leeds City Centre Package	Leeds City Council	£98.100 million <i>(£30.300 million Combined Authority)</i>	Jobs created (ID) 35,000 Commercial (ID) doubling of commercial floor space Housing unit (ID) 6,000 and 8,000 homes * Note above relate to South Bank development as a whole	£149.8 million <i>(£30.3 million Combined Authority)</i>	Not stated

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Appendix 2: Background to the report

Information

1.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by the Combined Authority, following consideration by the West Yorkshire and York’s Investment Committee. The Combined Authority will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the assurance framework, will as a minimum, need to formally pass decision point 2 (case paper approval) and 5 (final cost approval) highlighted below, with the requirement to meet the intervening activities deemed on a project by project basis.



1.2 The Programme Appraisal Team (PAT) appraises all schemes at the decision points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery. The scheme promoters from our partner councils or partner delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The terms of reference for the PAT are contained within the Leeds City Region Assurance Framework.

Future assurance and approval route

1.3 The tables for each scheme in the main report outlines the proposed assurance process and corresponding approval route for the scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Tolerances

- 1.4 In order for the scheme to follow the assurance pathway and approval route that is proposed in this report, it should remain within the tolerances outlined for each scheme. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration.

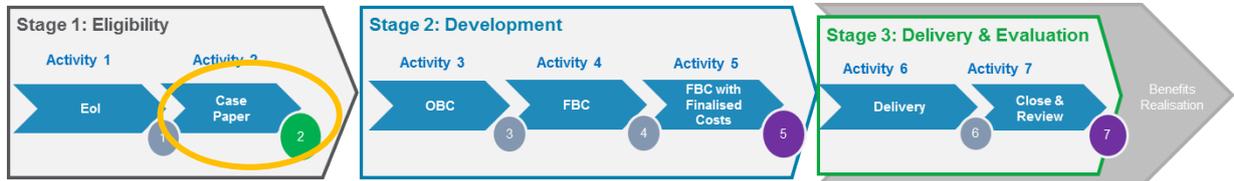
Scheme Summary

Name of Scheme:	Institute for High Speed Railways and System Integration (IHSRSI)
PMO Scheme Code:	UNI-LEEDS-001
Lead Organisation:	University of Leeds
Senior Responsible Officer:	Professor Peter Woodward
Lead Promoter Contact:	Professor Peter Woodward
Case Officer:	Lisa Childs (Combined Authority)
Applicable Funding Stream(s) – Grant or Loan:	Local Growth Fund
Growth Fund Priority Area (if applicable):	<p>Priority area 2: developing a skilled and flexible workforce.</p> <p>The ambition is in line with the SEP to be “a globally recognised economy where good growth delivers high levels of prosperity, jobs, and quality of life for everyone”.</p>
Approvals to Date:	None to date
Forecasted Full Approval Date (Decision Point 5):	To be confirmed
Forecasted Completion Date (Decision Point 6):	To be confirmed
Total Scheme Cost (£):	Phase 1 - £22.88 million
WYCA Funding (£):	Phase 1 - £11.44 million (Growth Deal)
Total other public sector investment (£):	Phase 1 - £11.44 million University of Leeds
Total other private sector investment (£):	£0 for Phase 1
Is this a standalone Project?	Yes. Though will contribute towards growth of an advanced manufacturing park as part of a wider development opportunity.
Is this a Programme?	No

Is this Project part of an agreed Programme?

No

Current Assurance Process Activity:



Scheme Description:

The University of Leeds is one of the world's top performing research intensive universities with a leading national and international reputation for research and student education. Their current Strategic Plan seeks to build upon this foundation, through strategic partnerships and an integrated approach to enterprise, innovation and tangible economic impacts.

At £54.7 billion High Speed 2 (HS2) is Europe's largest railway project and a vital part of the UK Government's strategic plan for regeneration, growth and rebalancing of the UK economy. It also represents a significant opportunity for the UK to capitalise on a rapidly growing £1.8 trillion high-speed rail global market (estimated expenditure over the next 30-40 years). The lack of testing facilities in high-speed rail represents a significant barrier to the future global development of high-speed rail research and innovation, but represents a significant opportunity for the UK to take a global lead.

The University of Leeds is therefore establishing the **Institute for High Speed Railways and System Integration (IHSRSI)** in the Leeds City Region with the ambition of helping to unlock the full potential of high speed rail, nationally and globally. HS2 will be of major economic benefit to the City Region and the Institute will help maximise these benefits by establishing the University and City Region as a global lead in high speed rail engineering and research. The new Institute will complement and build upon the expertise already in the region (e.g. at Huddersfield University and the Network Rail campus in York) to help establish Leeds City Region as a high-performing regional sector with critical mass in railway engineering research and development.

The funding request to the Combined Authority is for a capital contribution to the Phase 1 set up costs of building the facilities, including land acquisition and development. Match funding is being provided by the University company. Funding for Phase 2 is being sought by a further application to the Higher Education Funding Council for England (HEFCE) UK Partnership Investment Fund UKPIF programme with a substantial contribution from industry companies in the fit out, equipment and resourcing.

The industry co-investment is from engineering consultants, contractors and rolling stock manufacturers. Strong statements of support have also been sent by railway operators and Leeds City Council. This shows a very strong level of support from the railway sector which will enhance the future viability and success of the scheme.

Combined Authority funding will enable the development of 40,000m² of world class high speed rail infrastructure test and Research and Development facilities. This will include:

- a full-scale 400 km per hour capable high-speed rail infrastructure systems test facility which will be able to test full-scale railway track structures, including embankments, preformed systems and ground stabilization technologies;
- a full-scale high-speed 400 km per hour capable vehicle systems test facility capable of testing full-scale rolling stock and their interaction (behaviour) with different track systems; and
- a System Integration and Innovation Centre capable of replicating the system interaction of the civil, mechanical, electrical and digital systems across the railway operational environment. This is in direct response to calls from the industry for the IHSRSI to have significant system integration capability to support projects like HS2, Network Rail and Trans-Pennine.

A number of location options have been considered and researched. The current preferred option is for the facility to be located near to the proposed HS2 depot and within the East Leeds Enterprise Zone and this will be explored further with all partners.

The outcomes of the scheme include the following:

- Creation of high value employment, spur new enterprise, supply chains, GVA (Gross Value Added) uplift;
- increased retention of graduates in the Leeds City Region;
- Leverage significant 'international' private sector and public research investment in Research & Development;
- Establishing an international reputation that will attract key industry investment, spur new enterprise, SMEs and supply chains to the Leeds City Region;
- Uplifting skills of local workforce (apprentices, technicians, undergraduates and postgraduates in the skills industry needs) and attracting new international students to Leeds;
- Growing research and innovation expertise and manufacturing skills across the North;
- De-risking UK and global HSR projects by providing facilities and expertise to assess track and vehicle designs and prototypes prior to deployment;
- Location near the proposed HS2 depot, HS2 Yorkshire Hub Station and the Institute for High Speed Railways and System Integration provides the catalyst for significant future inward investment and export potential including the development of an Advanced Manufacturing Park – Leeds Council estimate that the AMP will generate 3,000 new jobs;
- Increasing the GVA of the region; and
- A whole System Integration and Innovation Centre to test and develop new high-speed rail technologies

The outputs of the scheme will include:

- Floor space (employment and educational) delivered.
- Direct jobs (located at the facility)
- Direct learning opportunities
- Private sector investment levered
- GVA increase.

These will be quantified in greater detail at the Full Business Case stage.

The scheme would be delivered in 3 phases, with the Combined Authority funding being required in Phase 1.

Phase 1

Creation of two initial world-leading test facilities for the new Institute: (i) a high-speed railways infrastructure system test facility; and (ii) a high-speed vehicle test facility. These

testing facilities would require a land purchase with the provision of standard infrastructure and growth space. It will be complementary to the conventional-speed wheel/rail interface test facility at Huddersfield

University and thus significantly enhance the region's railway testing capability. Phase 1 will also be the enabler for system integration of the two test facilities.

Phase 2

By linking the two test facilities to a new System Integration and Innovation Centre (the HEFCE UKRPIF application) a whole system integration approach can be developed. By connecting the conventional and digital train control systems, a complete test-bed platform can be developed within an integrated research environment. This will create a unique research and development facility allowing transformational change in railway research and development.

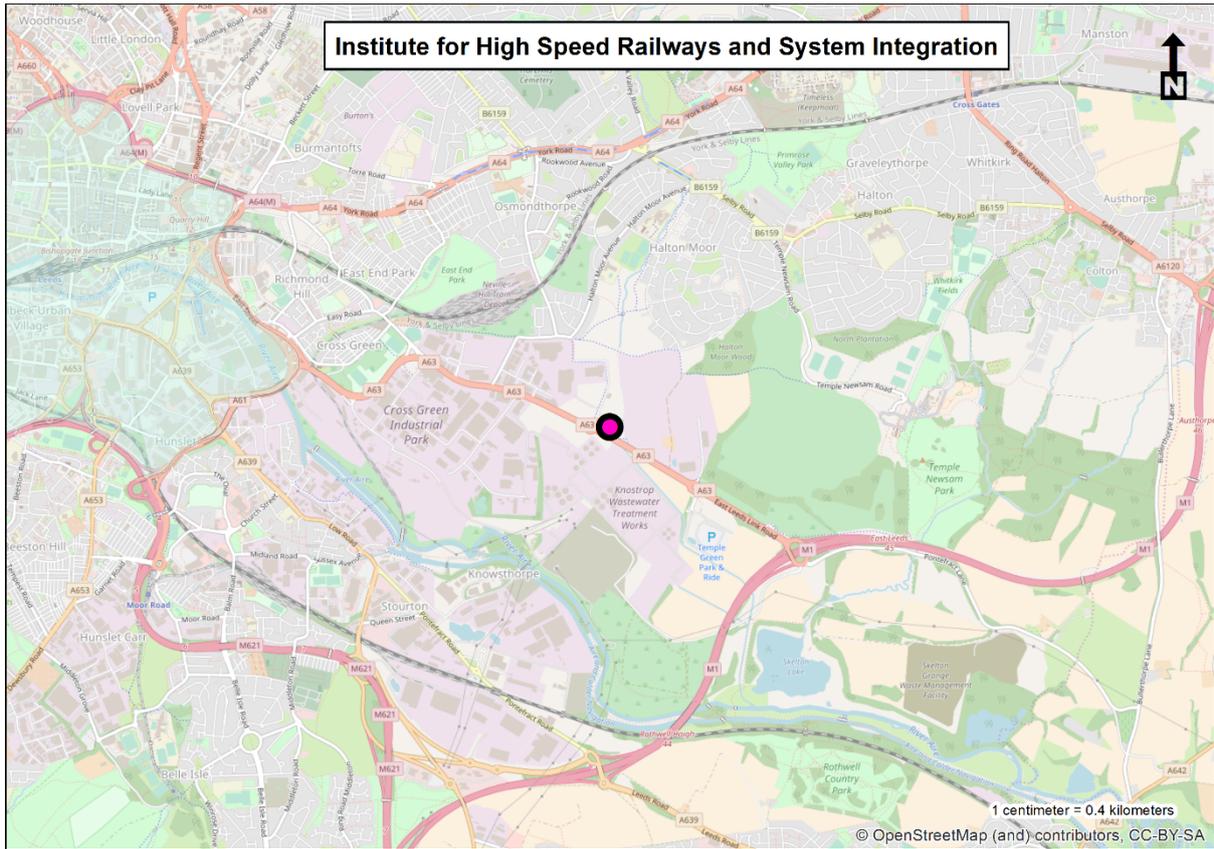
Phase 3

The IHSRSI would act as a catalyst for an Advanced Manufacturing Park which will be based on further investment from engineering and manufacturing companies within the East Leeds Enterprise Zone. Further detail on this will be provided at FBC.

Business Case Summary:

Strategic Case	There is a clear and strong strategic case for supporting this investment. There is strong support from Leeds City Council and most importantly from the Rail industry. This is a good indicator that a public / private partnership would reduce the strategic risk of this scheme. This scheme will contribute to the Strategic Economic Plan in a number of ways, but most specifically to P2- Skilled people, better jobs.
Commercial Case	There is a strong commercial case for this investment. The outputs require greater definition, but the long term outcomes of the investment are clear. The positioning of the University, the City Region and Yorkshire as a whole

	as a global centre for high speed rail will create many opportunities for strengthening the local economy.
Economic Case	<p>The outputs and outcomes set out in the expression of interest do require greater clarification, and in particular the specific scheme outputs. However, the wider benefits to the local and regional economy are clear</p> <ul style="list-style-type: none"> • Creating new jobs to contribute to GVA • Increased private sector investment in research and development • Additional public sector funding for research and development • Development of local supply chains • New product, process and service innovations reaching the market • Increased number of businesses collaborating with the Higher Education sector • Increased retention of graduates in high quality jobs. <p>The linkages of this scheme to the wider HS2 and Crossrail programmes are also evident and supportive of this investment.</p>
Financial Case	<p>The request for investment from the Growth Deal is matched by University funding for the delivery of Phase 1 of the scheme. And from a mix of public sector grant and private sector match at Phase 2. The level of private sector investment is a significant element of the total scheme costs.</p> <p>The financial case does require more information to be provided at full business case stage. The promoter has carried out investigations into the costs of land purchase, construction, development and delivery of the scheme though these are not provided in any detail at expression of interest and should be provided at the next stage.</p>
Management Case	<p>The scheme is being promoted by the University of Leeds which is one of the UK's top performing Universities and globally recognised research intensive Universities. There is a substantial level of support from both public and private sector bodies locally and nationally. The University has a proven track record for spin-out companies and investment in innovation.</p> <p>The management case does require some additional information to be supplied at the next stage to strengthen this business case. Future viability of the scheme should be considered as well as realistic programme for delivery and construction. A number of questions and recommendations have already been made to the University to help form and strengthen the full business case when this submitted.</p>



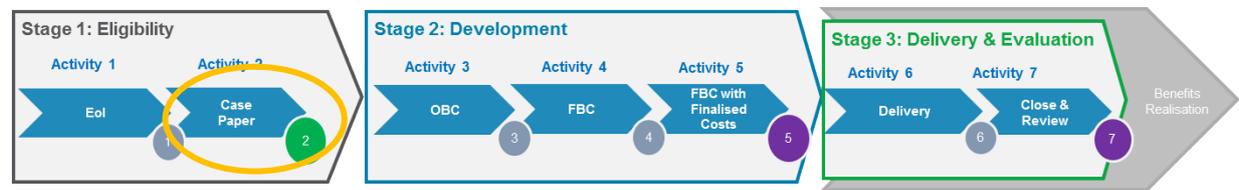
Institute for High Speed Railways and System Integration



Scheme Summary

Name of Scheme:	Leeds City Region Enterprise Zones
PMO Scheme Code:	CFP-008
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	David Walmsley
Lead Promoter Contact:	Alison Gillespie, Policy Manager Spatial Planning
Case Officer:	Fiona Limb, Programme Manager (CCAG)
Applicable Funding Stream(s) – Grant or Loan:	Growth Deal
Growth Fund Priority Area (if applicable):	Priority 1 – Growing Business & Priority 4 – Infrastructure for Growth
Approvals to Date:	<p>The prioritised Enterprise Zone Programme was approved to proceed to commence work on Activity 3 (on Phase 2 sites) and Activity 4 (on Phase 1 sites).</p> <p>This Case Paper relates to an Expression of Interest to request ‘top up’ funding to deliver the full programme.</p>
Forecasted Full Approval Date (Decision Point 5):	Unknown – this will vary by site.
Forecasted Completion Date (Decision Point 6):	March 2021 (Although full completion of site build and occupation is forecast beyond 2021 for one site)
Total Scheme Cost (£):	£49.558million
Combined Authority Funding (£):	£45.044million
Total other public sector investment (£):	£4.514million
Total other private sector investment (£):	£0
Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	Enterprise Zones

Current Assurance Process Activity:



Scheme Description:

The Leeds City Region Enterprise Zones programme includes the delivery of new employment across two Enterprise Zones, comprising 10 sites across the region. The programme will help to deliver additional employment and will facilitate the “acceleration of development and delivery of high quality employment floor space in the advanced and innovative manufacturing” in alignment with partner council’s local plans.

The £49.558m programme will support and enable the 10 Enterprise Zone sites delivery through the following:

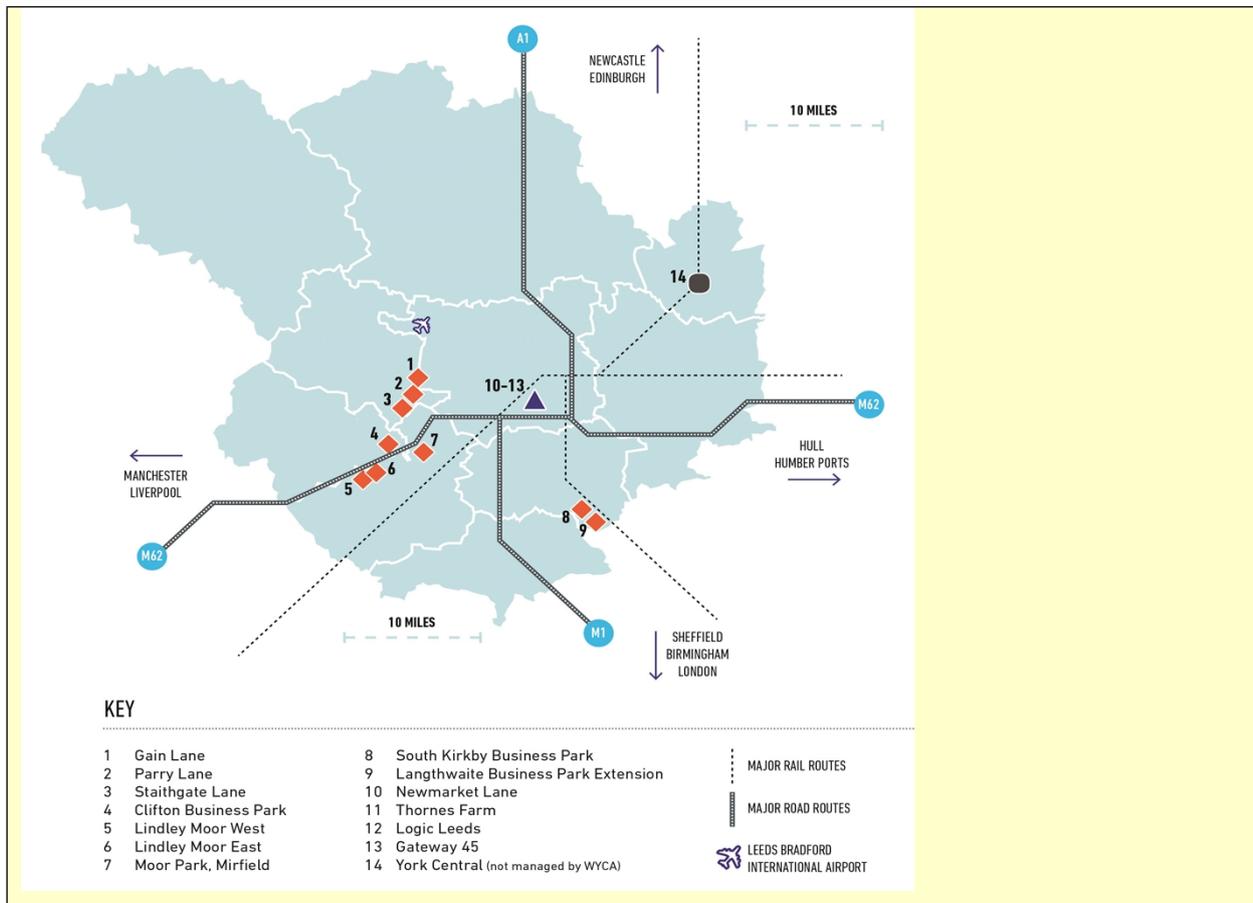
- Development of a comprehensive and targeted branding, marketing and communications package
- Support for site feasibility, investigations and master planning
- Delivery of on-site capital works and site infrastructure
- Direct support for property delivery; and
- Off-site and/or ancillary infrastructure.

Through delivery of the programme it is expected that there will be an additional 230 hectares of developed employment land (750,000 sqm of employment floor space), 15,000 jobs and an uplift of £5 billion GVA.

The Enterprise Zones are split into two phases as detailed below. Phase 1 is currently on site in delivery and Phase 2 is in the development phases.

- 1) Leeds City Region Enterprise Zone Phase 1 (Leeds) (incl. Newmarket Lane, Thornes Farm, Logic Leeds and Gateway 45/Temple Green)
- 2) Leeds City Region Enterprise Zone Phase 2 (multi-site)
 - Clifton Business Park (Calderdale)
 - Staithgate Lane (Bradford)
 - Parry Lane (Bradford)
 - Lindley Moor East (Kirklees)
 - Langthwaite Business Park Extension (Wakefield)
 - Gain Lane (Bradford)
 - Lindley Moor West (Kirklees)
 - Moor Park, Mirfield (Kirklees)
 - South Kirkby Business Park (Wakefield)

Figure 1: Leeds City Region EZs Schematic Plan



Business Case Summary:

Strategic Case

Enterprise Zones are seen as a key part of the Government’s national agenda to devolve responsibility for growth and incentivise additional economic development. The Enterprise Zone programme will support the Leeds City Region Strategic Economic Plan (SEP) and the principles of ‘good growth’ and ‘inclusive growth’ through supporting the delivery of new employment sites across the region in the identified spatial priority areas. Supporting delivery of innovations, good jobs and income and improving the quality of places.

The programme is aligned with and will deliver against the SEP priorities including through delivering infrastructure to support employment sites that consider climate change, green infrastructure and integrated flood risk.

When completed the sites will accommodate new and expanded manufacturing business leading to growth in high quality, skilled employment opportunities.

Commercial Case

The sites included in the Enterprise Zone programme are all identified as employment growth areas within the partner councils’ local plans and some have already gained outline planning consent. They are seen as priority areas for bringing forward for development and Enterprise Zone status will facilitate and accelerate development on the sites through providing public sector support to overcome infrastructure constraints and market confidence issues.

Initial feasibility, market demand analysis and business case development has been completed for all sites. Independent analysis of the sites is contained within the Leeds City region Enterprise Zones Feasibility and Investment Framework (Cushman and Wakefield 2016). This framework sets out the business case for public sector investment in these sites and the potential for accelerated and enhanced business rate receipts as a

<p>Economic Case</p>	<p>The two phases of the Enterprise Zone programme have the potential to deliver significant economic benefits to the City Region, contributing towards both local and national priorities for economic growth. The full programme is forecast to deliver approximately 230 hectares of employment land, over 15,000 jobs and up to £5 billion of GVA by 2025.</p> <p>The return on the public sector investment will also be realised through the 25 year business rate receipt retention by the Combined Authority that will benefit the region.</p> <p>It is likely that the outputs and outcomes will be realised on an incremental basis as the individual sites come forward for completion.</p>
<p>Financial Case</p>	<p>The cost to deliver the programme in full has been forecast at £49.558m. This includes indicative costs for the works required to deliver the developments, including infrastructure costs, land and project and programme management costs.</p> <p>To date the programme has an indicative approval of £20 million from the Growth Deal and the Combined Authority are working with partner councils and other partners to secure additional match funding for individual sites along with through this request for an additional £24.939m from the Growth Deal. £4.494m funding has been confirmed through the Department for Transport National Productivity Investment Fund for Calderdale Council to support the Clifton Business Park site. Other funding has been approved previously from the Combined Authority budgets for development, pre-feasibility and marketing of the sites.</p>
<p>Management Case</p>	<p>The Enterprise Zones programme is an established programme being led by the Combined Authority in partnership with the partner councils, other site owners, developers and other agencies. There is an established high level governance and advisory structure for the programme that reflects this partnership approach, this includes the Leeds City Region Land and Assets Board (political and business) and the Leeds City Region Enterprise Zone Oversight Panel (officer group chaired by the LEP Chair).</p> <p>At a local level there are district delivery groups for the programme covering public and private sector interests. These groups are tasked with accelerating the delivery of the sites including site marketing along with site infrastructure and development issues.</p> <p>The programme is currently in the relatively early stages of development, with project level milestones and risks being established. A programme management budget has been identified and this will be utilised to put in place resource to provide programme and project management from the Combined Authority as lead partner, as the programme and projects move from early scoping to business case development and delivery phases. As part of this strengthening of programme governance and management arrangements a programme board will be established along with a suite of management documentation and controls.</p>

Scheme Summary

Name of Scheme:	Leeds Inland Port
PMO Scheme Code:	CFP-006
Lead Organisation:	Canal and Rivers Trust
Senior Responsible Officer:	Stuart Mills, Canal and Rivers Trust
Lead Promoter Contact:	Stephen Higham, Canal and Rivers Trust
Case Officer:	Daisy Johnson, Combined Authority

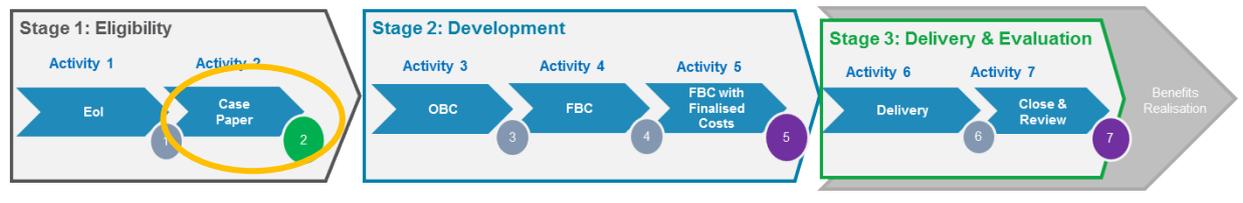
Applicable Funding Stream(s) – Grant or Loan:	Local Growth Fund
Growth Fund Priority Area (if applicable):	SEP Priorities 1, 2, 3 and 4

Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	January 2019
Forecasted Completion Date (Decision Point 6):	January 2020

Total Scheme Cost (£):	£3.37 million
Combined Authority Funding (£):	£3.17 million
Total other public sector investment (£):	N.A.
Total other private sector investment (£):	Canal & River Trust (registered charity): £0.2 million

Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver a new wharf facility at Stourton to enable the transportation of non-perishable freight such as aggregates, timber, oil and steel from the Humber estuary into Leeds. It is anticipated that the project will support the development of flagship projects such as Leeds Southbank and High Speed 2 by enabling construction materials to be transported on water, thereby reducing congestion on the roads and generating carbon savings.

The project itself, located on three acres of land owned by the Canal and River Trust, will entail:

- The construction of a concrete apron on a three acre brownfield site in the Trust's ownership;
- The installation of 80 metres of sheet piling to establish an apron for boats to moor against;
- The dredging of the waterway to improve the navigability of the waterway at this point.

The objectives are to:

- Complete construction within 18 months of the funding being awarded;
- Move 200,000 tonnes of freight from road to water after year one, resulting in reduced road congestion;
- Reduce carbon emissions from road vehicles by 100 tonnes by the end of year three resulting in improved air quality for the Leeds City Region;
- Create up to 16 jobs, safeguard three jobs, and assist 25 businesses, thereby supporting economic growth in the region.

The proposed outputs, which require further refinement, are:

Commercial Case

Waterborne freight has been in decline since the proliferation of motorways, which quickly became a more commercially viable opportunity for freight carriers. Due to increased congestion, however, freight on water is again becoming an attractive proposition for certain goods.

The Canal & River Trust has undertaken a strategic review of its commercial waterways, and has concluded that the Aire & Calder Navigation, which flows from the Humber Estuary into the City of Leeds should be its priority waterway for development as a freight route once again.

There are already wharf facilities on the Aire & Calder Navigation that are already in use, but the Trust's ambition is to bring freight back into Leeds city centre.

Work completed to date by the Canal & River Trust and Transport for the North has revealed that there is a demand to move cargoes such as aggregates, timber, oil, and steel by water. Delivering a fit for purpose wharf in Leeds could make this a reality.

There are a number of high profile regeneration and transport schemes that Leeds Inland Port scheme could support, including:

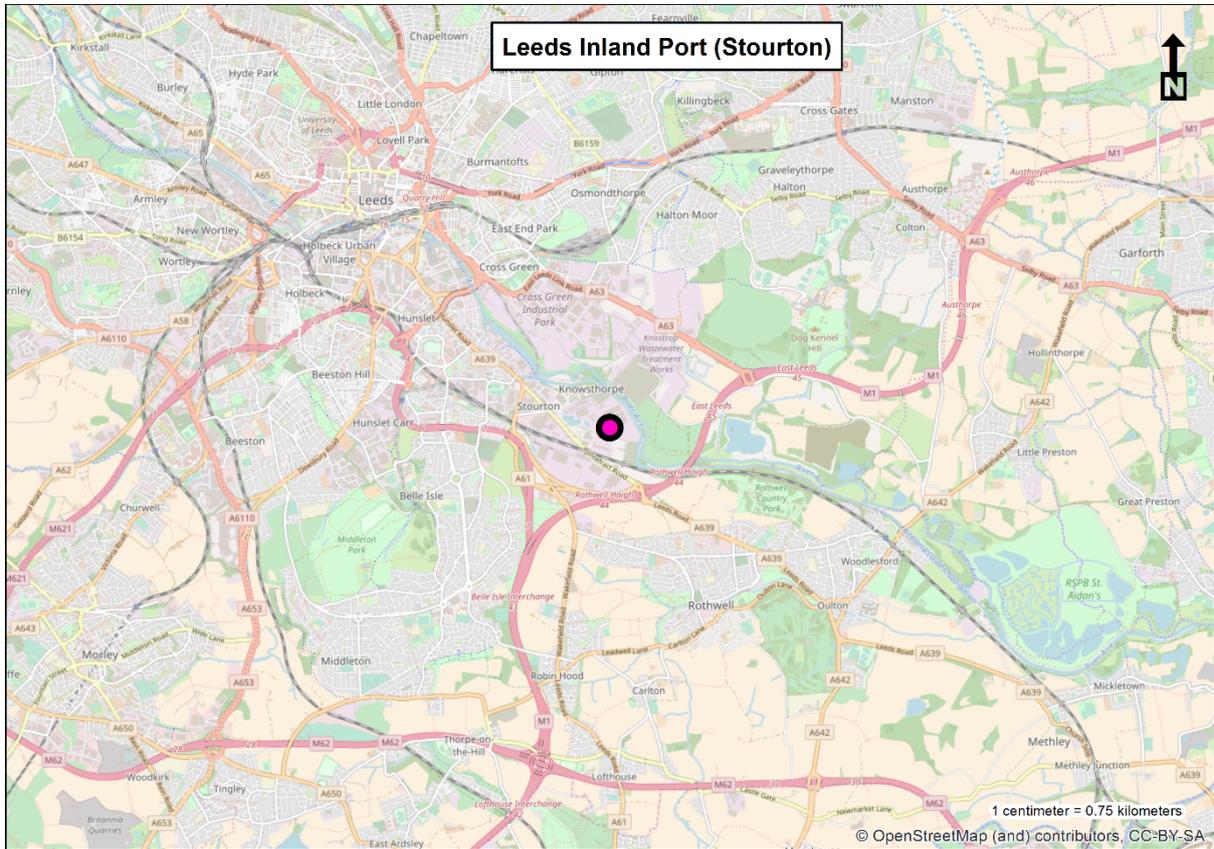
- High Speed 2: A new station for Leeds and associated development covering approximately 750,000sqm.
- Leeds South Bank: A 200-hectare regeneration opportunity that will deliver 8,000 homes plus commercial space and parkland.
- Hunslet Riverside Regeneration: This project also has the potential to deliver 4,000 homes.

Given the pressures that Leeds City Region is currently facing around traffic congestion and air quality, the use of waterborne freight could bring both commercial, environmental and health benefits.

The procurement strategy is to engage contractors using an existing procurement framework.

<p>Economic Case</p>	<p>The project supports four of the five Strategic Economic Plan Headline indicators as follows:</p> <ol style="list-style-type: none"> 1. Growth and productivity: By providing a viable alternative to road freight transport for certain goods the project will support economic growth and facilitate construction of flagship regeneration schemes such as Leeds Southbank which could benefit from alternatives to transporting construction materials by road. 2. Employment: The project will create up to 16 new jobs and safeguard a further three jobs. It will also assist 25 businesses who have expressed interest in using waterborne freight to transport goods. 3. Skills: The scheme presents an opportunity for skills development in the field of navigating commercial boats, fleet operations and wharf management. 4. Environment: The project indicates that it will move around 200,000 tonnes of freight from the roads to water after year one which could result in a reduction in congestion. It also proposes that the project could result in a reduction of carbon emissions from road vehicles by 100 tonnes by the end of year three. <p>The project also supports potentially all of the Strategic Economic Plan priorities, as noted above.</p>
<p>Financial Case</p>	<p>The total project delivery costs are currently estimated at £3.37 million of which the West Yorkshire Combined Authority is invited to contribute £3.17 million (94% of total project costs).</p> <p>The cost estimates are based on a robust solution design supported by a bill of quantities and cost analysis.</p> <p>Match funding to a value of £0.2 million is proposed by the Canal & Rivers trust.</p>
<p>Management Case</p>	<p>The Canal & River Trust is the promoter and will lead on the overall development and delivery of the scheme.</p> <p>A project manager will be appointed to deliver the project and further supervision will be provided through both internal engineering and dredging expertise as well as external contract managers. The project management structure including project board will be addressed at the next stage of project development.</p> <p>Procurement will be carried out using an existing procurement framework.</p> <p>Technical drawings and studies have been prepared and outline planning consent has been secured for the scheme although this consent expired in April 2018. The promoter intends to submit a full planning application later in the year.</p> <p>The main risks identified by the promoter, and which can be</p>

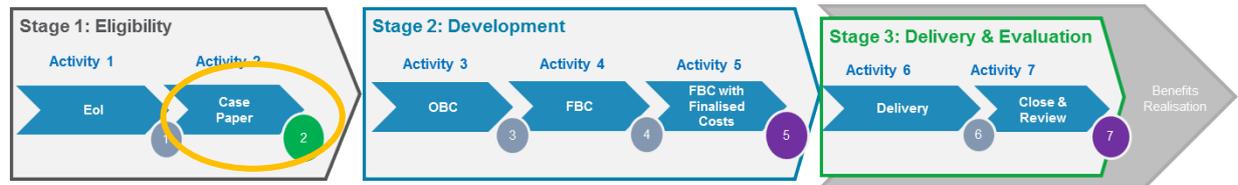
mitigated as the project develops, include budgetary constraints, potential state aid implications and market analysis.



Scheme Summary

Name of Scheme:	Gateway to Huddersfield – Phase 1
PMO Scheme Code:	CFP-001
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Keith Bloomfield, Kirklees Council
Lead Promoter Contact:	Peter Steniulis, Kirklees Council
Case Officer:	Tom Murphy, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund (Grant)
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	April 2019
Forecasted Completion Date (Decision Point 6):	March 2021
Total Scheme Cost (£):	£5.55 million
Combined Authority Funding (£):	£5.05 million – West Yorkshire plus Transport Fund
Total other public sector investment (£):	£500,000 – Kirklees Council Capital Funding
Total other private sector investment (£):	£0
Is this a standalone Project?	No – However this summary only relates to phase 1 of the scheme
Is this a Programme?	No
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The Gateway to Huddersfield project covers the rail station and its environs, including a large former railway goods shed and station goods yard (now St George’s Warehouse and its surface car park respectively), a Maintenance Delivery Unit (MDU) and highways to the north and west, and St George’s Square to the east. The boundary of the project is shown on plan 1 (appendix B).

Huddersfield rail station is a key transport hub within West Yorkshire providing linkages to the business centres of Leeds and Manchester, York, Liverpool and the North East.

Gateway to Huddersfield will see the regeneration of the rail station and its environs. Phase 1 of the project would provide:

- Additional eastern entrances (to provide better passenger access);
- Improvements to existing highway (to facilitate better journeys); and
- Creation of a taxi hub off St George’s Square and re-modelling of space vacated (public realm upgrade).
- Land assembly (to deliver later phases of project).

Later phases of the project could include some or all of the following elements:

- Provision of parking (multi-storey and surface) at St George’s Warehouse;
- Subway extension with new western entrance to link the station with the Warehouse site;
- External stair/lift tower to connect the parking to the town centre (public right of way);
- Alterations to rail tracks, signalling and existing station platforms; and
- New station platform.

Business Case Summary:

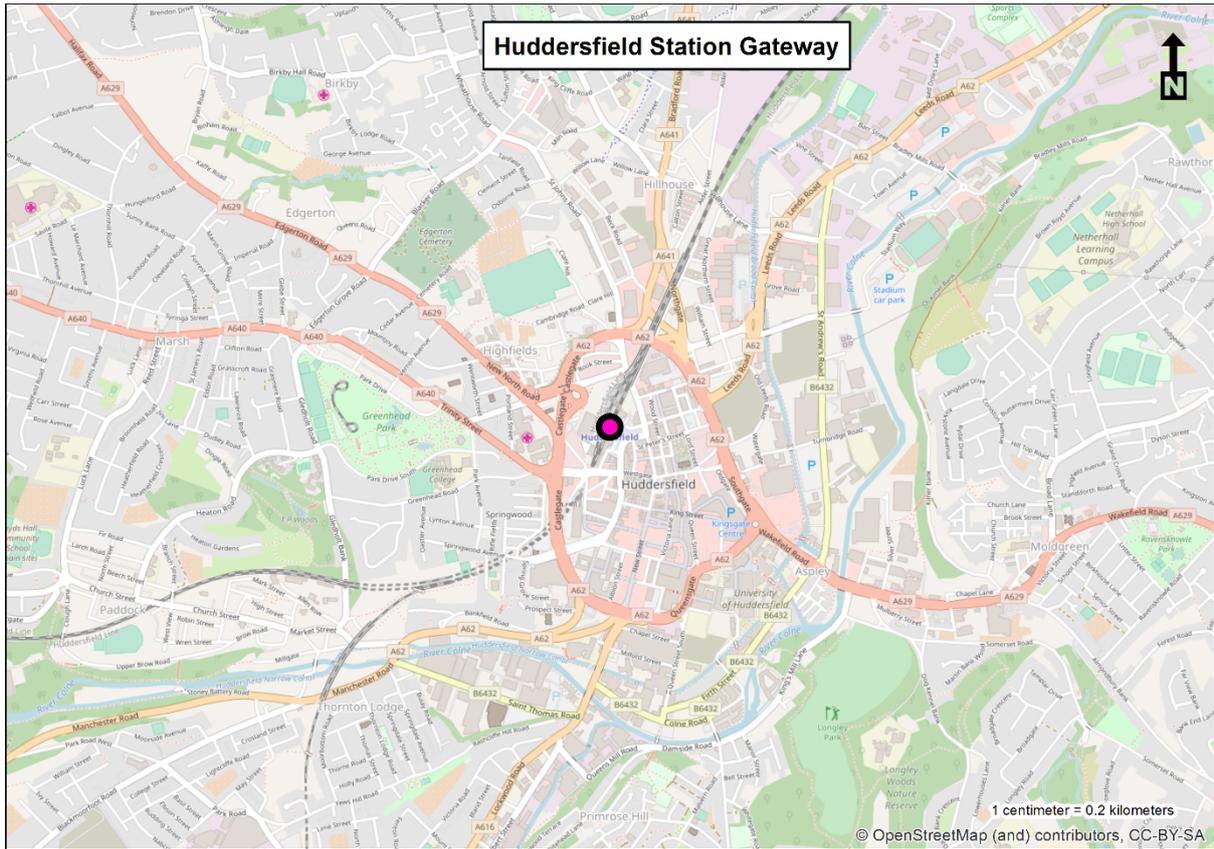
Strategic Case

The project forms part of the West Yorkshire Plus Transport Fund Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. This project makes a direct contribution to achieving this goal through improvements to the existing rail station and highway arrangements. The project would also indirectly contribute to Priority 1 – Growing Business, and Priority 2 – Skilled People, Better Jobs through delivery of phase 2 which would facilitate the development of high quality office space in an existing listed building.

Huddersfield is identified as an Urban Growth Centre spatial priority area in the SEP and this project will contribute to growth in a key location within Huddersfield town centre.

The project will also deliver regeneration benefits that align with the Kirklees Local Plan, specifically strategic objective 9 which seeks to “promote the re-use of existing buildings and the use of brownfield land to

	meet development needs and support the regeneration of areas”.
Commercial Case	<p>In respect of the station improvements, Huddersfield station experienced a 44% increase in passenger entries and exits between 2005 and 2014. Forecasts suggest the station will experience a further 33% growth in generated journeys by 2024 and over 60% more by 2035. Three sets of doors within the central portico block currently provide the only points of entrance/exit between the station and St George’s Square to the east. Beyond the entrance/ticket hall, just three further doors lead to platforms 1-2 and the stairs and lift to the subway which connects with the island platforms (4-8). These points of entry/exit become congested at peak times.</p> <p>In terms of car parking demand, estimates from 2015 suggested a need for 540 parking spaces at the station, increasing to 850-1,000 spaces by 2035. Currently the station provides 54 spaces, plus 220 temporary spaces on nearby site at St George’s warehouse/</p> <p>A procurement route is yet to be identified and will be established during development of the Outline Business Case.</p>
Economic Case	<p>The economic case is still to be developed.</p> <p>Previous works established a potential to generate journey time savings for existing rail passengers who park close to the station. The proposed parking at St George’s Warehouse with link to the station could generate approximately three minutes of journey time savings.</p>
Financial Case	<p>Phase 1 of the Gateway to Huddersfield project has come forward from Call for Projects seeking Combined Authority funding.</p> <p>In October 2015 the Huddersfield Station Gateway project was mandated with a budget of £50,000 from the West Yorkshire plus Transport Fund. The outputs from this work have informed the development of this Expression of Interest.</p> <p>The project delivery costs total £5.550m. These are based on design and feasibility work completed to date (£50,000), upcoming development costs, delivery costs and land assembly. A further £5.000m is sought from the Combined Authority, with £500,000 being contributed by Kirklees Council.</p>
Management Case	<p>Kirklees Council is the scheme promoter and is leading on the overall programme and project management of the scheme. A project team is in place and documents submitted with the expression of interest evidence previous stakeholder involvement in the development of the project.</p> <p>A programme and project board is in place to oversee the delivery of the project within approved tolerances.</p>

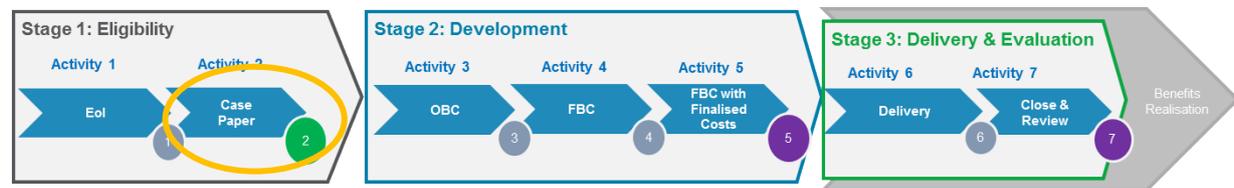


PMO Ref: CFP-004

Scheme Summary

Name of Scheme:	CityConnect Cycle City Ambition Grant (CCAG) Programme Phase 1 & 2 Extension
PMO Scheme Code:	CFP-004
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Kate Thompson, Combined Authority
Lead Promoter Contact:	Fiona Limb, Combined Authority
Case Officer:	Seamus McDonnell, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund grant
Growth Fund Priority Area (if applicable):	Priority 4 – Infrastructure for Growth
Approvals to Date:	Noe for the these extension phases
Forecasted Full Approval Date (Decision Point 5):	Sep 2018 – March 2020
Forecasted Completion Date (Decision Point 6):	March 2021
Total Scheme Cost (£):	£14.824 million
Combined Authority Funding (£):	£12.053 million – Growth Deal £2.105 million – CCAG – secured & committed £266,203 – CCAG – secured & uncommitted
Total other public sector investment (£):	£400,000 – Kirklees Council (£300K) Leeds City Council (£100k)
Total other private sector investment (£):	0
Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The CityConnect Cycle City Ambition Grant (CCAG) Programme Phase 1 & 2 Extension will deliver a programme of 19km of high quality cycle infrastructure across West Yorkshire, extending and building on the existing £56million CityConnect Programme. The programme aligns with the SEP's Priority Pillar 4 – Infrastructure for Growth and Priority 3 Clean Energy and Environmental Resilience

The programme will be managed by the Combined Authority with the delivery being carried out by the either the relevant local authority (with regard to highways schemes) or the Canals and River Trust (in the case of towpath works. The design, delivery and management of the projects will be informed by previous stages of the CityConnect programme.

The projects will connect people to employment, education and training and complement other infrastructure projects including Employment Growth Areas, Enterprise Zones and Housing Growth areas. The programme supports the principles of inclusive growth, enabling more people in disadvantaged areas to better access opportunities in a healthy and sustainable way.

The eight projects that constitute the programme are:

1. Huddersfield Town Centre – providing important links between the train station, the university and the A62 Smart Corridor.
1. Leeds-Liverpool Canal, Shipley – completes a key section of cycle network with improved links to Skipton and housing and employment sites across North Bradford.
2. Leeds City Centre – connecting the east and west of the city to the cycle super-highway and improving connections with the emerging South Bank, education quarter and arena area.
3. Leeds Elland Road Cycle – connecting relatively disadvantaged populations in areas such as Beeston and Holbeck to employment and training within the city.
4. Castleford-Wakefield Greenway Phase 4 – connects Castleford to opportunities and facilities within Wakefield whilst also passing through regeneration and housing sites along the river.
5. Cooper Bridge Cycle Link – development of strategic link.
6. Huddersfield Narrow Canal Phase 2 – improvements from Slaithwaite into the town centre improving access to employment, the University and wider facilities.
7. Leeds Dewsbury Road Cycle Route – connecting Hunslet South to the city centre, employment sites and education & training opportunities.

The eight projects will realise and enhance the full vision outlined in the two CityConnect CCAG funding applications. Delivery of the programme has been constrained by the availability of funding and some projects are therefore not being progressed at this time. The eight projects can be split into the following packages:

- 1) Schemes currently on the CityConnect Phase 2 reserve list.
- 2) Schemes that had previously been removed from the current scope of the CityConnect programme
- 3) Schemes that would enhance the existing delivery programme.

The total cost of the programme is expected to amount to £14.824 million and the Local Growth Fund request is for £12.053 million.

Business Case Summary:

Strategic Case

The new cycling and walking infrastructure is linked most strongly with Leeds City Region’s Strategic Plan’s (SEP) Priority Pillar 4 – Infrastructure for Growth, through providing sustainable and active transport infrastructure that helps to grow and support the City Region’s urban centres. It will also impact on Priority 3 Clean Energy and Environmental Resilience. The programme is fully aligned to the SEP’s stated principle of the “establishment of cycling as a major mode of travel”.

It may also make an important contribution to achieving the West Yorkshire Transport Strategy’s target of 300% more trips to be made by bike by 2027 and increasing the mode share of cycling and walking to 3% and 22% respectively. The projects will also contribute to a number of other strategies and plans.

The programme builds upon the work that has already been delivered to improve cycling and walking infrastructure. It also has the ability to deliver on a range of additional benefits including inclusive growth and health impacts.

Commercial Case

West Yorkshire Combined Authority has worked with partners to deliver a number of infrastructure projects to support cycling and walking. The evidence from these schemes shows a significant increase in use. The CityConnect programme shows user numbers up 43% in Bradford and 32% in Leeds.

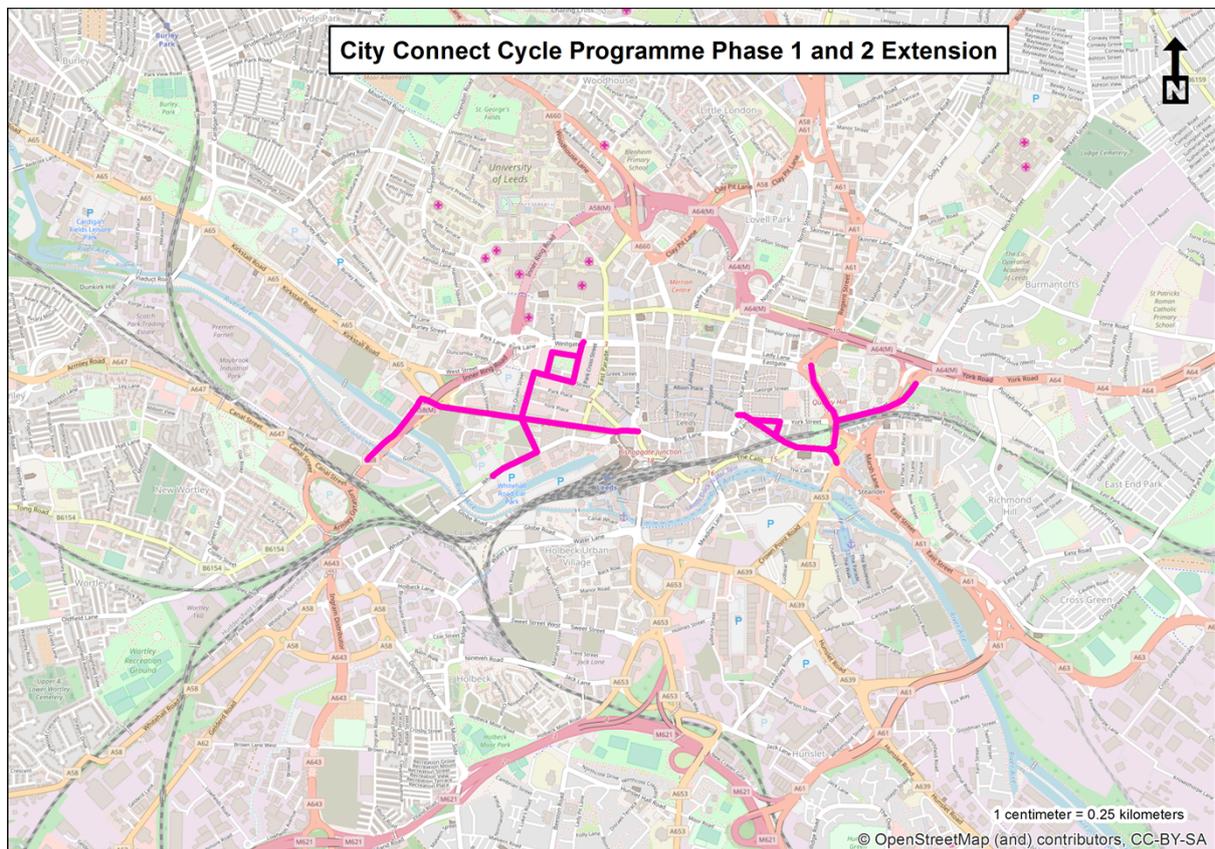
The application references research involving Leeds University that showed that where places are well connected people will travel by bike but if routes are perceived as dangerous people will avoid these or travel by car.

Research carried out regarding perceptions of schemes developed within West Yorkshire showed that the majority of users felt safer and had increased confidence with regard to cycling. The strategic location of the new routes in terms of connecting existing routes should help to boost patronage.

Economic Case

The projects will connect people to employment, education and training and complement other infrastructure projects including Employment Growth Areas, Enterprise Zones and Housing Growth areas. The programme supports the principles of inclusive growth, enabling more people in disadvantaged areas to better access opportunities in a healthy and sustainable way.

<p>Financial Case</p>	<p>The total cost of the scheme is £14.8m with a request for £12.1m in Growth Deal funds. The scheme already has £2.4m of CCAG funds approved that will be committed to the scheme.</p> <p>The costs are informed from work that has already been done in terms of the design of individual schemes and the experience that has been gained from the delivery of highway and towpath projects has been used to inform the cost estimates.</p> <p>The wider public realm works within Huddersfield are the exception here but more intensive work would obviously be carried out on the costings if the scheme was to progress.</p>
<p>Management Case</p>	<p>West Yorkshire Combined Authority is the scheme promoter and is leading on the overall scheme. The delivery of the individual projects will be managed by either the relevant partner council or the Canals and River Trust in the case of works being carried out on canal towpaths.</p>

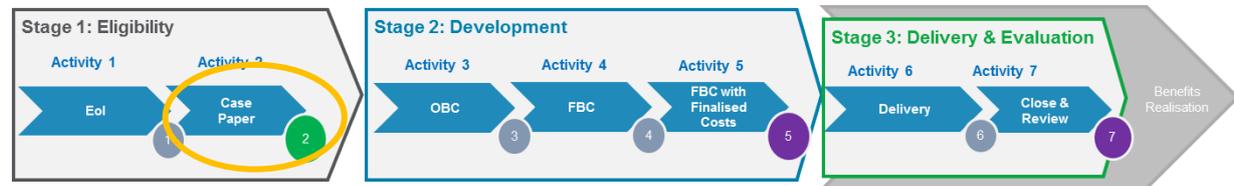


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Scheme Summary

Name of Scheme:	Bradford city centre Heritage Properties Development Scheme
PMO Scheme Code:	CFP-007
Lead Organisation:	City of Bradford Metropolitan District Council
Senior Responsible Officer:	Shelagh O'Neill, Assistant Director Economic Development, Bradford Metropolitan District Council
Lead Promoter Contact:	Simon Woodhurst, Bradford Metropolitan District Council
Case Officer:	Clare Davies, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Local Growth Fund grant
Growth Fund Priority Area (if applicable):	Priority 1 – Growing Business Priority 4 – Infrastructure for Growth
Approvals to Date:	No approvals to date
Forecasted Full Approval Date (Decision Point 5):	To be confirmed
Forecasted Completion Date (Decision Point 6):	March 2021
Total Scheme Cost (£):	£31.602 million
Combined Authority Funding (£):	£7.4 million
Total other public sector investment (£):	None
Total other private sector investment (£):	£24.202 million
Is this a standalone Project?	Yes.
Is this a Programme?	Yes (it includes 3 separate projects, one for each property)
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The Council is seeking to establish joint venture development and funding partnerships with private sector property owners/developers to carry out the remediation and redevelopment of key heritage properties in Bradford city centre.

The buildings will be of major significance to Bradford’s industrial and commercial heritage, but will be vacant, in a poor state of repair and requiring significant remedial works to bring them forward for productive development use. Funding is required to bring the properties back into productive residential/commercial use.

The delivery mechanisms proposed will see the Council entering into joint venture partnerships with the owner/developers of each of the buildings, in order to invest funding to remove the burden of a range of abnormal costs that are constricting the viable redevelopment of each property.

The Combined Authority funding is required to carrying out essential remediation and enabling works to prepare the individual buildings for conversion by the private sector to provide new apartments together with a proportion of floorspace for commercial uses on the ground and lower floors of the buildings.

Remediation and enabling works will include: selective demolition, stripping out, removal of contamination, wind/water-proofing and site preparation costs.

Business Case Summary:

Strategic Case

The properties to be targeted are within the Bradford city centre area which is identified as a key Urban Growth Centre Spatial Priority Area, within Leeds City Region’s Strategic Economic Plan (SEP) 2016-36. On a local level, the area is endorsed by the Council as a Priority Regeneration Zone and is the subject of an Area Action Plan (The city centre AAP) included in Bradford Council’s adopted Local Development Plan.

The city centre AAP outlines the Council’s vision to enhance the existing qualities of the city centre whilst also addressing weaknesses, in order to revitalise the core of the Bradford Metropolitan District, and reinforce its position as a major urban centre within the City Region. It includes the key objective of delivering 3,500 new homes within the AAP area, providing for a range of housing sizes, types and tenures to ensure that the choice of high quality city living is available to all residents of the Bradford district and the wider City Region beyond.

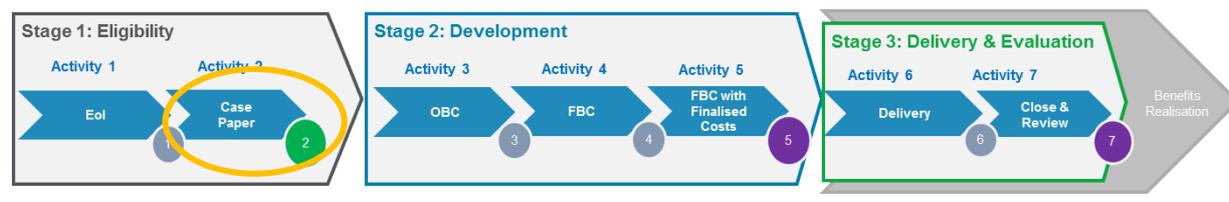
Commercial Case	The proposal will remove obstacles to redevelopment of the three historic/iconic properties, including high abnormal costs resulting from the age of the properties, state of repair and limitations of historic status, coupled with the barrier of low market values in the area. A joint venture is required with private owners/developers to achieve the subsequent conversion of the buildings for residential and commercial uses.
Economic Case	Up to 283 new housing units will be created together with 4,366 sqm of commercial business accommodation. The scheme will trigger further investment and increased city centre residency will boost vitality and viability through increased spend.
Financial Case	The grant is required to carry out remediation works to enable private sector input of £24.202 million to convert the buildings to residential and commercial use.
Management Case	The project will be managed by the Council's Economic Development Service that has experience in delivering property regeneration projects involving partnerships and joint ventures with the private sector.

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Scheme Summary

Name of Scheme:	Halifax Living (Phase 1)
PMO Scheme Code:	CFP-005
Lead Organisation:	Calderdale Council
Senior Responsible Officer:	Mark Thompson, Calderdale Council
Lead Promoter Contact:	Stephanie Furness, Calderdale Council
Case Officer:	Chris Brunold, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Local Growth Fund grant
Growth Fund Priority Area (if applicable):	Priority 4, Infrastructure for Growth
Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	To be confirmed
Forecasted Completion Date (Decision Point 6):	By March 2021
Total Scheme Cost (£):	To be confirmed at outline business case
WYCA Funding (£):	£764,000
Total other public sector investment (£):	To be confirmed at outline business case
Total other private sector investment (£):	To be confirmed at outline business case
Is this a standalone Project?	No – this phase 1 application is part of a programme of sites identified for regeneration, there will be later phases.
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	Yes the programme is known as Halifax Living.

Current Assurance Process Activity:



Scheme Description:

This programme aims to open up a number of sites in Halifax town centre for much needed housing development. Calderdale Council leads on the programme and is keen to address the shortfall in housing delivery relative to demand confirmed in the Council's draft Local Plan which identifies the need for 840 new build homes to be built annually in Calderdale.

The programme's phase 1 concerns two projects that include five of the town centre sites.

The first project site is centrally located adjacent to Cow Green where a temporary car park has been created following demolition of the previous multi-storey car park. This phase 1 of the programme aims to facilitate the development of this site as approximately 100 1 and 2 bedroom town centre apartments of which at least 30% will be offered as affordable homes.

The second project concerns a group of sites known collectively as the Eastern Gateway and includes the Cripplegate area. The sites are owned by both Calderdale Council and a number of private owners. The aim is for this phase 1 of the programme to fund detailed feasibility and land assessment in relation to these sites to appraise what development options and housing outputs could be produced on the combined sites. It is anticipated more than 300 homes could be accommodated across these sites, along with some commercial premises.

Overall the project aims to link and accelerate the bringing forward of discrete sites suitable for housing development within easy walking distance of the town centre. Achieving success would be a major step towards achieving Calderdale's vision for Halifax as vibrant place to live. It would complement existing investment in improvements to the highway infrastructure in Halifax and create much needed housing in close proximity to public transport hubs and town centre facilities including the recently renewed Piece Hall. A significant contribution would be made to Calderdale Council's housing completions.

Business Case Summary:

Strategic Case	The Halifax Living programme aims to deliver much needed new housing development close to the town centre. This phase 1 bid concerns two distinct projects that will deliver housing and affordable housing on one site and will also enable feasibility work and land surveys for subsequent sites that can be developed in future years to the east of the town centre.
Commercial Case	There is a well-established demand for more housing evidenced in the draft Local Plan which this bid will address. The preparation of the land to a 'development ready' status will bring in other private sector investment to enable the housing to be constructed and in the second project firm plans will be formed based on what is achievable.
Economic Case	This bid addresses market failure by opening up and reusing brownfield sites for the provision of modern desirable housing of which there is an acute shortage. This development will boost the look and feel of the town

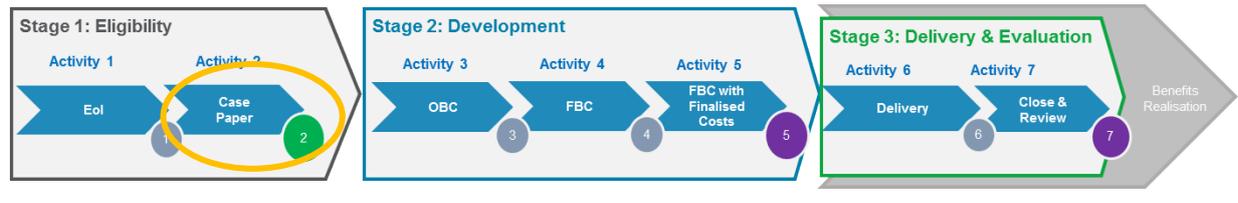
	centre and increase its attractiveness as a place to live
Financial Case	The investment in infrastructure and enabling works would bring substantial private sector investment into regeneration of Cow Green area and the vision for the Eastern Gateway will be made specific.
Management Case	Calderdale Council along with its delivery partners which include the creation of a Council Local Development Company in July this year are already preparing detailed plans to ensure the deliverability of these schemes.

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Section A: Scheme Summary

Name of Scheme:	Wakefield City Centre South East Gateway
PMO Scheme Code:	CFP-002
Lead Organisation:	Wakefield Council
Senior Responsible Officer:	Clare Elliott – Service Director
Lead Promoter Contact:	Jane Brown
Case Officer:	John Parkin
Applicable Funding Stream(s) – Grant or Loan:	Funding stream has not been identified yet, however the scheme would be eligible for Local Growth Fund (LGF) funding
Growth Fund Priority Area (if applicable):	Priority 4, Infrastructure for Growth
Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	December 2018
Forecasted Completion Date (Decision Point 6):	April 2021
Total Scheme Cost (£):	£41.555m
WYCA Funding (£):	£6.505m.
Total other public sector investment (£):	This information is commercially sensitive at this stage
Total other private sector investment (£):	This information is commercially sensitive at this stage
Is this a standalone Project?	No - this is part of a larger regeneration scheme
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes, the Wakefield South East Gateway

Current Assurance Process Activity:



Scheme Description:

The scheme will create a new South East Gateway to Wakefield city centre. It will do this by:

- Bringing 3.3 hectares of key development sites to market by facilitating site assembly/clearance through a programme of strategic acquisitions and demolition, thereby acting as a catalyst for regeneration;
- Assist with the future development of Rutland Mills by conducting enabling and abnormal works including flood protection, drainage, minor highways works, public realm works and environmental treatments;
- Development of a master plan including feasibility appraisal for the south side of the Kirkgate railway bridge.

As a result the scheme is expected to:

- Secure uplift in the housing market for the South East Gateway, enabling the provision of approximately 83 new homes on the north side of the railway by March 2024, and 650-700 new homes on the south side of the railway over a 5-10 year delivery period (this calculation is based upon the area of land subject to the feasibility work);
- Drive improvements to the street scene and existing homes;
- Support the future development of Rutland Mills which includes the restoration/conversion of 10,000sqm of historic listed buildings for retail, leisure, hotel, art gallery, conference spaces and employment uses;
- Deliver approximately 1,400 temporary construction jobs and 632 permanent jobs across all phases of development (information taken from viability study).

Business Case Summary:

Strategic Case

The Wakefield Waterfront outcomes link to Wakefield Council’s Jobs and Growth Plan 2012-17, Wakefield’s Housing Strategy 2013-18 and the Leeds City Region Economic Plan.

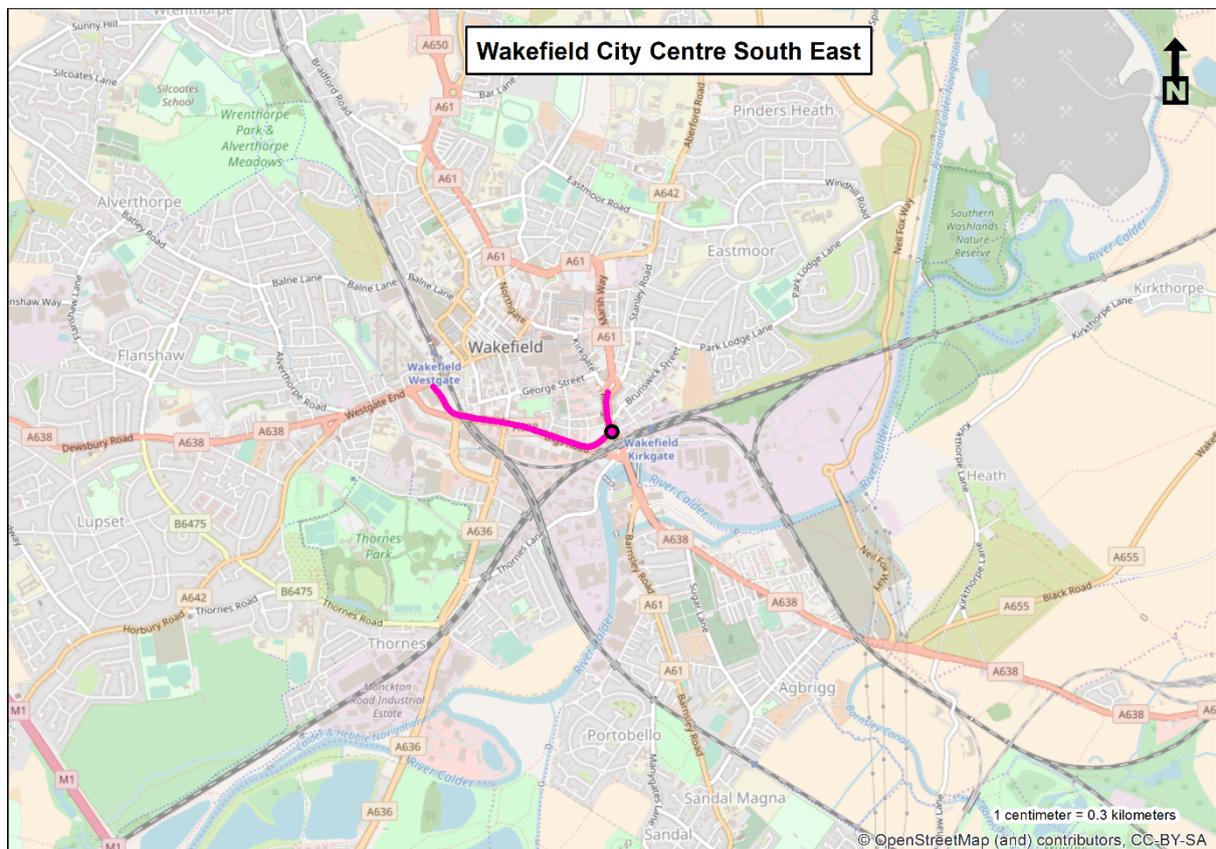
The scheme will complement other schemes in Wakefield including Merchant Gate, Trinity Walk, The Hepworth and the City Fields development. The Kirkgate and Ings Road transport schemes (supported by the CA) are linked to this project.

The occupation of new houses built in the Merchant Gate area has exceeded expectations, which points to growing interest in the city centre housing market. The scheme will unlock brownfield land for development, thereby securing uplift in the housing market.

Enabling works on the Wakefield Waterfront will facilitate the development of the Rutland Mill site for retail, leisure, hotel, and other uses, and therefore help to transform the image of the area and potentially encourage inward investment.

The development of a masterplan for the south side of the Kirkgate railway

	<p>bridge would help to identify the potential for up to 700 new homes to be constructed.</p> <p>It is suggested that up to 632 permanent and 144 temporary jobs will be created across all phases of development.</p>
Commercial Case	The Merchant Gate housing development evidences the demand for new housing in Wakefield city centre and market assessments are being conducted for the area north of the railway. The future development of Rutland Mills requires enabling works to support the release of a viable scheme to market.
Economic Case	Economic benefits will be derived through the creation of jobs, houses, the unblocking of land for development, development of retail/leisure facilities, and improvements to the Waterfront area.
Financial Case	Scheme costs are provided, together with details of public and private contributions.
Management Case	The project reports to the quarterly major projects board, and has a joint working group together with the developers. A project board will be created following approval of a planning application (12 April) for roofing works at the Rutland Mills Site.

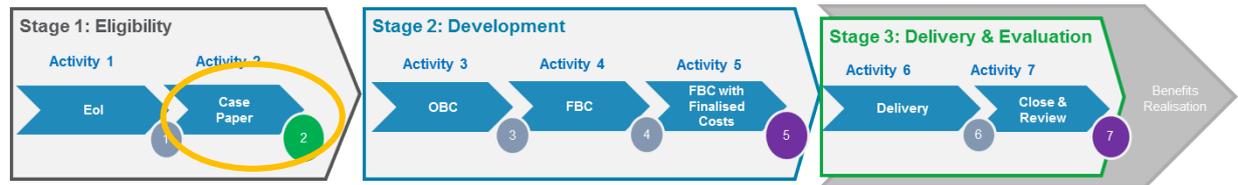


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Scheme Summary

Name of Scheme:	Rail Park & Ride Programme – Phase 2
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Kate Thompson, Combined Authority
Lead Promoter Contact:	Sara Brook, Combined Authority
Case Officer:	Polly Hutton, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund grant
Growth Fund Priority Area (if applicable):	P4 – Infrastructure for Growth
Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	On a project by project basis from March 2020 (detail to be defined in project Outline Business Cases)
Forecasted Completion Date (Decision Point 6):	Construction programmed to commence on site by site basis June 2020 (detail to be defined in project Outline Business Cases)
Total Scheme Cost (£):	£33.638 million
Combined Authority Funding (£):	£28.638 million £5 million Leeds Public Transport Investment Programme funding
Total other public sector investment (£):	£0
Is this a standalone Project?	No
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	Second phase of the West Yorkshire Plus Transport Fund - Rail Park & Ride Programme.

Current Assurance Process Activity:



Scheme Description:

The Rail Park & Ride Phase 2 builds upon the learnings and successes of Phase 1, a 17 site programme which is currently delivering parking improvements to rail users across West Yorkshire.

Phase 2 is a programme of car park extension schemes, at West Yorkshire commuter railway stations, which have been identified to improve access to the main urban centres and increase rail station parking capacity within West Yorkshire. The programme is designed to support sustainable employment growth.

The programme aims to deliver the following outcomes:

- Improved access to the local rail network;
- Increased rail user patronage, through better station accessibility;
- Reduced main highways congestion, reduced CO2 emissions and improved air quality;
- Improved local environment, with reduced on-street parking by rail users;
- Better personal security, through improved CCTV and lighting;
- Employment benefit in the region if 117 jobs created through improved access to employment;
- Meet Department for Transport requirements in the provision of Blue Badge Holder parking bays.

Business Case Summary:

Strategic Case

The Rail Park & Ride programme has synergy with the region's overall strategic objectives and aims;

- **West Yorkshire Combined Authority Transport Strategy 2040**
Objective : +75% more trips to be made by rail by 2027
- **Leeds City Region Strategic Economic Plan (SEP)** – This programme contributes to Priority 4, delivering the Infrastructure for Growth.
- **West Yorkshire Transport Strategy** - the Rail Park and Ride Phase 2 Programme will *substantially increase the number of car parking spaces at key transport hubs and new park and ride facilities on the edge of town and city locations. (Policy 22) and improve the public transport offer by accelerating the delivery of new and expanded Park and Ride facilities (Policy 35)*
- **Rail Plan 7** – the programme links with key objectives to double annual rail patronage and improve passenger satisfaction score.
- **West Yorkshire Transport Fund Strategic Objectives** – the programme will meet the overall strategic objectives to increase employment and productivity growth; Better than average

	<p>improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities; Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across West Yorkshire and for the overall impact of the Fund's interventions will be carbon neutral at the package level.</p>
Commercial Case	<p>Demand: West Yorkshire rail station usage has increased by 197% between 1998 and 2017 and continues to grow (source: ORR). However, for rail users who live outside walking distance from the station, accessibility to rail stations is restricted by low car parking capacity as a result of increasing demand.</p> <p>Capacity: audits at rail station car parks within West Yorkshire have demonstrated that the majority of car parks are at 100% capacity by 9:00am or sooner with many exhibiting signs of latent demand including on-street parking.</p> <p>Choice: the National Passenger Survey (Spring 2011) for the Yorkshire & Humber region indicates 81% of the respondents when asked, had no alternative mode of transport to the station to the car. "Research has indicated that if getting to the rail station proves inconvenient, potential rail passengers will often choose to make their whole journey by car" (Source: Passenger Focus East of England research 2007).</p>
Economic Case	<p>Phase 2 of West Yorkshire Combined Authority's Rail Park and Ride programme is forecast to deliver equivalent economic benefits to those of Phase 1 of the Park & Ride programme. The forecasts are still to be assessed through the Urban Dynamic Model (UDM) but will be in the region of 117 jobs and £11m GVA.</p>
Financial Case	<p>Phase 2 of the Rail Park and Ride Programme represents a total cost of £33.638 million</p> <p>There is £5 million funding made available to the Combined Authority through the Leeds Public Transport Investment Programme (LPTIP) with other funds being sought through the West Yorkshire plus Transport Fund.</p>
Management Case	<p>The West Yorkshire Combined Authority is the scheme promoter and is leading on the overall programme. A team is in place to manage and deliver the Rail Park and Ride Programme within the Transport Projects Team at the Combined Authority.</p> <p>The projects will be delivered in partnership with Network Rail, the Northern train operating company and local authority partners.</p>

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Report to: West Yorkshire and York Investment Committee

Date: 5 June 2018

Subject: **Rail Legacy Projects – Final Accounts**

Director: Melanie Corcoran, Director of Delivery

Author(s): Kate Thompson

1 Purpose of this report

- 1.1 To update Members on the outcome of discussions with Network Rail on final accounts for the Kirkstall Forge, Apperley Bridge, Leeds Station Southern Entrance (LSSE) and Low Moor projects.
- 1.2 To seek recommendations to be made to the Combined Authority to approve relevant budget allocations and virements in relation to the proposed final accounts and payment(s) to Network Rail for Kirkstall Forge, Apperley Bridge, and LSSE, and to delegate authority to the Managing Director to conclude final account discussions and payments on Low Moor.

2 Information

- 2.1 The Combined Authority has completed the delivery of three new rail stations within the last three years which were delivered on our behalf by Network Rail. These stations were opened as follows: Apperley Bridge, December 2015; Kirkstall Forge, June 2016; and Low Moor, April 2017. In addition the Southern Entrance to Leeds Station opened in January 2016.
- 2.2 In March 2018 the Investment Committee and Transport Committee received high level information on these schemes which noted delays to the closure of accounts on all four projects, and delays in completing the Lessons Learnt (Network Rail GRIP8) sessions for all four projects, which have still to be progressed. This report provides further details on the final account discussions.
- 2.3 In summary, cost overruns on all four projects were experienced and the quantum of costs payable by the Combined Authority have now been established and agreed in principle with Network Rail for three projects,

subject to the necessary respective approvals being in place. The primary causes of the cost overruns can be summarised as follows:

- Kirkstall Forge and Apperley Bridge – additional works undertaken to Overhead Line and Track, glazing on footbridge, and unforeseen ground conditions.
- Low Moor – historic mine shafts discovered late in the construction process and repair works to historic gas main.
- LSSE – unforeseen ground conditions, strengthening of the viaduct, changes in design as required for the safe and practical operation of the entrance.

At the outset of discussions with Network Rail the cost liability to the Combined Authority was estimated at an 11% overrun on budget across the 4 projects. Through the process of robust contract management and commercial negotiation this will be reduced to a maximum of 3%.

Kirkstall Forge and Apperley Bridge

- 2.4 Following discussions with Network Rail, the parties propose a share of cost liabilities as indicated in Appendix 2 and 3, subject to securing the necessary respective approvals.

LSSE

- 2.5 Following discussions with Network Rail, the parties propose a share of cost liabilities as indicated in Appendix 4, subject to securing the necessary respective approvals.

Low Moor

- 2.6 The discussions between the parties are on-going, but the maximum financial impact to the Combined Authority is illustrated in Appendix 5.
- 2.7 This report seeks a recommendation to be made to the Combined Authority to delegate to the Managing Director the finalisation of the Low Moor account and payment to Network Rail within the maximum funding envelope outlined in Appendix 1.

3 Financial Implications

- 3.1 The total Committee-approved budgets, the spend-to-date, outstanding commitments, and residual balances for each project are shown in Appendices 2-5.
- 3.2 In order to finalise the rail legacy project accounts all budget allocations will be required and the proposed call on existing budgets is illustrated in Appendix 1. This report seeks a recommendation to be made to the Combined Authority to approve the budget allocations and virements detailed in Appendix 1.

4 Legal Implications

- 4.1 The information contained in Appendices 1, 2, 3, 4 and 5 is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.
- 4.2 Whilst all efforts are being undertaken to finalise the accounts in partnership with Network Rail, it is prudent for the Combined Authority to reserve its position in respect of any necessary legal proceedings which may arise in the future as a result of the negotiations or a formal dispute arising. Internal legal support is being provided and external specialist legal advice has been sought on an ad hoc basis to inform the discussions to date.

5 Staffing Implications

- 5.1 The final account discussions are being led by the Combined Authority's Head of Implementation with support from an interim Commercial Manager whose contract will shortly come to an end.

6 External Consultees

- 6.1 No external consultations have been undertaken.

7 Recommendations

- 7.1 To seek a recommendation to be made to the Combined Authority to approve the proposed final account and payment(s) with Network Rail for Kirkstall Forge and Apperley Bridge outlined in Appendix 2 and 3, subject to receipt in writing of Network Rail's acceptance of the terms.
- 7.2 To seek a recommendation to be made to the Combined Authority to approve the final account and payment(s) with Network Rail for LSSE outlined in Appendix 4, subject to receipt in writing of Network Rail's acceptance of the terms.
- 7.3 To note the current status of discussions with Network Rail on Low Moor and the potential budget implications. To seek a recommendation to be made to the Combined Authority to delegate authority to the Managing Director, in conjunction with the Chair of the Combined Authority, to conclude final account discussions and make the relevant payment(s) within the existing funding approval as detailed in Appendix 1, subject to receipt in writing of Network Rail's acceptance of the terms.
- 7.4 To seek a recommendation to be made to the Combined Authority to approve the budget allocations and virements detailed in Appendix 1.

8 Background Documents

8.1 None.

9 Appendices

EXEMPT Appendix 1 – Overall Rail Legacy Project Budget requirement /
virement

EXEMPT Appendix 2 - Current financial position on Kirkstall Forge and
Apperley Bridge (May 2018)

EXEMPT Appendix 3 - Proposed split of costs between Network Rail and
Combined Authority

EXEMPT Appendix 4 – LSSE

EXEMPT Appendix 5 – Low Moor

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**MINUTES OF THE MEETING OF THE
BUSINESS INVESTMENT PANEL
HELD ON TUESDAY, 6 MARCH 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Judith Blake CBE (Chair)
Roger Marsh OBE

Michael Allen
Marcus Mills
Councillor Shabir Pandor
Councillor Graham Swift
Gareth Yates

Leeds City Council
Leeds City Region Enterprise
Partnership
NatWest Bank
thebigword
Kirklees Council
Harrogate Borough Council
Ward Hadaway

In attendance:

Chris Brunold
Phil Cole
Neill Fishman
Lorna Holroyd
Paul Hyde
Henry Rigg
Chris Moses
Lauren Thomas
Kate Thompson
Janette Woodcock

West Yorkshire Combined Authority
Leeds City Council
West Yorkshire Combined Authority
West Yorkshire Combined Authority
Leeds City Council
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority

1. Apologies for Absence

Apologies were received from Councillor Tim Swift, Simon Wright and Jonathan King.

2. Declarations of disclosable pecuniary interests

There were no disclosable pecuniary interests declared by members at the meeting.

3. Exempt information - Exclusion of the press and public

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

during consideration of Appendix 1 of Agenda item 5 and Appendix 1 of Agenda item 7 on the grounds that they are likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. Minutes of the meeting of the Business Investment Panel held on 18 January 2018

That the minutes of the Business Investment Panel held on 18 January 2018 be approved and signed by the Chair.

5. Strategic Inward Investment Fund Update

The Panel considered a report outlining the current position regarding progress in committing grants through the Leeds City Region Enterprise Partnership (the LEP) Strategic Inward Investment Fund (SIIF).

In private session the Panel was asked to consider one new application to the Strategic Inward Investment Fund Project Reference SIIF 004.

Resolved:

- (i) That the update be noted.
- (ii) That the Panel recommended that application Project Reference SIIF 004 be approved.

6. Business Grants Programme Update

The Panel considered a report outlining the current position regarding progress in committing grants through the LEP Business Grants Programme (BGP).

The update included spend and outputs for the grant schemes funded through the Local Growth Fund (LGF). To date commitments of £24.71 million have been made through a combination of the big and small schemes. A further £3.18 million has been committed through the Business Flood Recovery Fund.

As outlined in previous papers, grants are now funded through a combination of the Business Growth Programme and Access to Capital Grants, both of which are funded through the LGF.

Resolved: That the Business Grants Programme Update be noted.

7. Growing Places Fund Loans Update

The Panel considered a report on progress in committing loans through the Leeds City Region Enterprise Partnership Growing Places Fund (GPF).

In private session the Panel was updated on the progress of one new loan application appraised as a Full Business Case and asked for feedback.

Resolved:

- (i) That the update be noted.
- (ii) That the Panel noted the application appraised at Full Business Case, as detailed at 2.4 and in Appendix 1 and agreed to recommend in principle subject to legal due diligence on security being satisfactory.

8. Business Planning and Budget 2018/19

The Panel was presented with a report for information on the work underway to progress business and budget planning for 2018/19.

Resolved: That the report be noted.

9. Date of Next Meeting

Tuesday 3 April 2018 14:00 PM, Committee Room A, Wellington House, Leeds.

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**MINUTES OF THE MEETING OF THE
BUSINESS INVESTMENT PANEL
HELD ON TUESDAY, 3 APRIL 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Judith Blake CBE (Chair)
Jonathan King
Councillor Shabir Pandor
Councillor Tim Swift
Simon Wright

Leeds City Council
Medusa Holdings Ltd
Kirklees Council
Calderdale Council
Yorkshire Bank

In attendance:

Phil Cole
Neill Fishman
Lorna Holroyd
Kate Thompson
Janette Woodcock

Leeds City Council
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority

1. Apologies for absence

Apologies were received from Michael Allen, Roger Marsh, Marcus Mills, Councillor Graham Swift and Gareth Yates.

2. Declarations of disclosable pecuniary interests

3. Exempt information - Exclusion of the press and public

RESOLVED – That in accordance with paragraph 3 of part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 1,2,3 and 4 of Agenda item 7 on the grounds that they are likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. Minutes of the meeting of the Business Investment Panel held on 6 March 2018

That the minutes of the meeting of the Business Investment Panel held on 6 March 2018 be approved and signed by the Chair.

5. Strategic Inward Investment Fund

The Panel considered a report outlining the current position regarding progress in committing grants through the Leeds City Enterprise Partnership Strategic Inward Investment Fund (SIIF)

Resolved: That the progress report on the Strategic Inward Investment Fund be noted.

6. Business Grants Programme update

The Panel was presented with a report outlining the current position regarding progress in committing grants through the Leeds City Region Enterprise Partnership (the LEP) Business Grants Programme (BGP).

Resolved: That the Business Grants Programme progress report be noted.

7. Growing Places Fund loans update

The Panel was presented with a report to update on progress in committing loans through the LEP Growing Places Fund (GPF).

In Private Session:

A GPF application (project reference 318) had been appraised as an Expression of Interest. Feedback was sought on the Case Paper appraisal and whether progression to due diligence and Full Business Case can be recommended.

A GPF application (project reference 319) that was considered by the Panel on 6 March 2018 as a Full Business Case with costs has progressed through to initial due diligence. Feedback was sought on the findings and whether the loan should continue to be recommended. The Panel was supportive of the approach outlined in conjunction with the Revolving Investment Fund, subject to confirmation that the independent valuation of the land to be held as security is in excess of the loan offered.

A live GPF Loan (project reference 308) had approached the Combined Authority in the last month to propose a variation on which feedback was sought. The Change Request will be progressed through the Combined Authority's Assurance Framework once full details are received.

Resolved:

- (i) That the update on progress in committing loans through the GPF be noted.

- (ii) That the application appraised at Case Paper (project reference 318) as detailed in paragraph 2.4 be noted and that progression to due diligence and Full Business Case be recommended.
- (iii) That feedback from the Panel on the application appraised at Full Business Case with costs (project reference 319) as detailed at paragraph 2.5 and findings from legal due diligence be noted.
- (iv) That feedback from the Panel and information provided on the proposal for a variation project reference 308) as detailed at paragraph 2.6 be noted.

8. Date of next meeting

Date of next meeting Wednesday 16 May 2018 10:30 AM Meeting Room A, Wellington House, Leeds.

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