

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON TUESDAY, 3 SEPTEMBER
2019 IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50
WELLINGTON STREET, 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 7 to item 7, Appendix 1 to Agenda Item 8 and Appendices 1 to 6 to Agenda item 9 have been 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 4.2 of Agenda Item 7, paragraph 4.1 of Agenda item 8 and paragraph 4.1 of Agenda Item 9.
 3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 7 to item 7, Appendix 1 to Agenda Item 8 and Appendices 1 to 6 for Agenda Item 9 have been identified as containing exempt information 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 11 JULY**
(Pages 1 - 6)
- 5. LEEDS CITY COLLEGE - QUARRY HILL CAMPUS**
(Pages 7 - 8)
- 6. CAPITAL PROGRAMME UPDATE**
(Pages 9 - 20)
- 7. CAPITAL SPENDING & PROJECT APPROVALS**
(Pages 21 - 150)
- 8. FUTURE PLANS, GRANTS AND LOANS UPDATE**
(Pages 151 - 192)
- 9. ESIF SUD**
(Pages 193 - 210)
- 10. MINUTES OF THE MEETING OF THE BUSINESS INVESTMENT PANEL HELD ON 12 JULY**
(Pages 211 - 214)

Signed:

A handwritten signature in black ink, appearing to read 'A Taylor'.

**Director of Corporate Services
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE
HELD ON THURSDAY, 11 JULY 2019 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Peter Box CBE (Chair)
Roger Marsh OBE (Deputy Chair)

Councillor Denise Jeffery
Councillor Peter McBride
Councillor Alex Ross-Shaw
Councillor Jonathan Pryor
Councillor Jane Scullion
Councillor Andrew Waller

Wakefield Council
Leeds City Region Enterprise
Partnership
Wakefield Council
Kirklees Council
Bradford Council
Leeds City Council
Calderdale Council
City of York Council

In attendance:

Melanie Corcoran
Helen Ellerton
Caroline Farnham-Crossland
Fiona Limb
Ben Kearns

West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority

1. Apologies for Absence

There were no apologies for absence at the meeting.

2. Declarations of Disclosable Pecuniary Interests

There were no declarations of pecuniary interests at the meeting.

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

There were no items which required the exemption of the press and public.

4. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 11 June

Resolved: That the minutes of the meeting of the Investment Committee held on the 11 June be approved.

5. Capital Spending & Project Approvals

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

Members discussed the proposals for the progression of the following schemes which were detailed in the submitted report:

- Kirklees Cycling and Walking Early Gateway Transformation Package.
- Ultra-Low Emission Bus
- A629 Phase 4
- Harrogate Road – New Line Junction Improvement
- Halifax Station Gateway
- York Outer Ring Road Junctions Improvement Programme – Phase 1
- Clean Bus Technology Fund

Regarding the Ultra-Low Emission Bus scheme members asked officers to ensure public funds are safeguarded and opportunities to retain assets in public ownership are explored when entering into a legal agreement with a prospective owner.

The Committee was also advised of the following decisions made through delegations to the Combined Authority's Managing Director since the last meeting:

- Investment Readiness Support Programme

Resolved:

- (i) That in respect of the Kirklees Cycling and Walking Early Gateway Transformation Package the Investment Committee recommends to the Combined Authority:
 - (a) That the Kirklees Cycling and Walking Early Gateway Transformation Package proceed through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).
 - (b) That an indicative approval be given to the Combined Authority's contribution of £1.895 million, which will be funded through the Transforming Cities 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 £2.2 million.
 - (c) That the development costs of £337,000 are approved (including £150,000 for advanced construction works on the Huddersfield element) in order to progress the scheme to decision point 5 (full

- business case with finalised costs).
- (d) That future approvals be made in accordance with the assurance 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.
- (ii) That in respect of the Ultra-Low Emission Bus the Investment Committee recommends to the Combined Authority:
- (a) That the Ultra-Low Emission Bus (ULEB) scheme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
 - (b) That an indicative approval is given to the Combined Authority's contribution of £1.650 million (which will be funded through £1.033 million from Leeds Public Transport Investment Programme (LPTIP) and £617,000 from the DfT ULEB scheme 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 of £2.7 million.
 - (c) That future approvals are made in accordance with the assurance 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.
- (iii) That in respect of the A629 Phase 4 the Investment Committee recommends to the Combined Authority:
- (a) That the A629 Phase 4 scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (b) That an indicative approval to the total project value of £25.928 million is given from 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.)
 - (c) That additional development costs of £3.94 million be approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
 - (d) That to fund land acquisition costs of up to £2.5 million be approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.

- (e) That the Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.
 - (f) That future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (iv) That in respect of the Harrogate Road / New Line project the Investment Committee approves:
- (a) That the Harrogate Road / New Line project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (b) That an indicative approval to the Combined Authority's contribution of £6.765 million (which will be funded through the West Yorkshire Plus Transport Fund) be 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 £11.427 million.
 - (c) That future approvals are made in accordance with the assurance 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.
- (v) That in respect of Halifax Station Gateway the Investment Committee resolved:
- (a) That the change request to the Halifax Station Gateway project to provide £247,336 of additional development funds be approved.
 - (b) That the timeframe extension outlined in this report be approved.
 - (c) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for additional expenditure of £247,336 taking the total approval up to £1.355 million from the West Yorkshire plus Transport Fund.
 - (d) That 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.
- (vi) That in respect of the York Outer Ring Road Junctions Improvement

Programme – Phase 1 the Investment Committee recommends to the Combined Authority that:

- (a) That the change request to the YORR Phase 1 (A1237 – B1224 Wetherby Road Junction upgrade) to approve the additional expenditure for encountered issues on site during the construction phase be approved. This is subject to the Combined Authority's Programme Appraisal Team's acceptance of revised scheme cost estimates, showing the re-profiled risk and contingency budgets.
 - (b) That the total cost of Phase 1 of the YORR scheme is increased to £4.054 million from £3.599 million, with the additional costs of £266,581 being met through the existing programme budget of £38.276 million.
 - (c) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional total approved expenditure of up to £266,581 from the West Yorkshire plus Transport Fund.
 - (d) That future approvals are made in accordance with the approval pathway and approval route outlined in this report 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.
- (vii) That in respect of the Clean Bus Technology Fund the Investment Committee recommends to the Combined Authority:
- (a) That the increase total scheme costs of from £6.088 million to £9.570 million, (an increase of £3.482 million) be approved. This increase is funded from £2.976 million of additional DEFRA grant and an estimate of a further £506,000 bus operator match contribution.
 - (b) That the Combined Authority contribution to the scheme from £5.06 million to £8.036 million, (an increase of £2.976 million) be approved. This will be funded from the additional DEFRA grant awarded to Combined Authority.
 - (c) That the revised delivery timescales to 31 March 2020 be approved.
 - (d) That the Combined Authority to enter into a grant agreement with the preferred bus operator/s following procurement, for expenditure of up to £2.976 million, to be funded from the additional DEFRA grant secured by the Combined Authority.
 - (e) That future approvals are made in accordance with the approval pathway and approval route outlined in this report 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.

6. Governance Arrangements

Members considered a report which outlined the governance arrangements for the Investment Committee and the appointment the Business Investment Panel as an advisory sub-committee of the West Yorkshire and York Investment Committee.

Resolved:

That the West Yorkshire and York Investment Committee:

- (i) Notes the terms of reference for the West Yorkshire and York Investment Committee attached as Appendix 1 to this report.
- (ii) Notes the appointments made by the Combined Authority of the Chair and Deputy Chair of the West Yorkshire and York Investment Committee.
- (iii) Appoints the Business Investment Panel on the terms of reference set out in Appendix 2, with a quorum of 4 voting members, to include:
 - 2 members of the Combined Authority or local authority co-optee, and
 - 2 private sector representatives.
- (iv) Appoints to the Business Investment Panel, members of the Combined Authority as set out in Appendix 3 to this report in accordance with Section 17 Local Government and Housing Act 1989, and other voting members to the Panel as set out in Appendix 3.
- (v) Appoints:
 - Councillor Blake as Chair of the Business Investment Panel, and
 - Simon Wright as Deputy Chair of the Business Investment Panel.
- (vi) Notes the dates of the West Yorkshire and York Investment Committee and the Business Investment Panel meetings as set out in the calendar of meetings approved by the Combined Authority at the Annual Meeting.

7. Minutes of the meeting of the Business Investment Panel held on 4 June

Resolved: That the minutes of the Business Investment Panel held on the 4 June be noted.



Report to: West Yorkshire and York Investment Committee

Date: 3 September 2019

Subject: **Leeds City College - Quarry Hill Project – Presentation**

Director: Craig Taylor, Head of PMO

Author(s): Patricia Davey, Programme Manager

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

1. Purpose of this report

- 1.1. To receive a presentation by Leeds City College Principal, Colin Booth, to the Investment Committee.

2. Information

- 2.1. The presentation is to update Investment Committee on how the grant and loan provided by the Combined Authority have been used to create a new state of the art college facility at Quarry Hill and the refurbishment of Park Lane College.
- 2.2. On 1 December 2016 the Combined Authority approved the full business case and funding for the Leeds City College, Quarry Hill project. The approval was for a £33.4 million grant. Further funding for a £6.5m loan was approved in November 2018.
- 2.3. The Quarry Hill project will deliver 15,000 sqm of new build floor space and 6,000 sqm refurbished floor space to the College's existing Park Lane Block B campus.

- 2.4. The new Quarry Hill campus will become the college's Creative and Digital Arts and Health and Social Sciences departments. It will also house new space for the expansion of Leeds College of Music recording studio facilities for music courses.
- 2.5. Construction work on the 9-storey building commenced in July 2017. The building is forecast to open to students in September 2019 for the start of the academic year 2019/20.

3. Financial Implications

- 3.1. There are no financial implications directly arising from this 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. Investment Committee to note the presentation.

8. Background Documents

- 8.1. None.

9. Appendices

- 9.1. None.



Report to: West Yorkshire and York Investment Committee

Date: 3 September 2019

Subject: **Capital Programme Update**

Director: Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper, Lisa Childs

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

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. The report provides a more detailed update on the Growth Deal programme and the Leeds Public Transport Investment Programme.

2 Information

Capital Programme

- 2.1 Table 1 below sets out the latest outturn forecast and actual spend at quarter 1 2019/20.

Table 1

Capital Programme	Original Budget 2019/20	Revised Forecast 2019/20	Quarter 1 Actual 2019/20	%
Growth Deal (including West Yorkshire Transport Fund)	£121,603,000	£105,430,000	£4,384,702	4.2%
Leeds Public Transport Investment Programme	£71,514,000	£59,954,000	£2,738,332	4.6%
Local Transport Plan	£20,000,000	£12,752,000	£1,611,471	12.6%
Highways Maintenance (including Pot Hole funding)	£32,320,000	£30,989,000	£7,799,000	25.2%
Other Transport Funding	£5,020,000	£10,841,000	£0	0.0%
Economic Development Miscellaneous	£5,857,000	£1,615,000	£19,111	1.2%
Corporate Projects	£6,971,000	£6,041,649	£28,108	0.5%
Total	£263,285,000	£227,622,649	£16,580,724	7.3%

- 2.2 All forecasts have been revised from the original budget set at the Combined Authority meeting in February 2019, the original budget having been set at a level to enable headroom should it be required in year. In comparison to the revised forecasts the total expenditure on the capital programme in the first quarter of 2019/20 is low. Historically spend in the first quarter is always low, however, there is clearly a risk of possible underspend by the year end. This situation will continue to be closely monitored.
- 2.3 In future this capital update report will now include detailed updates on the Combined Authority's two major programmes Growth Deal and the Leeds Public Transport Investment Programme (LPTIP). Updates on other programmes will be reported on an ad hoc basis depending on progress and as key issues arise.
- 2.4 The current funding programmes have been developed to support the objectives of the Strategic Economic Plan (SEP) and the Transport Strategy. These strategies include the following objectives in relation to climate change:
- Strategic Economic Plan – Make climate change adaptation and high quality green infrastructure integral to improving the city region economy and its spatial priority areas
 - Transport Strategy – We aim to reduce traffic emissions to near zero, tackle the damaging impacts of climate change on our homes and businesses and reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths. We want to become known as a great, safe place for cycling and walking.
- 2.5 These issues are considered for each project as they progress through the assurance process in line with the SEP objective of Clean Energy and Environmental Resilience and the Combined Authority's priority Supporting Clean Growth, whilst at the same time supporting the other objectives of the SEP and the Transport Strategy with regards Growing Business, Skilled People, Better Jobs and Infrastructure for Growth and the Combined

Authority's priorities Boosting Productivity, Enabling Inclusive Growth and Delivering 21st Century Transport.

Growth Deal Programme

- 2.6 The expected target spend for the Growth Deal programme for 2019/20 was always £105 million, this is reflected in the revised forecast in the table above. The original budget was set to include headroom expenditure if required.
- 2.7 In quarter 1 total spend of £4.37 million was achieved against a forecast of £7.50 million. Whilst expenditure is currently low this reflects payments made in advance at the end of 2018/19. The expenditure and forecasts of the programme are detailed in the Growth Deal Dashboard attached as Appendix 1.
- 2.8 A mid-year review of the Growth Deal programme will be undertaken by the Cities and Local Growth Unit (CLOG) at a meeting with representatives of the LEP and the Combined Authority (as accountable body) on 3 October 2019. The Growth Deal programme ends on 31 March 2021 and with 19 months to go CLOG is seeking to understand commitment, expenditure forecasts and risks across the programme. A full assessment is currently being undertaken and will be reported to the next meeting of the Investment Committee on 1 October 2019. The assessment will include consideration of any actions required to accelerate spend which may include options that utilise the available flexibilities in the programme.

Performance

- 2.9 The Growth Deal Dashboard at Appendix 1 identifies current approvals across all projects within the programme totalling £400 million, this is in comparison with total funding available of £516.35 million. It is expected that the majority of approvals required to reflect full commitment of the funding will be achieved by March 2020, with most approvals taking place before December 2019.

Outputs

Table 2 below sets out the targets, latest forecasts and actuals for outputs at quarter 1 2019/20

Table 2

Output	Target (includes Growth Deals 1, 2 and 3)	Achieved to date Quarter 1 (30/06/2019)	Remaining Forecast 2019/20	Forecast 2020/21	Forecast 2021-25	Total
New jobs	19,595	6,902	467	3,822	4,874	16,065
Jobs safeguarded (flood resilience programme)	11,100	23,177	316	1,116	3,605	28,214
Houses	2,300	346	213	1,168	2,124	3,851
Public / private investment (match funding)	£1,031,000,000	£526,795,327	£210,559,091	£120,028,554	£110,233,627	£967,616,599

There has been a reduction of reported jobs created from those reported at the year end 2018/19. This is because 1,705 jobs safeguarded through the flood resilience programme had been reported as jobs created and this error has now been amended. There has also been a reduction in the number of forecast jobs expected to be created which is due to a review of the job numbers expected to be created by the Enterprise Zones programme and

relates to revised estimates for each site which vary from the numbers originally estimated for the overall programme. However, confidence is still high that all of the programme level outputs will be achieved once all projects begin to formally report both forecasts and actuals achieved.

Leeds Public Transport Investment Programme

- 2.10 The Leeds Public Transport Investment Programme (LPTIP) was approved by the Department for Transport (DfT) in April 2017 with an allocation to the Combined Authority of £173.5 million to improve access to public transport, the efficiency of the service and to ultimately double bus patronage. This funding supports the implementation of Leeds City Council's Connecting Leeds programme. It is managed on a day to day basis by a joint programme board made up of officers from the Combined Authority and Leeds City Council. The board ensures that all schemes and key funding decisions are taken through the Combined Authority's Assurance Framework.
- 2.11 The LPTIP programme is making good progress with a high number of business cases moving through the Assurance Framework and detailed designs being completed by delivery partners. Key elements of progress to date include:
- Nine outline business cases (decision point 3), four full business cases (decision point 4) and one full business case with finalised costs (decision point 5) have been through, or are currently being reviewed as part of the Assurance Framework
 - 126 new low emission buses already in service
 - Start on site at Elland Road Park & Ride extension with the Headrow Gateway due to start on site on 1 September 2019, (some advanced works already being undertaken)
 - 474 new realtime screens installed
 - All major bus operators (First, Arriva, Transdev and Yorkshire Tiger) have contactless payment facilities
 - 3 new rail stations developed to Network Rail's GRIP 3 (early stage feasibility) design to support the outline business case.
- 2.12 The expenditure and forecasts of the LPTIP programme are detailed in the Leeds Public Transport Investment Programme Dashboard Quarter 1 2019 / 20 attached as Appendix 2. Whilst expenditure in quarter 1 is strong in comparison with previous years the spend target for the year is very ambitious so there will be a requirement for significant increases in future quarters.
- 2.13 A total of £25.06 million of the £173.50 million of funding available has now received approval through the assurance process. An additional £60 million of projects will be seeking approval within the next few months taking total approval levels up to circa 45% of the funding available.
- 2.14 The LPTIP programme team have also developed a funding strategy which sets out how the programme is able to meet the tight spend and delivery

timescales set by the Department for Transport. It sets out the strategy for managing spend on the programme and what spend can be achieved until closure (end of financial year 2020/21). The resulting prioritisation process ensures that the most deliverable schemes, giving the greatest outputs, are prioritised over those with higher risk and/or lower gains and that the full DfT allocated budget is spent within the programme period.

- 2.15 In order to meet the tight programme timeframes and to reduce the risk of underspend, more individual schemes have been through the early stages of development than are deliverable through this programme. This level of over-programming is necessary to reduce the risk of underspends and to give the Programme Board more options to consider with regards which schemes provide the highest level of benefits for the funding that is available.
- 2.16 It is also necessary to develop schemes to a certain level of detail so that any public consultation is meaningful, even if there is a risk that some of these schemes fall away from the programme at a later date. A certain level of over-programming is necessary to enable any scheme that falls away to be readily substituted, thereby making sure that there are no un-allocated funds remaining, should certain individual schemes not progress through to delivery.
- 2.17 It is necessary to keep a level of flexibility within the programme to ensure that the full allocation of DfT funding is drawn down within the programme timescales. In order to maintain this flexibility, it is necessary to develop business cases to a greater value than there is LPTIP funding available for. This may result in there being a number of schemes which have received at least OBC approval and are then 'shelf ready' should further funding packages be made available. It is an advantage to be able to make the most of any opportunities for short term funding options, should they arise. This has been communicated to the DfT, with whom the team are in regular contact.
- 2.18 It is also necessary to reallocate budgets between different packages within the programme. This ensures that the LPTIP Programme Board can manage full delivery of the DfT allocation within the available funding period and ensure delivery of target outcomes. These are indicative budgets, which are not finalised until projects are approved through the Assurance Framework. The LPTIP has been approved by the Combined Authority at Decision Point 2 (strategic outline business case) of the Assurance Framework and each project is then considered by the Investment Committee and Combined Authority at decision point 3 (outline business case). The original baseline package allocations for the programme are set out in Appendix 2.
- 2.19 The programme is more ambitious than the funding that is available and the team is exploring opportunities to source alternative and additional funding sources so that all value for money schemes can be delivered.

3 Financial implications

- 3.1 There are no financial implications directly arising from this 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 including the Growth Deal and Leeds Public Transport Investment Programme.

8 Background documents

8.1 None.

9 Appendices

Appendix 1 – Growth Deal Dashboard Quarter 1 2019 / 20

Appendix 2 – Leeds Public Transport Investment Programme Dashboard
Quarter 1 2019 / 20

Growth Deal financial dashboard

2019/20 Target	£105,434,327	Actual	£4,375,575
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Figures accurate up to: June 2019

SEP Priority	Project Name	Gov't Ref	Indicative Funding	Full Funding Approval	Overall RAG	Actual Spend Prior 2015/16	Actual Spend 2015/16	Actual Spend 2016/17	Actual Spend 2017/18	Actual Spend 2018/19	Agreed Annual Forecast 2019/20	2019/20 Actual	2019/20 Forecast	2019/20 Actual and Forecast	In Year RAG	2020/21 Forecast	Total to 2020/21
N/A	Growth Deal Programme Delivery Costs	LGFLEE44	£0	£0	NA	£0	£429,486	£635,110	£2,080,329	£2,298,322	£2,000,000	£0	£2,000,000	£2,000,000	Green	£2,000,000	£9,443,247
N/A Total *			£0	£0		£0	£429,486	£635,110	£2,080,329	£2,298,322	£2,000,000	£0	£2,000,000	£2,000,000		£2,000,000	£9,443,247
Priority 1 - Growing Business	Access to Capital Grants Programme	LGFLEE29	£15,700,000	£15,700,000	Green	£0	£0	£1,513,095	£4,964,840	£4,308,468	£2,341,322	£525,493	£1,815,829	£2,341,322	Green	£2,572,276	£15,700,000
	Business Expansion Fund - Digital Inward Investment Fund	LGFLEE121	£2,500,000	£2,500,000	Amber	£0	£0	£0	£16,831	£38,399	£457,886	£8,272	£449,614	£457,886	Amber	£1,986,884	£2,500,000
	Business Expansion Fund - Strategic Inward Investment Fund	LGFLEE120	£10,950,000	£10,950,000	Amber	£0	£0	£0	£758,457	£800,236	£800,000	£155,968	£644,032	£800,000	Amber	£8,591,307	£10,950,000
	Business Growth Programme	LGFLEE01	£34,000,000	£34,000,000	Green	£0	£6,660,742	£8,327,992	£3,913,816	£2,117,074	£4,910,993	£439,844	£4,471,149	£4,910,993	Green	£8,069,383	£34,000,000
	Huddersfield Incubation and Innovation Programme	LGFLEE30	£2,922,000	£2,922,000	Green	£0	£0	£0	£2,922,000	£0	£0	£0	£0	£0	Green	£0	£2,922,000
	Institute for High Speed Rail and System Integration	LGFLEE151	£13,047,000	£0	N/A	£0	£0	£0	£0	£0	£0	£4,300,000	£0	£0	N/A	£8,747,000	£13,047,000
	Leeds University Innovation Centre	LGFLEE31	£3,000,000	£3,000,000	Green/Amber	£0	£0	£2,416,585	£583,415	£0	£0	£0	£0	£0	Green	£0	£3,000,000
	Priority 1 - Over-programming	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£-20,000,000	£-20,000,000
Priority 1 - Growing Business Total *			£82,119,000	£69,072,000		£0	£6,660,742	£12,257,672	£13,159,358	£7,264,176	£12,810,201	£1,129,577	£7,380,624	£12,810,201		£9,966,851	£62,119,000
Priority 2 - Skilled People and Better Jobs	Bradford College	LGFLEE24	£250,000	£250,000	Green	£0	£0	£250,000	£0	£0	£0	£0	£0	£0	N/A	£0	£250,000
	Calderdale College	LGFLEE04	£4,977,000	£4,977,000	Green	£0	£2,000,000	£2,977,000	£0	£0	£0	£0	£0	£0	N/A	£0	£4,977,000
	Kirklees College - Dewsbury Learning Quarter	LGFLEE38	£11,121,218	£15,121,218	Amber	£0	£0	£3,367,457	£6,429,128	£0	£657,524	£0	£493,143	£493,143	Amber	£667,110	£11,121,218
	Kirklees College - Process Manufacturing Centre	LGFLEE05	£3,100,996	£3,100,996	Green	£0	£3,000,996	£100,001	£0	£0	£0	£0	£0	£0	N/A	£0	£3,100,997
	Leeds City College - Printworks	LGFLEE03	£8,998,358	£8,998,358	Green	£0	£933,800	£7,794,608	£269,950	£0	£0	£0	£0	£0	N/A	£0	£8,998,358
	Leeds City College - Quarry Hill	LGFLEE43	£39,900,000	£39,900,000	Amber/Red	£0	£0	£10,045,152	£15,585,878	£14,211,895	£57,075	£0	£0	£0	Amber	£0	£39,900,000
	Leeds College of Building	LGFLEE32	£13,350,000	£13,350,000	Green	£0	£1,263,639	£2,786,030	£9,301,092	£0	£-760	£0	£-760	£0	Green	£0	£13,350,760
	Selby College	LGFLEE22	£693,748	£693,748	Green	£0	£0	£693,748	£0	£0	£0	£0	£0	£0	N/A	£0	£693,748
	ShIPLEY College - Mill	LGFLEE02	£119,000	£119,000	Green	£0	£119,000	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£119,000
	ShIPLEY College - Salt Building	LGFLEE23	£300,000	£300,000	Green	£0	£0	£300,000	£0	£0	£0	£0	£0	£0	N/A	£0	£300,000
	Wakefield College	LGFLEE21	£3,327,133	£3,327,133	Green	£0	£0	£3,327,133	£0	£0	£0	£0	£0	£0	N/A	£0	£3,327,133
	Lending																£-7,950,000
Priority 2 - Skilled People and Better Jobs Total *			£86,137,453	£90,137,453	£0	£0	£6,053,796	£30,118,737	£25,070,985	£23,512,986	£714,599	£-760	£493,143	£492,383	£0	£-7,282,890	£78,188,214
Priority 3 - Clean Energy and Economic Resilience	Energy Accelerator	LGFLEE08	£820,000	£820,000	Amber/Red	£0	£50,636	£115,355	£0	£52,266	£196,202	£0	£210,450	£210,450	Amber/Red	£391,292	£805,752
	Leeds District Heat Network	LGFLEE33	£4,000,000	£4,000,000	Green	£0	£0	£0	£0	£4,000,000	£0	£0	£0	£0	Green	£0	£4,000,000
	Resource Efficiency Fund	LGFLEE07	£720,000	£720,000	Green	£0	£0	£293,355	£318,563	£103,903	£103,903	£18,819	£89,263	£108,082	Green	£350,594	£1,066,415
	Tackling Fuel Poverty	LGFLEE34	£6,000,000	£5,669,406	Green	£0	£0	£781,414	£2,857,882	£2,028,928	£1,616	£1,616	£0	£1,616	Green	£0	£5,669,841
Priority 3 - Over-programming	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0	
Priority 3 - Clean Energy and Economic Resilience Total *			£11,540,000	£11,209,406		£0	£50,636	£896,769	£3,151,237	£6,399,757	£301,721	£20,435	£299,713	£320,148		£741,887	£11,542,008
Priority 4a - Housing and Regeneration	Barnsley Town Centre	LGFLEE15	£1,757,000	£1,757,000	Green	£0	£1,757,000	£0	£0	£0	£0	£0	£0	£0	Green	£0	£1,757,000
	Bradford - One City Park	LGFLEE14	£5,200,000	£5,200,000	Green	£0	£400,000	£0	£0	£0	£0	£0	£0	£0	N/A	£4,800,000	£5,200,000
	Bradford Odeon	LGFLEE35	£357,500	£357,500	Green/Amber	£0	£0	£0	£0	£280,403	£77,097	£77,097	£0	£77,097	Green	£0	£357,500
	City Centre Heritage Properties - Bradford	LGFLEE152	£7,400,000	£0	Amber	£0	£0	£0	£0	£0	£300,000	£0	£300,000	£300,000	Amber/Red	£0	£300,000
	Dewsbury Riverside	LGFLEE145	£4,612,000	£0	Amber	£0	£0	£0	£0	£0	£1,700,000	£0	£1,700,000	£1,700,000	Amber	£2,712,000	£4,412,000
	East Leeds Housing Growth - Brownfield Sites	LGFLEE11	£1,100,000	£1,100,000	Green/Amber	£0	£0	£1,100,000	£0	£0	£0	£0	£0	£0	N/A	£0	£1,100,000
	East Leeds Housing Growth - Red Hall	LGFLEE10	£4,000,000	£4,000,000	Green	£0	£2,000,000	£2,000,000	£0	£0	£0	£0	£0	£0	N/A	£0	£4,000,000
	Halifax - Beech Hill	LGFLEE138	£2,197,000	£1,400,000	Green/Amber	£0	£0	£0	£0	£1,180,871	£219,129	£219,129	£0	£219,129	Amber	£0	£1,400,000
	Halifax Living programme (Phase 1)	N/A	£830,000	£0	Amber/Red	£0	£0	£0	£0	£0	£0	£0	£0	£0	Green	£0	£0
	Halifax Town Centre (Northgate House)	LGFLEE12	£3,000,000	£300,000	Amber	£0	£300,000	£0	£0	£1,058,159	£1,641,841	£0	£1,641,841	£1,641,841	Green/Amber	£0	£3,000,000
	Kirklees Housing Sites	LGFLEE16	£1,000,000	£1,000,000	Green/Amber	£0	£200,000	£205,000	£104,000	£95,000	£96,000	£0	£96,000	£96,000	Green	£0	£700,000
	Leeds - Bath Road	LGFLEE17	£575,000	£575,000	Amber	£0	£575,000	£0	£0	£0	£0	£0	£0	£0	Green	£0	£575,000
	New Bolton Woods	LGFLEE119	£3,600,000	£3,600,000	Green	£0	£0	£0	£3,000,000	£600,000	£0	£0	£0	£0	Green	£0	£3,600,000
	Wakefield City Centre - South East Gateway	LGFLEE153	£6,505,000	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£6,505,000	£6,505,000
	Wakefield Civic Quarter	LGFLEE37	£1,100,000	£1,100,000	Green	£0	£0	£0	£1,054,488	£1,199	£44,313	£0	£44,313	£44,313	Green	£0	£1,100,000
	York Central	LGFLEE13	£2,550,000	£2,550,000	Green	£0	£0	£1,421,500	£1,128,500	£0	£0	£0	£0	£0	Green	£0	£2,550,000
	York Guildhall	LGFLEE39	£2,347,500	£2,347,500	Amber/Red	£0	£0	£791,500	£603,000	£406,460	£546,540	£0	£546,540	£546,540	Green	£0	£2,347,500
	Priority 4a - Over-programming	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£-5,054,077	£-5,054,077
Priority 4a - Housing and Regeneration Total *			£48,131,000	£25,287,000		£0	£5,232,000	£5,518,000	£5,889,988	£3,622,091	£4,624,920	£296,226	£6,352,694	£6,648,920		£8,962,923	£33,849,923
Priority 4b - West Yorkshire + Transport Fund	A19 Bus Lane and Access to Designer Outlet Park and Ride Improvements	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	A6110 Leeds Outer Ring Road	LGFLEE80	£12,000,000	£286,000	Green/Amber	£0	£0	£0	£4,271	£25,924	£116,000	£4,000	£261,000	£265,000	Amber	£500,000	£646,195
	A62 - A644 (Wakefield Road) Link Road	LGFLEE76	£69,270,000	£750,000	Amber/Red	£375,000	£110,000	£15,000	£31,735	£201,569	£476,308	£16,696	£459,612	£476,308	Amber	£760,359	£1,969,971
	A62 - A644 (Wakefield Road) Link Road (Combined Authority)	LGFLEE76	£0	£0	N/A	£-375,000	£-110,000	£-15,000	£500,000	£44,454	£0	£-44,454	£0	£-44,454	N/A	£0	£44,454
	A629 (Phase 1A) - Jubilee Road to Free School Lane	LGFLEE26	£8,639,999	£8,639,999	Green/Amber	£256,000	£163,469	£1,442,043	£4,267,252	£2,511,235	£0	£0	£0	£0	Green/Amber	£0	£8,639,999
	A629 (Phase 1A) - Jubilee Road to Free School Lane (Combined Authority)	LGFLEE26	£0	£0	N/A	£-256,000	£0	£0	£256,000	£36	£0	£0	£0	£0	N/A	£0	£36
	A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	LGFLEE68	£18,900,000	£5,670,394	Amber/Red	£0	£0	£213,909	£611,800	£1,285,653	£2,000,000	£39,554	£1,970,858	£2,010,412	Amber/Red	£4,368,225	£8,479,588
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements	LGFLEE27	£40,930,000	£2,615,000	Amber/Red	£299,000	£0	£334,553	£1,208,078	£773,369	£337,987	£0	£337,987	£337,987	Amber	£5,000,000	£7,952,987
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements (Combined Authority)	LGFLEE27	£0	£0	N/A	£41,000	£0	£0	£24,136	£60,834	£0	£0	£0	£0	N/A	£0	£125,970
	A629 (Phase 2) - Halifax Bus Station	LGFLEE155	£366,415	£366,415	N/A	£0	£0	£0	£0</								

SEP Priority	Project Name	Gov't Ref	Indicative Funding	Full Funding Approval	Overall RAG	Actual Spend Prior 2015/16	Actual Spend 2015/16	Actual Spend 2016/17	Actual Spend 2017/18	Actual Spend 2018/19	Agreed Annual Forecast 2019/20	2019/20 Actual	2019/20 Forecast	2019/20 Actual and Forecast	In Year RAG	2020/21 Forecast	Total to 2020/21
	A629 (Phase 5) - Ainley Top into Huddersfield	LGFLEE75	£12,087,608	£4,418,295	Green	£0	£52,000	£48,000	£248,157	£820,011	£2,281,683	£81,183	£2,200,500	£2,281,683	Green	£2,887,188	£6,337,039
	A629 (Phase 5) - Ainley Top into Huddersfield (Combined Authority)	LGFLEE75	£0	£0	N/A	£0	£0	£0	£2,605	£-2,605	£0	£0	£0	£0	N/A	£0	£0
	A641 Bradford - Huddersfield Corridor	LGFLEE67	£52,400,000	£730,000	Amber	£0	£0	£60,829	£68,572	£140,989	£643,526	£12,606	£630,919	£643,526	Amber	£633,917	£1,547,832
	A65 - Leeds Bradford International Airport Link Road	LGFLEE79	£35,700,000	£1,785,000	Red	£210,000	£8,688	£266,812	£365,849	£539,827	£460,000	£40,476	£419,524	£460,000	Amber	£1,800,000	£3,651,176
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	LGFLEE64	£9,334,000	£9,334,000	Green	£140,000	£124,000	£304,308	£437,533	£2,604,524	£2,890,706	£659,083	£2,231,623	£2,890,706	Green	£657,666	£7,158,737
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only (Combined Authority)	LGFLEE64	£0	£0	N/A	£-140,000	£-124,000	£-304,308	£568,308	£0	£0	£0	£0	£0	N/A	£0	£0
	A650 Tong Street	LGFLEE61	£12,500,000	£185,000	Amber	£50,000	£0	£40,620	£83,783	£74,264	£30,400	£4,449	£25,951	£30,400	Amber	£0	£279,067
	A650 Tong Street (Combined Authority)	LGFLEE61	£0	£0	N/A	£0	£0	£0	£0	£-63,667	£59,218	£-4,449	£63,667	£59,218	N/A	£0	£-4,449
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	LGFLEE19	£9,597,000	£9,597,000	Green/Amber	£310,000	£236,672	£5,950,650	£1,980,169	£157,717	£25,000	£0	£17,283	£17,283	Green	£0	£8,660,208
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)	LGFLEE19	£0	£0	N/A	£-269,000	£-40,492	£0	£644,065	£5,311	£0	£0	£0	£0	N/A	£0	£339,884
	Aire Valley - Leeds Integrated Transport Package (Phase 2) - Highway Access	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Aire Valley - Leeds Integrated Transport Package (Phase 3) - Motorway Junction Improvements	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Bradford Forster Square Station Gateway	LGFLEE60	£17,311,000	£3,671,314	Green/Amber	£0	£0	£125,484	£98,022	£136,964	£216,000	£6,444	£209,556	£216,000	Green/Amber	£400,000	£976,470
	Bradford Forster Square Station Gateway (Combined Authority)	LGFLEE60	£0	£0	N/A	£0	£0	£0	£25,019	£32,155	£0	£-6,444	£0	£-6,444	N/A	£0	£57,174
	Bradford Interchange Station Gateway (Phase 1)	LGFLEE59	£5,650,000	£293,000	Green	£0	£25,000	£20,838	£117,558	£33,819	£81,600	£3,633	£77,967	£81,600	Green/Amber	£160,000	£438,815
	Bradford Interchange Station Gateway (Phase 1) (Combined Authority)	LGFLEE59	£0	£0	N/A	£0	£0	£0	£13,836	£0	£0	£0	£0	£0	N/A	£0	£13,836
	Bradford Interchange Station Gateway (Phase 2)	LGFLEE127	£512,000	£512,000	Green	£0	£0	£0	£6,279	£17,876	£159,438	£2,683	£150,117	£152,800	Green/Amber	£0	£183,593
	Bradford Interchange Station Gateway (Phase 2) (Combined Authority)	LGFLEE127	£0	£0	N/A	£0	£0	£0	£0	£8,120	£0	£-2,683	£0	£-2,683	N/A	£0	£8,120
	Bradford to Shipley Corridor	LGFLEE63	£47,900,000	£1,597,000	Green	£0	£30,000	£5,011	£524,541	£701,428	£448,000	£329,502	£118,498	£448,000	Green	£376,000	£2,084,980
	Calder Valley Line - Bradford to Leeds Journey Time Improvements	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Calder Valley Line - Elland Station	LGFLEE106	£2,638,197	£700,153	Green/Amber	£0	£0	£0	£42,332	£67,387	£350,000	£8,974	£341,026	£350,000	Amber	£278,478	£738,197
	Calder Valley Line - Elland Station (Combined Authority)	LGFLEE106	£17,361,803	£1,434,595	Green/Amber	£0	£0	£0	£121,105	£227,198	£532,924	£16,704	£516,220	£532,924	Green/Amber	£2,096,850	£2,978,078
	Calder Valley Line - Enhancements	LGFLEE128	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Castleford Growth Corridor Scheme	LGFLEE85	£22,800,000	£200,000	Amber/Red	£0	£67,000	£73,917	£18,203	£11,834	£1,110,587	£15,931	£1,094,656	£1,110,587	Amber/Red	£2,198,427	£3,479,968
	Castleford Station Gateway	LGFLEE82	£4,511,000	£338,000	Green/Amber	£0	£0	£20,329	£20,598	£216,028	£2,074,913	£11,032	£2,063,881	£2,074,913	Green	£372,940	£2,704,808
	CityConnect Phase 3 Canals	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	CityConnect Phase 3 Cooper Bridge	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	CityConnect Phase 3 Huddersfield Town Centre	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	CityConnect Phase 3 Leeds	N/A	£6,504,000	£100,000	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Clifton Moor Park and Ride	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	LGFLEE137	£2,500,000	£180,000	Green/Amber	£0	£0	£0	£63,019	£172,281	£0	£0	£0	£0	Green	£0	£235,300
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12) (Combined Authority)	LGFLEE137	£0	£0	N/A	£0	£0	£0	£4,884	£-125,974	£0	£0	£0	£0	N/A	£0	£-121,090
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	LGFLEE97	£4,205,000	£809,007	Red	£0	£0	£0	£29,472	£243,985	£180,000	£55,774	£60,226	£116,000	Amber/Red	£2,044,000	£2,497,457
	Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15) (Combined Authority)	LGFLEE97	£0	£0	N/A	£0	£0	£0	£0	£-19,951	£0	£-55,774	£0	£-55,774	N/A	£0	£-19,951
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	LGFLEE96	£9,662,000	£946,670	Red	£0	£0	£0	£85,375	£207,794	£102,400	£45,800	£56,600	£102,400	Amber	£3,640,000	£4,035,569
	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10) (Combined Authority)	LGFLEE96	£0	£0	N/A	£0	£0	£0	£0	£2,506	£0	£0	£0	£0	N/A	£0	£2,506
	Corridor Improvement Programme - Bradford - A650 Shipley Airedale - A647 Leeds Road	N/A	£0	£277,000	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	LGFLEE92	£6,024,000	£941,665	Green/Amber	£0	£0	£0	£90,865	£115,895	£450,000	£53,213	£396,787	£450,000	Green/Amber	£2,284,240	£2,941,000
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor (Combined Authority)	LGFLEE92	£0	£0	N/A	£0	£0	£0	£-18,672	£26,226	£0	£-327	£0	£-327	N/A	£0	£7,554
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	LGFLEE93	£5,092,000	£789,581	Green/Amber	£0	£0	£0	£76,325	£69,642	£414,000	£14,577	£399,423	£414,000	Green/Amber	£1,731,033	£2,291,000
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor (Combined Authority)	LGFLEE93	£0	£0	N/A	£0	£0	£0	£-13,943	£21,466	£0	£-296	£0	£-296	N/A	£0	£7,523
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor	LGFLEE91	£7,906,000	£855,000	Green/Amber	£0	£0	£0	£125,232	£280,481	£461,924	£117,636	£344,288	£461,924	Amber	£3,500,000	£4,367,637
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor (Combined Authority)	LGFLEE91	£0	£0	N/A	£0	£0	£0	£6,232	£38,388	£0	£0	£0	£0	N/A	£0	£44,620
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	LGFLEE89	£4,900,000	£250,000	Amber	£0	£0	£0	£99,358	£47,383	£308,147	£22,747	£285,400	£308,147	Amber	£910,000	£1,364,888
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre (Combined Authority)	LGFLEE89	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0

SEP Priority	Project Name	Gov't Ref	Indicative Funding	Full Funding Approval	Overall RAG	Actual Spend Prior 2015/16	Actual Spend 2015/16	Actual Spend 2016/17	Actual Spend 2017/18	Actual Spend 2018/19	Agreed Annual Forecast 2019/20	2019/20 Actual	2019/20 Forecast	2019/20 Actual and Forecast	In Year RAG	2020/21 Forecast	Total to 2020/21
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	LGFL90	£8,199,000	£2,234,000	Green/Amber	£0	£0	£0	£167,206	£107,794	£859,000	£33,378	£825,623	£859,000	Green	£3,340,000	£4,474,000
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors (Combined Authority)	LGFL90	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Kirklees - Waterloo	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Leeds - Dawsons Corner	LGFL88	£15,000,000	£2,607,000	Green/Amber	£0	£0	£0	£243,698	£279,116	£2,771,728	£3,200	£1,976,500	£1,979,700	Green/Amber	£2,700,000	£5,994,542
	Corridor Improvement Programme - Leeds - Dyneley Arms	LGFL87	£2,747,000	£775,000	Amber	£0	£0	£0	£127,438	£141,776	£1,737,000	£0	£439,000	£439,000	Amber	£550,000	£2,556,214
	Corridor Improvement Programme - Leeds - Dyneley Arms (Combined Authority)	LGFL87	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Leeds - Fink Hill	LGFL86	£4,150,000	£519,000	Amber	£0	£0	£0	£105,529	£17,013	£729,471	£0	£500,000	£500,000	Amber/Red	£1,922,542	£2,774,555
	Corridor Improvement Programme - Wakefield - A650 Newton Bar	LGFL98	£6,708,000	£204,800	Amber	£0	£0	£0	£39,259	£102,410	£2,299,267	£63,131	£1,375,226	£1,438,357	Amber	£2,000,000	£4,440,936
	Corridor Improvement Programme - Wakefield - A650 Newton Bar (Combined Authority)	LGFL98	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme - Wakefield - Owl Lane	LGFL136	£2,561,000	£75,000	Green	£0	£0	£0	£5,516	£47,989	£558	£558	£0	£558	Green/Amber	£74,990	£129,052
	Corridor Improvement Programme - Wakefield - Owl Lane (Combined Authority)	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme (Phase 1)	LGFL111	£408,000	£408,000	N/A	£0	£0	£0	£8,200	£0	£100,000	£0	£100,000	£100,000	Green	£316,000	£424,200
	Corridor Improvement Programme (Phase 2)	LGFL131	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Corridor Improvement Programme (Phase 3)	LGFL132	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Glasshoughton Southern Link Road	LGFL84	£5,968,000	£5,968,000	Green	£0	£80,000	£0	£441,104	£286,241	£4,884,925	£516,048	£4,514,637	£5,030,685	Green	£129,971	£5,822,240
	Glasshoughton Southern Link Road (Combined Authority)	LGFL84	£0	£0	N/A	£0	£0	£0	£4,492,578	£0	£0	£-516,048	£-3,976,530	£-4,492,578	N/A	£0	£4,492,578
	Halifax Station Gateway	LGFL66	£10,600,000	£1,108,000	Amber	£5,000	£156,738	£44,171	£63,055	£294,565	£500,000	£62,658	£530,042	£592,700	Amber	£750,000	£1,813,529
	Halifax Station Gateway (Combined Authority)	LGFL66	£0	£0	N/A	£0	£0	£0	£1,917	£0	£0	£0	£0	£0	N/A	£0	£1,917
	Harrogate Road - New Line	LGFL65	£6,765,000	£2,875,000	Green	£166,000	£146,399	£15,601	£991,436	£1,476,336	£2,439,000	£51,384	£3,538,220	£3,589,604	Amber	£1,969,228	£7,204,000
	Harrogate Road - New Line (Combined Authority)	LGFL65	£0	£0	N/A	£-166,000	£-52,000	£0	£221,717	£0	£0	£0	£0	£0	N/A	£0	£3,717
	Huddersfield Station Gateway (Phase 1)	LGFL72	£5,000,000	£115,000	Green	£0	£0	£0	£0	£10,000	£170,000	£55,000	£115,000	£170,000	Green/Amber	£1,180,000	£1,360,000
	Huddersfield Station Gateway (Phase 1) (Combined Authority)	LGFL72	£0	£0	N/A	£0	£0	£0	£0	£599	£0	£0	£0	£0	N/A	£0	£599
	Huddersfield Station Gateway (Phase 2)	LGFL154	£5,000,000	£50,000	Amber	£0	£0	£22,385	£0	£0	£6,000	£0	£6,000	£6,000	Amber	£8,000	£36,385
	Huddersfield Station Gateway (Phase 2) (Combined Authority)	LGFL154	£0	£0	N/A	£0	£27,615	£0	£2,630	£0	£0	£0	£0	£0	N/A	£0	£30,245
	Leeds City Centre Network and Interchange Package	LGFL81	£66,800,000	£3,774,000	Amber	£319,000	£31,337	£278,000	£468,289	£581,403	£3,523,500	£90,100	£3,523,500	£3,613,600	Green/Amber	£11,000,000	£16,201,529
	Leeds ELOR and North Leeds Outer Ring Road	LGFL52	£82,980,000	£25,856,000	Amber	£1,020,000	£929,199	£1,554,106	£8,297,375	£7,266,848	£25,000,000	£0	£25,000,000	£25,000,000	Amber	£25,003,812	£69,071,340
	Leeds ELOR and North Leeds Outer Ring Road (Combined Authority)	LGFL52	£0	£0	N/A	£-1,020,000	£-140,000	£0	£1,169,320	£3,753,697	£-3,763,017	£0	£-3,762,172	£-3,762,172	N/A	£0	£0
	Leeds Station Gateway - Leeds Integrated Station Masterplan	LGFL77	£400,000	£400,000	Green/Amber	£0	£0	£54,468	£117,583	£139,849	£24,089	£0	£88,100	£88,100	Green	£0	£335,989
	Leeds Station Gateway - New Station Street	LGFL51	£2,120,000	£729,000	Green/Amber	£0	£0	£41,036	£103,144	£577,768	£1,394,598	£0	£1,398,052	£1,398,052	Green/Amber	£0	£2,116,546
	M62 Junction 24A	LGFL74	£18,510,000	£70,000	Amber/Red	£0	£0	£12,976	£31,370	£0	£0	£0	£0	£0	Amber	£0	£44,346
	Mirfield to Dewsbury to Leeds (M2D2L)	LGFL73	£12,500,000	£535,000	Green/Amber	£80,000	£0	£59,261	£21,026	£49,713	£425,000	£15,000	£375,000	£390,000	Green/Amber	£2,750,000	£3,385,000
	Mirfield to Dewsbury to Leeds (M2D2L) (Combined Authority)	LGFL73	£0	£0	N/A	£0	£0	£0	£9,588	£0	£0	£0	£0	£0	N/A	£0	£9,588
	Parking Extensions at Rail Stations (PEARS)	LGFL101	£0	£138,000	N/A	£0	£0	£137,997	£0	£0	£0	£0	£0	£0	N/A	£0	£137,997
	Public Transport Improvements 2 - City Centre Infrastructure	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Rail Parking Package - Apperley Bridge	LGFL102	£1,200,000	£113,100	Green/Amber	£0	£0	£0	£0	£0	£423,100	£0	£113,100	£113,100	Amber	£600,000	£1,023,100
	Rail Parking Package - Ben Rhydding	N/A	£2,100,537	£150,000	N/A	£0	£0	£0	£0	£0	£0	£0	£150,000	£150,000	Green	£1,450,537	£1,450,537
	Rail Parking Package - Fitzwilliam	LGFL49	£701,204	£701,204	Green	£0	£0	£28,210	£416,863	£47,425	£0	£0	£208,706	£208,706	N/A	£0	£492,498
	Rail Parking Package - Fitzwilliam (Combined Authority)	LGFL49	£0	£0	N/A	£0	£0	£-28,210	£28,210	£0	£0	£0	£0	£0	N/A	£0	£0
	Rail Parking Package - Garforth	LGFL141	£1,129,278	£1,129,278	Amber	£0	£0	£0	£0	£43,981	£780,000	£5,033	£1,080,264	£1,085,297	Green/Amber	£0	£823,981
	Rail Parking Package - Guiseley	LGFL103	£7,000,000	£143,000	Red	£0	£0	£0	£0	£0	£113,000	£0	£113,000	£113,000	Red	£30,000	£143,000
	Rail Parking Package - Hebden Bridge	LGFL50	£754,445	£754,445	Amber/Red	£0	£0	£0	£14,000	£4,400	£522,045	£0	£522,045	£522,045	Amber	£0	£540,445
	Rail Parking Package - Knottingley	LGFL100	£0	£0	Amber/Red	£0	£0	£0	£0	£0	£0	£0	£0	£0	Red	£0	£0
	Rail Parking Package - Mirfield A	LGFL57	£308,863	£308,863	Green	£0	£0	£0	£0	£170,000	£0	£0	£0	£0	Green	£0	£170,000
	Rail Parking Package - Mirfield B	N/A	£1,300,000	£0	Amber/Red	£0	£0	£0	£0	£0	£0	£0	£0	£0	Green	£0	£0
	Rail Parking Package - Moorthorpe	LGFL104	£1,100,000	£110,500	Green	£0	£0	£0	£0	£18,105	£250,000	£0	£250,000	£250,000	Green	£831,895	£1,100,000
	Rail Parking Package - Morley	N/A	£2,600,000	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Rail Parking Package - Mytholmroyd	LGFL54	£3,640,000	£3,468,172	Green	£0	£0	£0	£0	£0	£1,508,333	£69,100	£1,508,333	£1,577,433	Red	£2,131,667	£3,640,000
	Rail Parking Package - Normanton	LGFL58	£1,440,000	£0	Amber	£0	£0	£0	£0	£0	£0	£0	£262,000	£262,000	Red	£1,178,000	£1,178,000
	Rail Parking Package - Outwood	LGFL105	£1,540,000	£140,000	Green/Amber	£0	£0	£0	£0	£50,822	£391,605	£9,118	£380,060	£389,178	Green/Amber	£1,100,000	£1,542,427
	Rail Parking Package - Outwood (Combined Authority)	LGFL105	£0	£0	N/A	£0	£0	£0	£0	£-41,927	£0	£41,927	£0	£41,927	N/A	£0	£-41,927
	Rail Parking Package - Shipley	LGFL55	£2,550,000	£0	Amber	£0	£0	£0	£0	£0	£0	£0	£0	£0	Amber/Red	£2,550,000	£2,550,000
	Rail Parking Package - South Elmsall	LGFL48	£670,000	£670,000	Green	£0	£0	£120,000	£484,604	£0	£0	£0	£15,000	£15,000	N/A	£0	£604,604
	Rail Parking Package - Steeton and Silsden	LGFL56	£2,530,000	£897,000	Green	£0	£0	£0	£0	£0	£230,000	£0	£230,000	£230,000	Amber	£2,300,000	£2,530,000
	Rail Parking Package (Phase 1)	LGFL99	£0	£1,701,000	Green	£58,908	£108,336	£409,181	£395,796	£236,436	£568,779	£5,200	£296,514	£301,714	Green	£270,194	£2,047,630
	Rail Parking Package (Phase 2)	LGFL101	£28,638,136	£2,016,000	N/A	£0	£0	£0	£0	£33,079	£2,010,000	£0	£2,010,000	£2,010,000	N/A	£500,000	£2,543,079
	South East Bradford Access Road	LGFL62	£46,310,000	£1,304,000	Green/Amber	£0	£0	£0	£25,259	£118,481	£120,653	£3,328	£117,325	£120,653	Amber	£297,572	£561,965
	South East Bradford Access Road (Combined Authority)	LGFL62	£0	£0	N/A	£0	£0	£0	£30,782	£-114,538	£0	£0	£88,131	£88,131	N/A	£0	£-83,756
	Thorpe Park Station	LGFL78	£10,060,000	£500,000	Amber	£0	£0	£3,382	£184,675	£99,105	£0	£0	£0	£0	Amber	£1,105,672	£1,392,834
	Transformational - A1620 Leeds Northern Outer Ring Road Improvements	N/A	£392,500	£392,500	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Transformational - LCR Inclusive Growth Corridor Plans	LGFL149	£7,000,000	£2,395,000	Amber	£0	£0	£0	£0	£579,815	£0	£0	£1,526,598	£1,526,598	Green/Amber	£0	£579,815
	Transformational - NE Calderdale Transformational Programme Study	LGFL148	£400,000	£400,000	Amber	£0	£0	£0	£0	£173,800	£194,536	£16,436	£209,764	£226,200	Green	£0	£368,336

SEP Priority	Project Name	Gov't Ref	Indicative Funding	Full Funding Approval	Overall RAG	Actual Spend Prior 2015/16	Actual Spend 2015/16	Actual Spend 2016/17	Actual Spend 2017/18	Actual Spend 2018/19	Agreed Annual Forecast 2019/20	2019/20 Actual	2019/20 Forecast	2019/20 Actual and Forecast	In Year RAG	2020/21 Forecast	Total to 2020/21
1	Transformational - North Kirklees Orbital Route Feasibility Study	LGFLEE117	£248,000	£248,000	Green/Amber	£0	£0	£0	£0	£130,912	£45,500	£24,196	£92,892	£117,088	Green/Amber	£0	£176,412
	Transformational - North Kirklees Orbital Route Feasibility Study (Combined Authority)	LGFLEE117	£250,000	£248,000	N/A	£0	£0	£0	£9,588	£0	£0	£0	£0	£0	N/A	£0	£9,588
	Transformational - South Featherstone Link Road Feasibility Study	LGFLEE116	£284,000	£284,000	Green	£0	£0	£0	£40,689	£90,489	£46,152	£7,812	£125,985	£133,797	Green	£19,025	£196,355
	Transformational - South Featherstone Link Road Feasibility Study (Combined Authority)	LGFLEE116	£0	£0	N/A	£0	£0	£0	£31,781	£-9,011	£0	£0	£0	£0	N/A	£0	£22,770
	Transformational - York Northern Outer Ring Road Dualling Feasibility Study	LGFLEE118	£295,000	£295,000	Green	£0	£0	£0	£10,000	£260,958	£0	£16,320	£7,722	£24,042	Green	£0	£270,958
	Wakefield City Centre Package (Phase 1) - Kirkgate	LGFLEE28	£5,556,000	£5,556,000	Green	£26,000	£73,878	£76,972	£3,647,458	£1,701,477	£0	£9,479	£20,735	£30,214	Green	£0	£5,525,786
	Wakefield City Centre Package (Phase 1) - Kirkgate (Combined Authority)	LGFLEE28	£0	£0	N/A	£-26,000	£-73,878	£0	£99,878	£0	£0	£0	£0	£0	N/A	£0	£0
	Wakefield City Centre Package (Phase 2) - Ings Road	LGFLEE83	£3,452,000	£270,000	Green/Amber	£0	£0	£0	£27,437	£37,216	£287,000	£9,454	£370,218	£379,672	Green/Amber	£1,501,619	£1,853,272
	Wakefield City Centre Package (Phase 2) - Ings Road (Combined Authority)	LGFLEE83	£0	£0	N/A	£0	£0	£0	£2,942	£0	£0	£0	£0	£0	N/A	£0	£2,942
	Wakefield Eastern Relief Road	LGFLEE09	£37,593,000	£37,593,000	Green/Amber	£2,299,000	£15,284,765	£14,435,236	£3,239,685	£648,716	£0	£5,058	£50,000	£55,058	Green	£1,630,540	£37,537,942
	Wakefield Eastern Relief Road (Combined Authority)	LGFLEE09	£0	£0	N/A	£-2,299,000	£0	£0	£2,299,000	£0	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Integrated UTM	LGFLEE53	£450,000	£450,000	Amber	£30,000	£0	£29,011	£78,817	£138,995	£173,177	£30,072	£73,105	£103,177	Green	£70,000	£520,000
	West Yorkshire Integrated UTM (Combined Authority)	LGFLEE53	£0	£0	N/A	£-30,000	£0	£-19,970	£70,231	£-20,261	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Integrated UTM (Phase A) - Bradford	N/A	£632,157	£632,157	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Integrated UTM (Phase A) - Calderdale	N/A	£351,424	£351,424	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Integrated UTM (Phase A) - Kirklees	LGFLEE53	£586,954	£586,954	N/A	£0	£0	£0	£0	£23,235	£0	£0	£0	£0	N/A	£0	£23,235
	West Yorkshire Integrated UTM (Phase A) - Leeds	N/A	£1,513,539	£1,513,539	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Integrated UTM (Phase A) - Wakefield	N/A	£759,804	£759,804	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	West Yorkshire Plus Transport Fund Delivery	LGFLEE130	£0	£0	N/A	£0	£1,654,577	£1,652,280	£-870,902	£507,446	£0	£0	£0	£0	N/A	£0	£2,943,401
	York Central Access Road and Station Access Improvements	LGFLEE107	£37,320,000	£3,280,000	Green/Amber	£0	£0	£0	£413,137	£1,581,664	£2,910,000	£103,065	£2,806,935	£2,910,000	Green/Amber	£10,000,000	£14,904,801
	York Northern Outer Ring Road	LGFLEE108	£2,450,000	£2,450,000	Green	£0	£0	£0	£824,892	£1,179,952	£445,156	£140,149	£305,007	£445,156	Green	£0	£2,450,000
	York Northern Outer Ring Road - Phase 1 (Wetherby Road)	LGFLEE135	£3,599,264	£3,599,264	Green	£0	£0	£0	£3,000,000	£528,264	£71,000	£0	£71,000	£71,000	Green	£0	£3,599,264
	York Northern Outer Ring Road - Phase 2 (Monks Cross)	LGFLEE146	£3,585,000	£3,585,000	Green/Amber	£0	£0	£0	£0	£43,501	£1,842,942	£61,261	£2,338,678	£2,399,939	Green	£47,401	£1,933,844
	York Northern Outer Ring Road - Phase 2 (Monks Cross) (Combined Authority)	LGFLEE146	£0	£0	N/A	£0	£0	£0	£0	£2,356,499	£0	£-61,261	£2,356,499	£2,295,238	N/A	£0	£2,356,499
	York Northern Outer Ring Road - Phase 3	LGFLEE147	£28,645,736	£0	N/A	£0	£0	£0	£0	£0	£2,534,118	£0	£2,500,000	£2,500,000	N/A	£12,500,000	£15,034,118
	WYTF Borrowing	LGFLEE124	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£-55,739,325	£-55,739,325
	Priority 4b - Balance of Funding	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
Priority 4b - Over-programming	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0	
Priority 4b - West Yorkshire + Transport Fund Total *			£984,554,863	£186,354,092	£0	£1,103,908	£18,552,414	£27,532,490	£40,862,891	£42,400,658	£75,278,974	£2,435,442	£71,775,817	£74,211,258		£75,168,664	£280,900,000
2	Priority 4c - Economic Resilience Programme																
	Flood Alleviation - Kirklees	N/A	£0	£0	Green/Amber	£0	£0	£0	£0	£0	£0	£0	£0	£0	Green/Amber	£0	£0
	Flood Alleviation - Leeds	LGFLEE46	£3,786,981	£3,786,981	Green	£0	£0	£3,786,981	£0	£0	£0	£0	£0	£0	Green	£0	£3,786,981
	Flood Alleviation - Mytholmroyd	LGFLEE45	£2,500,000	£2,500,000	Green/Amber	£0	£0	£2,500,000	£0	£0	£0	£0	£0	£0	Green	£0	£2,500,000
	Flood Alleviation - Skipton	LGFLEE47	£1,500,000	£1,500,000	Green	£0	£0	£1,500,000	£0	£0	£0	£0	£0	£0	Green	£0	£1,500,000
	Flood Alleviation - Wyke Beck	LGFLEE134	£2,558,000	£2,558,000	Green	£0	£0	£0	£317,652	£1,400,216	£840,132	£365,738	£474,394	£840,132	Green	£0	£2,558,000
	Leeds City Region Flood Resilience Programme	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	Natural Flood Management - Colne and Calder	LGFLEE139	£1,299,107	£1,299,107	Green	£0	£0	£0	£0	£147,562	£656,899	£17,749	£639,151	£656,899	Green	£494,646	£1,299,107
Natural Flood Management - Upper Aire	LGFLEE140	£388,000	£388,000	Green	£0	£0	£0	£0	£0	£201,000	£26,830	£174,170	£201,000	Green	£187,000	£388,000	
Priority 4c - Balance of Funding	LGFLEE126	£0	£0	N/A	£0	£0	£0	£0	£0	£2,301,969	£0	£2,949,019	£2,949,019	N/A	£3,499,878	£5,801,847	
Priority 4c - Economic Resilience Programme Total *			£12,032,088	£12,032,088	£0	£0	£7,786,981	£317,652	£1,547,778	£4,000,000	£410,316	£4,236,734	£4,647,050		£4,181,524	£17,833,935	
3	Priority 4d - Enterprise Zone Development																
	EZ - Bradford - Gain Lane	N/A	£9,877,000	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	EZ - Bradford - Parry Lane	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	EZ - Bradford - Staithgate Lane	LGFLEE122	£85,230	£85,230	N/A	£0	£0	£0	£0	£0	£85,230	£0	£0	£0	N/A	£0	£85,230
	EZ - Calderdale - Clifton Business Park	LGFLEE122	£200,000	£200,000	Amber	£0	£0	£0	£0	£135,563	£200,000	£63,926	£511	£64,437	Amber	£0	£335,563
	EZ - Kirklees - Lindley Moor East	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	EZ - Kirklees - Lindley Moor West	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	EZ - Kirklees - Moor Park	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0
	EZ - Leeds - Aire Valley	LGFLEE123	£4,588,590	£4,588,590	Green/Amber	£0	£0	£0	£0	£4,370,086	£218,504	£0	£218,504	£218,504	Green/Amber	£0	£4,588,590
	EZ - Programme	LGFLEE122	£30,188,180	£1,532,770	Amber/Red	£0	£0	£0	£0	£247,495	£3,348,862	£7,000	£2,960,366	£2,967,366	Amber	£15,000,000	£18,596,357
EZ - Wakefield - Langthwaite Business Park Extension	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0	
EZ - Wakefield - South Kirkby Business Park	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£0	£0	
Priority 4d - Over-programming	N/A	£0	£0	N/A	£0	£0	£0	£0	£0	£0	£0	£0	£0	N/A	£-3,003,451	£-3,003,451	
Priority 4d - Enterprise Zone Development Total *			£44,939,000	£6,406,590	£0	£0	£0	£0	£4,753,144	£3,852,596	£70,926	£3,724,213	£3,250,307		£11,996,549	£20,602,289	
4	Priority 4e - Transport																
	CityConnect Phase 3 West Yorkshire Combined Authority	LGFLEE150	£12,053,000	£695,000	Green/Amber	£0	£0	£0	£0	£208	£774,315	£13,414	£78,792	£78,792	Green/Amber	£20,000	£794,523
Leeds Inland Port	LGFLEE156	£3,170,000	£0	N/A	£0	£0	£0	£0	£0	£1,077,000	£0	£0	£0	N/A	£0	£1,077,000	
Priority 4e - Transport Total *			£17,994,000	£125,000	£0	£0	£0	£0	£208	£208	£1,851,315	£13,414	£78,792	£78,792		£20,000	£1,871,523
Grand Total *			£1,287,447,404	£400,623,629		£1,103,908	£36,979,075	£84,745,759	£90,532,441	£91,799,121	£105,434,327	£4,375,575	£96,341,730	£104,459,059		£105,755,508	£516,350,138

LPTIP Financial profile July 30th 2019/20 Last updated: 29/07/19																	
Packages and schemes	Baseline budget (m)	Approved budget	LCC approved	WYCA approved	Match funding Secured	Potential Match funding	Total Actual 17/18	Total Actual 18/19	Q1 Act Spend 19/20	Q2 Est Spend 2019/20	Q3 Est Spend 2019/20	Q4 Est Spend 2019/20	Total Est 2019/20	Total 19/20	Total 20/21	Total 21/22	Total Actual and Projected DFT
Bus priority																	
A660	49.72	379,800	2,419,800	0		5,730,000	60,741	404,097	2,503	132,205	396,614	396,614	927,935	927,935	6,883,237	0	8,276,009
A660 LWR Lawnswood RDBT						0	1,022	202,909	10,244	100,000	150,000	263,917	524,161	524,161	7,589,756	0	8,317,848
A61 North		900,000	14,045,961	0	45,039	2,500,000	28,897	847,857	4,606	563,324	1,041,910	1,999,084	3,608,924	3,608,924	3,446,153	0	7,931,831
A58		450,000	740,000	0			29,089	488,267	78,041	0	0	0	78,041	78,041	5,894,037	0	6,489,433
A647		798,600	11,193,600	0	246,222	5,000,000	34,623	844,195	5,919	0	0	423,074	428,993	428,993	4,985,953	0	6,293,764
A61 South		2,011,800	14,096,800	0		205,000	85,194	135,092	16,747	1,397,783	2,918,312	3,088,429	7,421,272	7,421,272	3,588,195	0	11,229,753
A65			747,324		252,676		0	0	0	0	150,000	150,000	300,000	300,000	700,000	0	1,000,000
Early Interventions /Enabling Works	720,000	720,000	0			181,361	0	1,484,114	0	0	-866,565	617,549	617,549	-617,549	0	181,361	
Sub total	49.72	5,260,200	43,963,485	0	543,937	13,435,000	420,927	2,922,417	1,602,174	2,193,312	4,656,836	5,454,553	13,906,875	13,906,875	32,469,781	0	49,720,000
Park and Ride																	
Stourton	23	2,305,000	26,045,000	0	2,867,542		555,484	894,364	24,856	4,137,070	3,461,904	3,506,317	11,130,147.7	11,130,148	14,285,741	0	26,865,737
Temple Green Extension			6,954,022		431,978		0	1,448,656	0	0	0	0	0.0	0	3,225,093	0	4,673,749
Alwoodley Gates	15	200,000	14,030,000	0			29,182	225,029	36,424	0	0	0	36,424.0	36,424	2,750,418	0	3,041,053
Elland Road	2.5	244,800	5,364,800	0			51,974	215,701	31,328	1,605,413	1,444,365	1,530,699	4,611,805.2	4,611,805	1,039,982	0	5,919,462
Sub total	40.5	2,749,800	52,393,822	0	3,299,520	0	636,640	2,783,749	92,608	5,742,483	4,906,270	5,037,016	15,778,377	15,778,377	21,301,234	0	40,500,001
City Centre Gateways																	
Woodhouse Lane	29	900,000	900,000	0			22,785	67,643	936	238,155	238,155	366,605	843,851	843,851	4,366,782	0	5,301,061
Albion Street		400,000	400,000	0			19,211	67,478	0	0	0	0	0	0	0	0	86,689
Infirmary Street		400,000	400,000	0	5,600,000	1,530,000	19,076	67,037	71,070	0	0	-70,539	531	531	-531	0	86,112
Corn Exchange		600,000	600,000	0		7,485,000	21,124	162,887	4,737	1,524,461	1,336,906	982,498	3,848,602	3,848,603	7,647,228	0	11,679,841
The Headrow		600,000	21,300,000	0		2,500,000	20,153	1,138,223	37,021	1,071,299	1,999,106	5,667,201	8,774,627	8,774,627	1,913,293	0	11,846,296
Sub total	29	2,900,000	23,600,000	0	5,600,000	11,515,000	102,349	1,503,267	113,764	2,833,915	3,574,167	6,945,765	13,467,611	13,467,611	13,926,772	0	29,000,000
Total Bus Infrastructure Prog	119.22	10,910,000	119,957,307	0	9,443,457	24,950,000	1,159,917	7,209,434	1,808,546	10,769,710	13,137,273	17,437,334	43,152,863	43,152,863	67,697,787	0	119,220,000
Rail																	
Accessibility	9.5	800,000	0	800,000	0	0	0	72,623	32,170	162,713	266,846	266,926	728,655	728,655	8,698,722	0	9,500,000.0
New Pudsey	5	500,000	0	470,000	0	0	0	0	5,190	0	326,052	33,683	364,925	364,925	4,600,067	0	4,964,992.1
New Pudsey			30,000				1,093	32,693	1,222	0	0	0	1,222	1,222	0	0	35,008
White Rose	15		0	640,000	0	0	113,915	93,507	91,215	46,193	874,998	875,002	1,887,408	1,887,408	2,899,901	0	4,994,730
White Rose		650,000	3,400				424	2,035	451	0	0	2,849	3,300	3,300	0	0	5,758.6
Thorpe Park		0			500,000	500,000	0	1,362	0	0	0	2,320,988	2,320,988	2,320,988	2,671,545	0	4,993,895.1
Thorpe Park			3,300				373	2,432	451	0	0	2,849	3,300	3,300	0	0	6,104.9
LBA Parkway		500,000		500,000			107,316	243,693	83,046	21,645	90,634	2,390,642	2,585,967	2,585,967	2,055,709	0	4,992,685.4
LBA Parkway		0	3,300	0	0	0	0	3,915	1,374	0	0	804	2,178	2,178	0	0	6,092.5
Leeds Rail Station		5	1,000,000		500,000	400,000	400,000	0	0	0	500,000	500,000	1,000,000	1,000,000	3,500,000	0	4,500,000.0
Leeds Rail Station			0					231,458	90,080	67,500	67,500	43,462	268,542	268,542	0	0	500,000.0
Sub total	34.5	3,450,000	40,000	2,910,000	900,000	900,000	223,121	683,717	305,199	298,051	2,126,030	6,437,205	9,166,485	9,166,485	24,425,944	0	34,499,267
Bus delivery																	
Transport Hubs & Connecting Communities	9.273	450,000		390,000			0	71,374	3,700	400,000	200,000	1,317,029	1,920,729	1,920,729	7,280,897	0	9,273,000
Transport Hubs & Connecting Communities			60,000				243	0	705	0	0	0	705	705	-705	0	243
Demand Responsive Travel (DRT)	1.227	300,000		300,000				0	40,000	128,100	100,000	100,000	368,100	368,100	858,900	0	1,227,000
Realtime	7.2	2,140,000	0	2,140,000			943,890	445,645	25,577	320,800	38,200	778,200	1,162,777	1,162,777	4,647,688	0	7,200,000
Core Network Visualisation	0.3	100,000		100,000				3,000	0	125,000	86,000	86,000	297,000	297,000	0	0	300,000
Leeds bus station	4.7	400,000		200,000			0	61,922	258	229,742	300,000	680,212	1,210,212	1,210,212	3,081,035	0	4,353,169
Leeds bus station			200,000				316,723	147,863	8,944	0	0	-8,700	244	244	-244	0	464,586
Digital Hub	1.25	339,000		339,000			0	0	0	0	0	330,000	330,000	330,000	920,000	0	1,250,000
Digital Hub				0				0	2,251	144	0	0	144	144	-144	0	2,251
Low Emissions - Clean Bus Technology Fund P	2	850,000	0	850,000			0	820,000	0	0	0	30,000	30,000	30,000	0	0	850,000
Low Emissions			0	0	0			0	0	0	0	0	594,000	594,000	594,000	556,000	0
Sub total	25.95	4,579,000	260,000	4,319,000	0	0	1,260,856	1,552,055	79,328	1,203,642	724,200	3,906,741	5,913,911	5,913,911	17,343,427	0	26,070,249

Packages and schemes	Baseline budget (m)	Approved budget	LCC approved	WYCA approved	Match funding Secured	Potential Match funding	Total Actual 17/18	Total Actual 18/19	Q1 Act Spend 19/20	Q2 Est Spend 2019/20	Q3 Est Spend 2019/20	Q4 Est Spend 2019/20	Total Est 2019/20	Total 19/20	Total 20/21	Total 21/22	Total Actual and Projected DFT	
Management Costs																		
Programme management	4.43	200,000	0	0			0	78,365	76,075	0	0	79,380	155,455	195,145	82,874	10,310	366,694	
Programme management			200,000	0			198,770	175,682	12,327	45,000	45,000	45,211	147,538	147,538	192,673	0	714,663	
Programme PR, Comms and Marketing		100,000			50,000			20,000	120,133	31,295	34,136	22,744	72,744	160,919	160,919	948,707	0	1,249,759
Programme PR, Comms and Marketing			50,000					101,699	39,140	93,571	10,000	10,000	-73,372	40,199	40,199	39,801	0	220,839
Monitoring evaluation and benefits realisation		185,000			150,000			26,000	59,483	44,945	12,000	18,188	18,188	93,321	93,320	90,000	50,000	318,803
Monitoring evaluation and benefits realisation			35,000					30,461	0	1,524	0	0	0	1,524	1,524	88,508		120,493
Package management		375,000			175,000			0	0	61,233	0	0	61,000	122,233	122,233	61,000	22,448	205,681
Package management			200,000					102,351	0	30,010	0	0	0	30,010	30,010	0	0	132,360
Legal		50,000			25,000			15,000	0	4,302	0	0	10,000	14,302	14,302	13,000	0	42,302
Legal			25,000					2,474	5,953	0	0	0	24,047	24,047	24,047	15,000	0	47,475
Finance management		70,000			35,000			5,000	30,000.0	20,973	0	0	20,000	40,973	40,973.0	40,516.0	25,000.0	141,489
Finance management			35,000					25,200	36,000	9,000	9,000	9,000	9,000	36,000	36,000	36,000	0	133,200
Assurance of programme		20,000			20,000			46,500	156,938	160,004	0	0	160,000	320,004	320,004	160,000	0	683,442
Sub total		4.43	1,000,000	545,000	455,000	0	0	573,455	701,692	545,259	110,136	104,932	426,198	1,186,525	1,226,215	1,768,079	107,758	4,377,199
Total	184.1	19,939,000	120,802,307	7,684,000	10,343,457	25,850,000	3,217,349	10,146,898	2,738,332	#####	#####	28,207,478	59,419,783	59,459,473	#####	107,758	184,166,715	
		LCC					1,939,728	7,888,855	2,058,349	10,901,210	13,268,773	17,483,484	43,711,816	43,711,816	68,068,676	0	121,609,075	
		WYCA					1,277,621	2,258,044	679,983	1,480,329	2,823,662	10,723,994	15,707,968	15,747,657	43,166,561	107,758	62,557,641	
		TOTAL					3,217,349	10,146,898	2,738,332	12,381,539	16,092,435	28,207,478	59,419,783	59,459,473	111,235,237	107,758	184,166,715	



Report to: West Yorkshire and York Investment Committee

Date: 3 September 2019

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 Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 This report presents proposals for the progression of 6 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 £139.955 million when fully approved, of which the total value of £19.955 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<u>Scheme</u>	<u>Scheme description</u>
Halifax Bus Station Calderdale	<p>This project will replace the existing bus station facility located to the north of Halifax town centre.</p> <p>The scheme seeks to address known constraints and issues of the current site and deliver a station that can accommodate the predicted growth in travel in Halifax, with the proposal to include delivery of a new single fully enclosed passenger concourse, increased retail and commercial provision, improvements to real time information, and improved access and safety measures.</p> <p>Development and delivery of this project is dependent on securing funding as part of the West Yorkshire Transforming Cities Fund (TCF) bid to the Department for Transport (DfT).</p>

	<p>Inclusion of this project in the West Yorkshire TCF bid will be confirmed by 28 November 2019. A decision on which projects receive funding is expected from the DfT in March 2020. If this project does not receive funding from the DfT, an alternative project may be considered to improve Halifax Bus Station</p> <p><u>Impact</u></p> <p>The scheme currently demonstrates a benefit cost ratio of 2.19:1 judged as High Value for Money when assessed against the DfT's value for money assessment criteria.</p> <p>The scheme's wider social benefits include health benefits, with possible provision of electric bus services and support to reducing congestion levels in Halifax town centre as result of commuters being attracted to use public transport through the improvements to station facilities. Additionally, the scheme will support a better quality of life with improved access to public transport (bus and rail) and subsequently to communities and jobs within the City Region.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 and work commences on activity 4 (full business case).</p> <p>Total scheme cost - £15.4 million</p> <p>Total value of Combined Authority funding - up to £566,415 (£15.4 million if TCF bid successful)</p> <p>Funding recommendation sought - £200,000</p> <p>Given that a decision on the TCF bid is expected from the DfT in March 2020, it is requested that additional development funding of £200,000 from the West Yorkshire plus Transport Fund is released now to support full business case activities, to enable the scheme to remain within delivery timescales. If the TCF bid is successful, recovery of this allocation will be sought.</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Clifton Business Park Enterprise Zone</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The Clifton Business Park Enterprise Zone (EZ) is one of a package of sites that make up the Leeds City Region (LCR) EZ Programme. The aim of this programme is to accelerate the delivery of high quality employment sites and floorspace and supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>Clifton Business Park is located on the A644 close to junction 25 of the M62. The scheme involves the delivery of site infrastructure works, including a new access road, and the establishment of a series of development plots.</p> <p><u>Impact</u></p> <p>The scheme will directly deliver 118,018m² of prepared land for B1/B2/B8 development (light and general industrial and storage and distribution), 1.75km of new highways infrastructure and 1.9km of new footpaths and cycleways.</p>

	<p>It has the potential to deliver the following benefits subject to subsequent investment by the private sector in the development and occupation of new floorspace:</p> <ul style="list-style-type: none"> • 45,789m² of new B1/B2/B8 floorspace, within 3 years of practical completion • 779 (gross) new and safeguarded jobs, within 5 years of practical completion <p>The scheme has a benefit cost ratio (BCR) of 8.1:1 which would represent high value for money.</p> <p>Additionally, the scheme will enable sustainable economic growth through making more efficient use of land allocated for employment uses, located close to the motorway network and managing traffic access into the site.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 and work commences on activity 5 (Full business case with finalised costs)</p> <p>Indicative total scheme cost - £33.109 million</p> <p>Total value of Combined Authority funding – Long term funding solution currently being determined</p> <p>Funding recommendation sought - £3.156 million for scheme development to decision point 5 (Full business case with finalised costs) from the Local Growth Fund</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Bradford City Centre Heritage Properties (Conditioning House)</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>The refurbishment of Conditioning House, a Grade II Listed Victorian warehouse building, will deliver new homes and commercial floorspace in a key location in Bradford city centre. It will be funded through the Local Growth Fund and is the first property to come forward through the wider Bradford City Centre Heritage Properties scheme.</p> <p>It supports SEP Priority 4 (Infrastructure for Growth)</p> <p><u>Impact</u></p> <p>The refurbishment of Conditioning House will deliver 150 new homes and 1,500m² of new commercial floorspace. It will leverage £12.347 million of new private sector investment and has the potential to generate 105 gross new jobs.</p> <p>The grant cost per new home (£10,000) is lower than the average across the Combined Authority’s Housing & Regeneration programme (£13,907) and on that basis is considered to offer reasonably good value for money.</p> <p>It will address the identified housing need in a SEP Spatial Priority Area and provide a catalyst for the future delivery of residential led mixed-used development in Bradford city centre.</p> <p>The scheme will adopt high quality sustainable design and encourage public transport use by its occupiers given its central city location.</p>

	<p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs)</p> <p>Total value - £13.847 million</p> <p>Total value of Combined Authority funding - £1.5 million</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>A65 Signals</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme aims to improve journey times for bus services and general traffic and increase bus use through the installation of new controls at 11 signal junctions along the corridor from Kirkstall (B6157 Savins Mill and Wyther Lane) to the A58 Inner Ring Road.</p> <p>It will be integrated into the Urban Traffic Management Control (UTMC) network to enable real-time management of traffic signals to respond to traffic conditions and is part of a long-term strategy of implementing adaptive traffic signal control on strategic routes across Leeds to enhance the benefits of the Leeds Public Transport Investment Programme (LPTIP).</p> <p>The scheme supports Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan and is funded from the devolved Department for Transport (DfT) Leeds Public Transport Investment Programme. It is a priority scheme for the LPTIP programme.</p> <p>The scheme will reduce the number of vehicle stop/starts and the associated emissions.</p> <p><u>Impact</u></p> <p>The scheme has a forecast benefit cost ratio of 3.01:1 which represents 'high' value for money based on significant benefits to bus and general traffic journey time delays (17% and 12% respectively by 2024)</p> <p>The scheme's wider social benefits also include improvement in network safety and air quality and improved public transport access to employment and services for communities in areas of high deprivation</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case)</p> <p>Total value - £1.209 million</p> <p>Total value of Combined Authority funding - £956,000</p> <p>Funding recommendation sought - £0</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>

<p><u>Scheme</u></p> <p>Leeds Flood Alleviation Scheme 2</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will reduce flood risk to residential, commercial property and infrastructure assets along the River Aire in Leeds enabling the river to become an asset rather than a threat for business and communities. Through a series of linear defences it will provide protection against a 1 in 100 year flood event for the upstream section of the river between Leeds Railway Station and Newlay beyond Kirkstall corridor to the west of the city.</p> <p>The scheme is funded through the Combined Authority's Local Growth Fund</p> <p>It supports SEP Priority 4 (Infrastructure for Growth)</p> <p><u>Impact</u></p> <p>Flood protection for:</p> <ul style="list-style-type: none"> • 139 businesses • 13 electrical substations and 4 telecommunications centres, Airedale and Wharfedale Railway line • Development land suitable for 1,613 new homes • 4 leisure facilities, 2 places of worship, and 2 educational facilities <p>An increase in net Gross Value Added of £44.2 million from enabling the creation of 1,509 potential jobs</p> <p>Improved habitats and riverside public realm from tree planting and carbon removal from natural flood management.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 and work commence on activity 6 (delivery).</p> <p>Total value - £76.390 million</p> <p>Total value of Combined Authority funding - £3.9 million</p> <p>Funding recommendation sought - £3.9 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Gain Lane Enterprise Zone</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>The Gain Lane Enterprise Zone (EZ) is one of a package of sites that make up the Leeds City Region Enterprise Zone (EZ) Programme. The aim of this programme is to accelerate the delivery of high quality employment sites and floorspace and supports Priority Area 4 (Infrastructure for Growth) of the Strategic Economic Plan.</p> <p>Gain Lane, Bradford is a vacant site located 3.5 miles south east of Bradford city centre. The Gain Lane scheme seeks Local Growth funding to be approved to fill a gap in the business case development appraisal, specifically to support site access and infrastructure works including earthworks, site drainage works and connections to existing, landscaping and new access road to unlock the site.</p>

	<p><u>Impact</u></p> <p>The benefit cost ratio (BCR) is 16.5:1, judged to be very high value for money. This factors in the benefits to the economy of the forecast jobs accommodated and the Gross Value Added associated with the scheme.</p> <p>The scheme, as part of the wider EZ programme, will deliver wider social benefits including providing opportunities for people in an area of deprivation to find jobs and to develop new skills.</p> <p>The scheme aims to enable sustainable economic growth through bringing employment land back into use and better manage traffic access and flow.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 and work commences on activity 6 (delivery).</p> <p>Total value – Combined Authority funding plus substantial private sector investment – See Appendix 7</p> <p>Total value of Combined Authority funding – up to £9.877 million, (subject to ongoing monitoring of the development)</p> <p>Funding recommendation sought – up to £9.877 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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1.4 This report also presents recommendations for the following 7 schemes that have had change requests assessed in line with the Combined Authority’s assurance process. These schemes have a funding value of £233.682 million when fully approved, of which £215.832 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<u>Scheme</u>	<u>Scheme description</u>
<p>A62 / A644 (Wakefield Road) Link Road</p> <p>Kirklees</p>	<p>Cooper Bridge is one of the most important Gateways into Huddersfield. The A62 is one of the main transport routes into and out of Huddersfield and provides key access to the M62 corridor. The existing A62 / A644 Cooper Bridge junction is a signalised three-armed roundabout. The roundabout and the surrounding road network are known to be severely congested in both the AM and PM traffic peaks.</p> <p>Proposed works</p> <ul style="list-style-type: none"> • Remove large volumes of motorway bound traffic and re-routing them away from Cooper Bridge and onto the link road. • Highway junction improvements works • Construction of a link road • Widening of A644 Wakefield Road and A62 Leeds Road

	<p><u>Impact</u></p> <ul style="list-style-type: none"> • Improved business efficiency, notably by travel time savings, improving journey time reliability and travel quality • Improving labour market efficiency, enabling firms to access a larger labour supply, and wider employment opportunities for workers and those seeking work. • Addressing Cooper Bridge and the surrounding network by reducing congestion is therefore critical if growth opportunities are to be unlocked in Kirklees and the wider City Region <p><u>Decision sought</u></p> <p>Activity 3 change request for additional funding to support project development costs towards developing the outline business case and for an extension on time from November 2018 to October 2020 for outline business case submission</p> <p>To increase total approved Combined Authority funding to £965,000 for development costs from £750,000 (an increase of £215,000)</p> <p>Funding recommendation sought - £215,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>A629 Phase 2</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme is phase 2 of a wider series of interventions along the A629 Halifax - Huddersfield corridor.</p> <p>The scheme is to be funded from the £120.6 million West Yorkshire plus Transport Fund allocation to the A629 corridor programme.</p> <p><u>Impact</u></p> <p>The scheme will improve pedestrian and cycle access in to and within the town centre by addressing current barriers to accessing the town centre, efficient re-routing of traffic which in turn provides the opportunity to capitalise on place making opportunities through enhancing and creating the town centre public spaces.</p> <p><u>Decision sought</u></p> <p>Activity 4 change request for additional funding to support project development costs towards a detailed re-design of the Piece Gardens on the Eastern Corridor to include the recently Grade II listed Hughes Corporation Building.</p> <p>To increase total approved Combined Authority funding to £3.613 million from £2.981 million (an increase of £632,000).</p> <p>Funding recommendation sought - £632,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

<p><u>Scheme</u></p> <p>Corridor Improvement Programme - A58/A672</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme seeks to deliver a package of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes.</p> <p>This scheme is part of the Corridor Improvement Programme fund, funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>As part of the West Yorkshire Key Route Network, the A58/A672 provides a key role linking Calderdale to the Greater Manchester City Region. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas.</p> <p>At outline business case, the scheme presented a benefit cost ratio of 2.76:1, reflecting the scheme as High Value for Money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme will reduce congestion and improve air quality.</p> <p><u>Decision sought</u></p> <p>Activity 4 change request approval to the revised delivery timescales - completion (decision point 6) is now forecast for May 2022 from March 2021, reflecting a 14 month delay due to limited resources and unexpected highways works.</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Corridor Improvement Programme - A646/A6033</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme seeks to deliver a package of highway improvements to address identified pinch-points on the A646/A6033 corridor.</p> <p>This scheme is part of the Corridor Improvement Programme fund, funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>As part of the West Yorkshire Key Route Network, the A646/A6033 provides a key role linking Calderdale to the Greater Manchester City Region and Lancashire.</p> <p>The proposed interventions to the route include junction improvements, bus facility improvements, provision of pedestrian crossing and cycling facilities, footbridge replacement, and public realm improvements. It is anticipated to improve resilience to incidents and weather events, and encourage modal shift supporting sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas.</p> <p>At outline business case, the scheme presented a benefit cost ratio of 3.3:1, reflecting the scheme as High Value for Money</p>

	<p>when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme will reduce congestion and improve air quality.</p> <p><u>Decision sought</u></p> <p>Activity 4 change request approval to the revised delivery timescales – completion (decision point 6) - which is now forecast for May 2022 from March 2021, reflecting a 14 month delay due to limited resources and unexpected highways works.</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>York Guildhall</p> <p>York</p>	<p><u>Scheme description</u></p> <p>This scheme will create high quality office space, with retained council use, meeting and events space and associated commercial development in an iconic historic complex on York riverside. The scheme is funded by the Local Growth Fund (LGF).</p> <p><u>Impact</u></p> <p>The scheme will enable the delivery of 2,610m² of floor space and 34 jobs in a desirable city centre location.</p> <p>The scheme will help to address the lack of suitable office accommodation in York to support business growth.</p> <p>The scheme designs include the use of a river-water source heat-pump which offers high levels of efficiency for the environment. The BREAM sustainability assessment indicates that the scheme is on target to receive a very good rating.</p> <p><u>Decision sought</u></p> <p>Activity 6 change request to approve amendments to the project timeframe from December 2018 to March 2021.</p> <p>Total value - £20.197 million</p> <p>Total value of Combined Authority funding - £2.347 million</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>Rail Park and Ride Programme – Hebden Bridge</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The Rail Park and Ride programme consists of 14 sites adjacent to rail stations which are to be extended to accommodate car parking, for the benefits of rail users.</p> <p>This scheme will provide an additional 46 parking spaces at Hebden Bridge Rail Station and remove disruptive on-street parking on the local road network.</p> <p><u>Impact</u></p> <p>The programme will</p>

	<ul style="list-style-type: none"> • Enhance rail accessibility – extend free rail car parking and enhance employment accessibility, through the provision of additional car parking spaces; Improve overall journey times, through better access to the rail network; Increase provision of Blue Badge parking bays. • Increase access to employment and facilitate growth Gross Value Added (GVA) at programme level - £8.2 million; Employment benefit at programme level – an additional 117 jobs • Deliver carbon savings – reduce car journeys and encourage modal shift onto rail, through improved accessibility to the rail network. <p><u>Decision sought</u></p> <p>Activity 6 change request to approve an additional £130,000 and to amend the delivery timescales in line with this report.</p> <p>Total value - £884,445</p> <p>Total value of Combined Authority funding - £884,445</p> <p>Funding recommendation sought - £130,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
<p><u>Scheme</u></p> <p>York Outer Ring Road – Phase 2 Delivery A1237 – Monks Cross</p> <p>York</p>	<p><u>Scheme description</u></p> <p>The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.</p> <p>The York Outer Ring Road upgrade project includes improvements to 7 existing outer ring road roundabouts between the Wetherby Road and Monks Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to 3 lanes, exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodation for future orbital and radial routes where possible)</p> <p>Phase 2 will deliver improvements to the roundabout at the junction of A1237, Monks Cross, and North Lane. The measures implemented at this roundabout are:</p> <ul style="list-style-type: none"> • A1237 approaches widened to three lanes; • A1237 exits widened to two lanes; • Enlarge the central island of the roundabout • Widening of minor arm approaches to match flows <p>Minor arm amendments are also provided including widening and provision of cycling / pedestrian facilities.</p>

	<p><u>Impact</u></p> <p>The scheme will contribute to reduced journey times and provide wider benefits in the form of reducing accidents and improving local air quality.</p> <p><u>Decision sought</u></p> <p>Activity 6 change request to amend the completion date from October 2019 to June 2021 to enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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1.5 Since the Investment Committee’s meeting in July 2019, the following decision points and change requests have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £15.822 million has been approved.

<p><u>Scheme</u></p> <p>City Connect Phase 3</p>	<p><u>Scheme description</u></p> <p>The City Connect programme will deliver new/improved cycling/walking infrastructure as well as consultation and engagement in order to promote the use of the new facilities.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 4 change request on 21 June 2019. £330,000 West Yorkshire plus Transport Fund funding identified for the Programme Management team was approved to enable continued programme support for the programme to progress in a timely and well managed way.</p>
<p><u>Scheme</u></p> <p>Corporate Technology Programme – package AO1</p>	<p><u>Scheme description</u></p> <p>The Corporate Technology Programme (CTP) will deliver the Corporate Technology Strategy which was approved by the Combined Authority at decision point 2 in May 2018. Package AO1 of the scheme relates to Service Management Capability enabling the ICT Service Desk to achieve and adhere to Information and Technology Literacy (ITIL) standards bringing benefits to all users.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 21 June 2019, giving full approval to the AO1 work package value of £168,045 and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u></p> <p>Leeds Station Gateway - New Station Street Improvements</p>	<p><u>Scheme description</u></p> <p>The scheme aims to improve the environment for pedestrians both on New Station Street and also around the entrance to the main concourse of Leeds Station.</p> <p><u>Decision</u></p>

	<p>The Managing Director approved this decision point 5 approval on 28 June 2019, giving full approval to the total scheme value of £2.120 million to be funded from the West Yorkshire plus Transport Fund (1.591 million) and Leeds Public Transport Investment Programme (£529,000).</p>
<p><u>Scheme</u></p> <p>West Yorkshire Integrated Urban Traffic Management Control (UTMC) – Element B1 (common cloud based database)</p>	<p><u>Scheme description</u></p> <p>Element B of the scheme relates to one common cloud based database for West Yorkshire Integrated Urban Traffic Management Control.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 12 July 2019, giving full approval to the UTMC project element B1 (the management of traffic signals by computer in urban areas) work package value of £1.225 million.</p>
<p><u>Scheme</u></p> <p>Tackling Fuel Poverty Programme</p>	<p><u>Scheme description</u></p> <p>The purpose of the Tackling Fuel Poverty Programme is to address fuel poverty amongst some of the most vulnerable households in the Leeds City Region through a capital programme of energy efficiency improvements, including existing solid wall, and hard to treat housing stock across all tenures.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 7 approval on 12 July 2019; that the projects and programme have met key requirements and deliverables and that the final value of the Local Growth Fund contribution to the programme is reduced from £6 million to £5.669 million.</p>
<p><u>Scheme</u></p> <p>Elland Road Park and Ride Expansion (Phase 3)</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a second extension to the Elland Road Park and Ride facility in Leeds and will provide a further 550 spaces to the current 800 space high quality park and ride facility.</p> <p><u>Decision</u></p> <p>The Managing Director approved the decision point 4 approval on 28 June 2019. The Managing Director then gave decision point 5 approval to the scheme on 26 July 2019. This gave full approval to the total scheme value of £6.31 million to be funded from the Leeds Public Transport Investment Programme.</p>

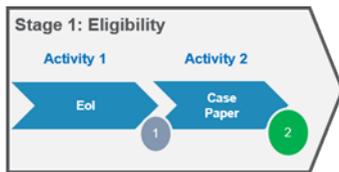
2 Information

- 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.
- 2.2 At its meeting on 1 August the Combined Authority approved the Kirklees Transport Model and Transforming Cities Fund schemes (paragraph 2.243) due to the urgency of each in relation to delivery timescales. The decisions

made by the Combined Authority section of this report outlines these approvals.

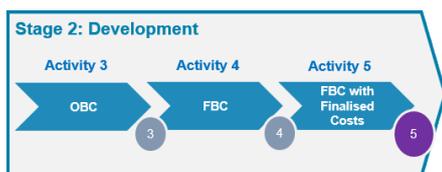
- 2.3 At the Investment Commitment in July 2019 the A629 Phase 4 scheme was recommended to the Combined Authority for approval. Investment Committee has the delegated authority from the Combined Authority to approve this scheme and therefore a recommendation has been included in this report for approval of this scheme by the Investment Commitment. The Additional Approvals section of this report outlines provides further detail.

Projects in stage 1: Eligibility



- 2.4 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.
- 2.5 There are no schemes requiring consideration at this assurance stage.

Projects in Stage 2: Development



- 2.7 Projects at this 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	Halifax Bus Station
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.8 This project will replace the existing bus station facility which is located to the north of Halifax town centre on the junctions of Broad Street/Northgate and with Winding Road.
- 2.9 The bus station scheme originally formed part of the A629 phase 2 package, which comprises the Halifax town centre proposal, but only as a refurbishment scheme. However with the opportunity to progress the scheme as part of the West Yorkshire Transforming Cities Fund (TCF), the promoter has proposed a new bus station. The bus station preferred option remains complementary to the overarching A629 phase 2 plans, and supports delivery of the desired benefits and outcomes, specifically the proposed implementation of a one-way bus box, dedicated bus lanes and pedestrianisation of Market Street.
- 2.10 The primary deliverable of the bus station project is the construction of a new single fully enclosed passenger concourse, to provide easy interchange between bus services, a safe and secure waiting environment, and level walking routes for all users, addressing known constraints and issues of the current site.

- 2.11 Through scheme delivery, the project will improve the customer experience, improve public accessibility and safety, and improve bus to bus and bus to rail interchange, encouraging the use of public transport, supporting local and regional transport strategies and policies, including SEP priority area 4 'Infrastructure for Growth'. The scheme is also forecast to generate additional income to the Combined Authority through increased commercial and retail provision.
- 2.12 Stakeholder consultation and engagement on the new bus station is planned to be undertaken during the latter half of 2019.
- 2.13 To date project development costs of £366,415 to progress the scheme to outline business case have been funded through the West Yorkshire plus Transport Fund, with an additional £200,000 now sought to support full business case development activities.
- 2.14 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 2.15 The scheme outputs and benefits include:
- A new single fully enclosed passenger concourse, with easy interchange between bus services, a safe and secure waiting environment, and level walking routes for all users.
 - Better connectivity to key destinations across the town centre such as the new sixth form college, Dean Clough and Piece Hall.
 - Provision of improved real-time information, including rail travel, to better integrate these modes.
 - An 'Electric Bus Station' that will be ready for the introduction of electric buses upon opening.
 - Increased retail and commercial provision to increase income to the Combined Authority.
 - A bus station that can accommodate the predicted growth in travel in Halifax.
 - A benefit cost ratio of 2.19:1 which reflects a high Value for Money scheme when assessed against the Department for Transport's value for money criteria.
 - Wider social benefits include better quality of life with improved access to public transport (bus and rail) and subsequently to communities and jobs, and health benefits with possible provision of electric bus services and reduction in congestion levels through increase uptake of bus users.

Risks

- 2.16 Scheme risks include:

- That the TCF bid is unsuccessful. The bus station project as per the current proposal would be unaffordable from the transport fund allocated to the A629 corridor programme. Therefore, other possible scenarios and options that have been explored that could be implemented.
- Disruption to tenant's requirements and rights within their lease. A comprehensive programme of consultation with stakeholders will be undertaken to ensure all requirements and rights are understood and accommodated where possible.
- Unforeseen ground and site conditions. A full survey will be undertaken prior to demolition to provide an early warning of any impact on cost.

Costs

- 2.17 The total forecast scheme cost at outline business case is £15.4 million. Delivery of the scheme is dependent on securing funding as part of the West Yorkshire Transforming Cities Fund (TCF).
- 2.18 The scheme secured funding up to £366,415 from the West Yorkshire Transport Fund to progress to outline business case (decision point 3). An additional £200,000 is now sought to progress the scheme to full business case (decision point 4) from the West Yorkshire Transport Fund.
- 2.19 Given that a decision on the TCF bid is expected from the DfT in March 2020, it is requested that development funding from the West Yorkshire plus Transport Fund is released now to support full business case activities to enable the scheme to remain within delivery timescales. If the TCF bid is successful, it may be possible to pay back this allocation.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/09/2020

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 6 months of that set out in this report.

Project responsibilities

Senior Responsible Officer	Mark Gregory, Calderdale Council
Project Manager	Mark Auger, Combined Authority
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.20 The strategic drivers for investment and proposed interventions are well presented, demonstrating the constraints and issues that need addressing to encourage an increase in passenger numbers, improve bus rail access, and to accommodate the future growth in Halifax, with better connectivity to housing and employment opportunities. Public consultation and member engagement is due to take place in second half of 2019.
- 2.21 The proposed design is complementary to the A629 Halifax town centre package, and supports delivery of the outputs and benefits of the A629 corridor programme and the wider local and regional transport strategies, including the City Region SEP headline indicator 'Infrastructure for Growth'. A refined delivery programme to be established at full business case, which will need to take in to account scheme interfaces with the A629 phase 2 Halifax town centre project.
- 2.22 The economic case value for money assessment reflects a benefit cost ratio of 2.19:1, judged as high value for money against the Department for Transport's value for money criteria. Further work to refine the economic case, including estimation of benefits when considering the A629 phase 2 Halifax town centre proposal, is to be undertaken as part of full business case.
- 2.23 The financial case reflects robust cost assumptions to support estimated scheme costs. Consideration has previously been given to possible scenarios should the TCF application be unsuccessful.

Recommendations

- 2.24 That the Investment Committee recommends to the Combined Authority that:
- (i) The Halifax Bus Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £15.4 million is given, with delivery funding dependent on the TCF bid outcome, 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 £200,000 are approved from the West Yorkshire plus Transport Fund in order to assist in the progress of the scheme to decision point 4 (full business case), taking total approval to £566,415.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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	Clifton Business Park Enterprise Zone
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.25 This funding sought for development costs is funded through the Local Growth Fund (LGF). The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan (SEP) including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 2.26 Enterprise Zones are part of the Government’s wider Industrial Strategy, aimed at supporting businesses and enabling local economic growth by establishing themselves as a driving force of local economies, unlocking key development sites, consolidating infrastructure, attracting business and creating jobs. The Leeds City Region Enterprises Zones have been established following a competitive application process to the Ministry of Housing, Communities and Local Government (MHCLG). Once built out, each Enterprise Zone site will generate business rates income for the Leeds Enterprise Partnership which can be reinvested into other strategic objectives.
- 2.27 The Clifton Business Park Enterprise Zone (EZ) is one of a package of 10 sites that make up the Leeds City Region (LCR) EZ Programme. The principal aim of this programme is to accelerate the delivery of high quality employment sites and floorspace in SEP Spatial Priority Areas, with a focus on supporting the generation of new jobs in advanced manufacturing and associated sectors. Phase 1 Enterprise Zones run until 2037 (for business rate returns to the Combined Authority) and phase 2 until 2042. Clifton Business Park EZ is part of phase 2 of the programme. The Combined Authority acts as the accountable body for the EZ Programme.
- 2.28 Clifton Business Park EZ is located on the A644 close to junction 25 of the M62. It is a sloping site which has had previous industrial and railway uses but

is currently used as grazing land and is allocated for B1, B2 and B8 (light and general industrial and storage and distribution) employment uses in the Calderdale Local Plan. The scheme involves the delivery of site infrastructure works, including a new access road, and the establishment of a series of development plots.

- 2.29 Due to the level of challenges on site and the high risk of ability to deliver within the Growth Deal timeframe, the Combined Authority are continuing to work with Calderdale Council to find a long term funding solution for bringing forward the full scheme at Clifton, above and beyond the funding sought at DP3 in this report.
- 2.30 There are significant 'abnormal' development costs associated with the site's topography and its previous uses, which have prevented the site being brought forward for employment use by the private sector despite strong evidence of market demand from potential occupiers.
- 2.31 Calderdale Council are currently negotiating to acquire the site from its current owner. Given the potential scale of public sector investment required to bring forward serviced plots to the market, and the need to ensure State Aid compliance, the scheme will be delivered by Calderdale Council rather than a private sector owner/developer as was the case with the Gain Lane EZ scheme.
- 2.32 Calderdale Council along with the Combined Authority are currently reviewing the variations of the preferred option in order to mitigate potential delivery risks. The preferred approach will be presented in the full business case.
- 2.33 Once completed, serviced development plots will be sold or leased at open market value - subject to development agreement(s) specifying the scope and timing of development to ensure that the new employment floorspace is delivered in accordance with requirements of the EZ Programme and Combined Authority LGF funding.
- 2.34 A summary of the scheme's business case and location map is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 2.35 The full scheme has the potential to deliver the anticipated direct outputs of:
- 118,018m² of land prepared for B1/B2/B8 development
 - 1.75km of new highways infrastructure
 - 1.9km of new footpaths and cycle ways
- 2.36 Subject to identifying future public sector funding streams and subsequent investment by the private sector the following benefits could be realised: -
- Up to 45,789m² of new B2/B2/B8 floorspace, within 3 years of practical completion

- Up to 779 (gross) new and safeguarded jobs, within 5 years of practical completion

2.37 Additionally the scheme will enable sustainable economic growth through making more efficient use of employment land and managing traffic access into the site.

Risks

2.38 The key scheme risks and how these are being managed/mitigated is set out below.

- *Legal risk* - scheme promoter unable to secure the site - mitigated by the Council taking advice on the potential Compulsory Purchase Order (CPO) in the event that a negotiated acquisition cannot be achieved. Any CPO process would take the scheme outside of Local Growth Fund timeframes for available funding.
- *Financial risks* - scheme cost increases from indicative design – mitigated by including both a contingency amount and a quantified risk assessment in the scheme cost plan at decision point 3 (outline business case).
- *Funding risk* - Scheme delivery outside of the Growth Deal timeframe – mitigated by proactive engagement and collaborative working between Calderdale Council and the Combined Authority and public and private sector partners
- *Local Growth Fund objectives risk* - due to significant challenges and constraints on site, the outputs and benefits identified above are at risk of not being delivered by 2025 as required by Local Growth Fund objectives – mitigated by securing development funding to enable the scheme to progress whilst a longer term funding strategy is identified.
- *Planning risk* - delay in securing outline planning consent of the scheme – mitigated by early dialogue with the Local Planning Authority (LPA) and key stakeholders
- *Market risk* – delay in securing the development of serviced plots for employment floorspace – mitigated by market demand assessments and direct engagement with potential occupiers/end users

Costs

2.39 The estimated total cost of the scheme is £33.109 million. Calderdale Council has secured £4.494 million (14%) from the National Productivity Investment Fund (NPIF) to contribute specifically to the cost of the new site access road. The Combined Authority are continuing to work with Calderdale Council to find a long term funding solution for bringing forward the full scheme.

2.40 The Combined Authority has contributed £200,000 in development costs at decision point 2 (case paper) to take the scheme forward to decision point 3 (outline business case). The scheme promoter is seeking a further £3.156 million of development funding to progress the scheme through to decision

point 5 (full business case with finalised costs). This includes the cost of acquiring the site, detailed design and procurement of technical specialists and consultants to develop a comprehensive full business case with finalised costs.

- 2.41 The EZ programme is a specific named priority in the Growth Deal, with pre-designated and government agreed sites within the programme. These unique arrangements support the case for reasonable and proportionate development costs to be considered for the EZ sites. The programme has approval for £1.9m of development costs which are being committed at programme level to support the acceleration of EZ sites within the portfolio. The development costs funding requested as part of this recommended approval is site specific to Clifton and outside the programme level approval.
- 2.42 Once built out, each Enterprise Zone site will generate business rates income for the Leeds Enterprise Partnership which can be reinvested into other strategic objectives.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	11/09/2020

Other Key Timescales

- Full planning consent secured – April 2020

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 5% of that set out in this report. Timescales should remain within 6 months of the timescales set out in this report Measurable outputs and benefits should remain within 20% of the forecast set out at decision point 3 (Outline business case)

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Robert Summerfield, Calderdale Metropolitan District Council

Appraisal summary

- 2.43 The scheme has a strong strategic case and a clear rationale for public sector intervention to address unmet market demand and stimulate take-up of employment floorspace in the area. The scheme is State Aid compliant and the procurement route will be confirmed at the next stage of the assurance pathway.
- 2.44 The economic case for the scheme is based on the potential to generate significant direct and indirect benefits, including 779 (gross) new jobs, and deliver a GVA (Gross Value Added) based benefit cost ratio (BCR) of 8:1. At the next stage of the assurance pathway the economic case should reflect the net additional benefits of the scheme supplemented by an assessment of the potential uplift in land values resulting from the proposed works.
- 2.45 The LCR EZ Programme has secured indicative approval of £45.044 million from LGF. In addition the Combined Authority could potentially benefit from up to £16 million through the retention of business rates at Clifton Business Park in the period up to 2042. The specific source of funding for the remaining total scheme costs will be confirmed at the next stage of the assurance process, together with tendered prices.
- 2.46 Calderdale Council will lead the scheme and key delivery constraints and risks are understood and quantified. It will operate within the existing LCR EZ Programme governance structure led by the Combined Authority.

Recommendations

- 2.47 That Investment Committee recommends to the Combined Authority that:
- (i) The Clifton Business Park (Enterprise Zone) scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
 - (ii) Development costs of £3.156 million are approved in order to assist in the progress of the scheme to decision point 5 (full business case with finalised costs), taking total approval to £3.356 million.
 - (iii) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £3.356 million from the Local Growth Fund.
 - (iv) Future approvals are made in accordance with the assurance 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	Bradford City Centre Heritage Properties (Conditioning House)
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.48 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 2.49 The Bradford City Centre Heritage Properties scheme received decision point 2 approval from the Combined Authority in June 2018 with an indicative allocation of £7.4 million. It aims to facilitate the delivery of up to 283 new homes and ancillary commercial floorspace in Bradford city centre through the refurbishment of key heritage properties.
- 2.50 The refurbishment of Conditioning House, a Grade II Listed Victorian warehouse building, is the first property to come forward at decision point 3 (outline business case). It will facilitate the delivery of 150 new homes and 1,500m² of ground floor commercial floorspace. Combined Authority funding will be used to contribute to the cost of carrying out the refurbishment works.
- 2.51 Bradford city centre is a designated Spatial Priority Area in the SEP and the subject of an adopted Area Action Plan (AAP) which proposes a significant level of new residential development (3,500 new homes) including conversions of existing heritage buildings, to help address a severe housing shortage.
- 2.52 The Council's primary regeneration priority is the regeneration of the city centre and a crucial part of this is to increase the number of people living in the city centre. A master delivery plan is in development to establish a city village at the heart of the city that will provide up to 1,000 of the new homes. Conditioning House is 5 minutes' walk from the Bradford City Village area.

- 2.53 The Conditioning House scheme supports Priority 4 (Infrastructure for Growth) of the SEP in terms of the delivery of new homes and Priority 1 (Growing Business) in terms of the provision of floorspace for SMEs.
- 2.54 The delivery mechanism will involve Bradford Council entering into a development and funding agreement with the developer of the building, to fund a range of abnormal costs associated with the conversion of a heritage asset which are a constraint to the viable redevelopment of Conditioning House. The developer of the building will be responsible for undertaking the works and the subsequent sale/lease of new homes and commercial floorspace. Development and funding agreements between the two parties and between Bradford Council and the Combined Authority will be formally agreed before the next stage of the assurance pathway. These will include provisions for overage and confirm State Aid compliance as necessary.
- 2.55 Additional buildings within the Heritage properties scheme that will be submitted for Local Growth Fund support are currently being considered by the Council. Feasibility and viability studies will identify options for the delivery of two further residential schemes within city centre priority areas that together could bring about the delivery of a further 200 – 300 units. The expectation is that an outline business case in respect of these additional projects can be brought forward in autumn 2019.
- 2.56 One of the original buildings being considered for this programme will no longer be progressed for LGF support and will be the subject of a change request. Unfortunately a residential scheme for the building has not proved deliverable within the Growth Deal Housing & Regeneration programme.
- 2.57 A summary of the scheme's business case and location map is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 2.58 The forecast outputs, benefits and inclusive growth implications are:
- 150 new homes (1 and 2-bedroom apartments) in a key city centre location
 - 1,500m² of new commercial floorspace targeted at small and medium sized enterprises (SMEs)
 - 105 gross new jobs
 - £12.347 million of private sector investment
 - Addressing identified housing need in a SEP Spatial Priority Area
 - Bringing a key heritage asset back into productive use
 - Acting as a catalyst for the future delivery of residential development in the city centre

- Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.
- A range of good quality housing and facilities, including proximity to a range of public transport options for new residents, to cater for a successful city centre community.

Risks

2.59 The key risks and associated mitigating measures are:

- A failure to complete the necessary legal agreements (partnership/legal risk) – the Heads of Terms for the Development Agreement and associated Grant Agreement have been prepared
- A failure to secure private sector borrowing (financial risk) – a property market assessment has been undertaken and the developer is currently securing funding
- Construction cost overruns (financial risk) – the liability for cost overruns is retained by the developer
- Sales/lettings targets not achieved (market risk) – a marketing strategy is being prepared to target residential and commercial occupiers

Costs

2.60 The total cost of the scheme is £13.847 million. The Combined Authority contribution sought at decision point 3 (outline business case) is £1.5 million. The remaining scheme delivery costs (£12.347 million) will be met by the developer.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	04/12/2019

Other Key Timescales

- Start on site – July 2019 (the developer is undertaking preliminary works at risk in advance of any further Combined Authority approvals)
- Enabling works completed – December 2019

- Practical completion – September 2020 (decision point 6)

Assurance Tolerances

Assurance tolerances
<p>Combined Authority grant funding does not exceed £1.5 million</p> <p>Timescales remain within three months of the timescales identified within this report.</p> <p>Outputs are forecast to remain within 10% of amounts forecast in this report (150 new homes and 105 gross jobs created)</p>

Project responsibilities

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

Appraisal summary

- 2.61 The outline business case presents a reasonably strong strategic case in terms of addressing housing need/demand in the area and delivering high-quality mixed-use development in the city centre. The rationale for grant is based on the need to address the abnormal development costs associated with the refurbishment of a listed building and to develop the emerging market for residential development in the city centre.
- 2.62 The case for change focuses on demand/need for housing and is supported by an assessment of market demand in the city centre. The city centre has seen limited residential development activity in recent years. The residential property market is still emerging and the delivery of key projects such as Conditioning House will make a significant contribution to raising the values and demand needed to achieve a critical mass of market activity.
- 2.63 The Conditioning House development intends to raise values and quality levels, offering apartments between £75,000 for a one bedroom apartment to £90,000 for a two bedroom unit.
- 2.64 There is no specific evidence for demand for the proposed commercial floorspace although it is recognised that this is an ancillary use. Further evidence on demand for equivalent sized units will be expected at decision point 4.
- 2.65 The refurbishment of Conditioning House will be delivered by the private sector developer with grant funding also from Bradford Council. Development and funding agreements between the two parties and between Bradford Council and the Combined Authority will need to be formally agreed before the next stage of the assurance pathway. These will include provisions for overage and confirm State Aid compliance as necessary.

- 2.66 The VfM position is based on grant cost per housing unit which equates to £10,000 and private sector leverage (8.23:1). The cost per homes is higher than the Halifax Living programme which recently secured Combined Authority approval (£7,545) but lower than the average across the Combined Authority's housing and regeneration programme (£13,907) and on that basis could be considered to offer reasonable value for money.
- 2.67 A development appraisal has been provided to demonstrate the need for grant funding and this will need to be further substantiated at the next stage of the assurance pathway and supported by an independent Red Book valuation of the new homes and commercial floorspace that will be delivered. The developer of the building will be responsible for managing all risks associated with the refurbishment works and subsequent sales/lettings.

Recommendations

- 2.68 That Investment Committee approves that:
- (i) The Conditioning House scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the total project value of £1.5 million is given from 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 scheme cost is £13.847 million
 - (iii) Future approvals are made in accordance with the assurance 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	A65 Signals
Stage	2 (Development)
Decision Point	3 (Outline business case)

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

Background

- 2.69 This scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), a £173.5 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 2.70 The A65 Signals scheme involves the installation of new controls at 11 signalised junctions (with communication ducts between the junctions) along the corridor from Kirkstall (B6157 Savins Mill and Wyther Lane) to the A58 Inner Ring Road. It will be integrated into the West Yorkshire UTM (Urban Traffic Management Control) network to enable real-time management of traffic signals to respond to traffic conditions
- 2.71 The scheme is an extension of a scheme Leeds City Council are currently delivering on the A65/A647 in north west Leeds with funding from the National Productivity Investment fund (NPIF), and is part of a long-term strategy of implementing adaptive traffic signal control on strategic routes across Leeds to enhance the benefits of LPTIP.
- 2.72 The primary objectives of the scheme are to improve journey times for bus services as well as general traffic and contribute to the wider LPTIP target of doubling bus patronage by 2026. These support the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP). The scheme also aims to improve air quality along the A65 corridor, improve road network safety for all users and support economic growth by improving access to employment and training opportunities. The scheme forms part of the LPTIP Bus Infrastructure Package which received decision point 2 approval from the Combined Authority on 29 June 2017.

- 2.73 Leeds City Council is the promoter of the scheme and it will be delivered by their contractor.
- 2.74 A summary of the scheme's business case and location map is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

- 2.75 The forecast outputs, benefits and inclusive growth implications are:
- A reduction in bus journey time delays along the A65 corridor of 17% by 2024
 - Improvements in bus journey reliability, increasing bus patronage and enhancing the passenger experience
 - A reduction in congestion and journey time delays for general traffic of 12% by 2024
 - Improvement in network safety and air quality (removing over 29,000 vehicle km/annum from the road network as a result of modal shift)
 - Improved public transport access to employment and services for communities in areas of high deprivation
- 2.76 The forecast benefit cost ratio (BCR) of the scheme is 3.01:1 which represents 'high' value for money (VfM). The benefits that will accrue from the scheme will be measured three years after practical completion in March 2021.
- 2.77 A journey time monitoring system has recently been installed to cover the scheme extents and this, along with bus automatic vehicle location (AVL) data, will provide a robust monitoring and evaluation tool as the scheme progresses.

Risks

- 2.78 The key risks to the delivery of the scheme and associated mitigation measures are:
- *Governance risk* - limited stakeholder engagement impacts on the overall performance of the system. Mitigation - utilise experience and best practice from the NPIF scheme and wider UTMC improvements to ensure that the new system is fully supported across key stakeholders including bus operators
 - *Technical risk* – insufficient maintenance arrangements in place for the proposed systems affecting its operational effectiveness. Mitigation - existing maintenance plans for the UTMC and field equipment support will be extended to cover the new system
 - *Benefits realisation risk* – effectiveness and benefits of the new system remain unrealised. Mitigation – existing evidence demonstrates that a number of locations have benefitted from the system and that the

likelihood of success can be increased through effective modelling of locations beforehand.

Costs

- 2.79 The total cost of the scheme is £1.209 million. The Combined Authority will fund £956,000 from the devolved Department for Transport LPTIP fund. The remaining scheme costs will be funded by Leeds City Council.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	30/12/2019
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	14/02/2020

Other Key Timescales

- Scheme design completed – April 2020
- Scheme works (signal and ducting) commence – September 2020
- Practical completion – March 2021

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Joel Dodsworth, Leeds City Council
Combined Authority case officer	Ian McNichol

Appraisal summary

- 2.80 The scheme has a strong strategic case in terms of the need/demand to reduce congestion, improve journey times and reduce carbon emissions and is closely aligned with the objectives of the SEP and associated transport strategies and plans.
- 2.81 The scheme has the potential to generate a benefit cost ratio of 3:1 which demonstrates high value for money when assessed against the Department for Transport's criteria. The economic appraisal will be further refined and substantiated at the next stage of the assurance pathway.
- 2.82 The use of LPTIP funding is supported by the Bus Infrastructure Package Board as a priority scheme. Scheme governance and delivery arrangement (as an extension to the NPIF scheme) are in place and further assessment of scheme-specific risks should be provided at the next stage of the assurance pathway

Recommendations

- 2.83 That Investment Committee recommends to the Combined Authority that:
- (i) The A65 Signals scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval of £956,000 is given from the LPTIP 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 scheme cost is £1.209 million
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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	Leeds Flood Alleviation Scheme 2 (LFAS2)
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 2.84 The Leeds Flood Alleviation Scheme 2 (LFAS2) scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 2.85 The Leeds Flood Alleviation Scheme 2 (LFAS2) scheme was given outline business case approval to proceed to full business case by the Combined Authority in April 2019. The purpose of the scheme is to implement a 1 in 100 year standard of flood protection against future flood events following the devastating impact of the Boxing Day flood in 2015.
- 2.86 At decision point 3 (outline business case) the scheme presented was designed to achieve 1 in 200 years standard of flood protection. This was consistent with the Environment Agency recommendation for the Upper Aire Catchment and with the National Infrastructure Commission recommendation for all major cities in England. As the full funding package for the entire 1 in 200 year scheme is yet to be secured a two-step approach has been adopted. Step 1 consists of works to increase protection up to a 1 in 100 year event, Step 2 will increase protection up to a 1 in 200 year event. The re-submission of the business case for Step 1 only, allows this Step to proceed, as the full funding for these works has been secured. Work is ongoing to assemble the funding required for step 2 of the scheme.
- 2.87 The Local Growth Fund enables implementation of the Strategic Economic Plan and this project contributes directly to the plan's fourth priority of 'creating infrastructure for growth' by delivering part of an integrated flood risk reduction programme, incorporating flood defences, green infrastructure and resilient

development. Commercial confidence will be boosted and protected housing will be delivered.

2.88 Step 1 consists of works upstream from Leeds station to Newlay, including:

- Removal of redundant bridge at Armley Mills to improve conveyance
- Raising of Milford Place footbridge to remove the potential restricted flow
- Removal of the under-hanging structure at Redcote Lane bridge
- Widening the channel adjacent to the A65 between Wellington Bridge and Viaduct Road
- Construction of 7.5km of linear defences

2.89 Step 1 also includes natural flood management (NFM) works in the upper and mid-stretches of the River Aire from Malham to Armley including planting of circa 2 million trees, the creation of storage ponds, and 'leaky dams' (natural physical barriers which hold back flow, for example tree branches, wood, rocks) that act to slow river flow and finally re-routing of the river in its upper rural reach.

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

Outputs, benefits and inclusive growth implications

The outputs listed in this section are for Step 1 of LFAS2 and for information the outputs for completion of LFAS2 after step 2 is implemented are provided (in brackets)

- 7.5 km (14km) of linear defences
- Flood protection for
 - 139 businesses (470)
 - 13 electrical substations and 4 telecommunications centres, Airedale and Wharfedale Railway line (no change)
 - Development land for 1,613 new homes (no change)
 - 4 (5) leisure facilities, 2 (2) places of worship, and 2 (2) educational facilities
- An increase in net GVA of £44.2 (£88.2) million from enabling the creation of 1,509 (1,669) potential new jobs

2.91 Additionally:

- Production of revised flood maps to enable insurance underwriting to offer more affordable insurance premiums for business
- Improved habitats and riverside public realm, and the holding of carbon from tree planting (around 2 million trees between Malham and Armley) and natural flood management measures. This will include creation of

storage ponds, introduction of 'leaky dams', and finally re-routing of the river in its upper reaches.

- Wider benefits in terms of health and wellbeing improvements proven to arise from freedom from worry about flood risk.

Risks

- 2.92 Political risk that the scheme requires the support and full engagement of a wide range of partners within the River Aire catchment. The risk is that partners and political commitment to supporting the scheme varies and becomes a barrier to delivery. This is being actively managed through the Programme Board composition and the stakeholder engagement strategy.
- 2.93 Significant flood event during the works; mitigated through the provision of temporary barriers to protect works as well as close monitoring of forecasts to clear sites and minimise impact.
- 2.94 The existing river walls condition are not currently known as they are covered in vegetation; mitigated through ongoing surveys of existing walls, working alongside stewardship works to allow access and inform scope of works.
- 2.95 Compensation required to landowners for land acquisition and disruptive effect of works; mitigated through budget to make provision for reasonable levels of compensation.

Costs

- 2.96 The total cost for Leeds FAS2 step 1 is £76.390 million of which the Combined Authority contribution is £3.9 million. This will be funded from the Local Growth Fund.
- 2.97 The overall combined cost for step 1 and step 2 of Leeds FAS2 is £112 million, which has not changed from decision point 3. However, the full original allocation Combined Authority contribution for the LFAS2 project is now being applied only to Step 1 which is a smaller project with slightly reduced outputs.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2022

Other Key Timescales

- 2.98 The Local Growth Fund contribution is profiled for spend during 2019/20 and 20/21, to ensure that full spend of Growth Deal funds is achieved by the end of March 2021.

Assurance Tolerances

Assurance tolerances
Combined Authority funding for this scheme remains within those identified in this report Timescales remain within 6 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Rachel Jones, Combined Authority
Project Manager	Vicky Dumbrell/Daisy Johnson, Combined Authority
Combined Authority case officer	Chris Brunold

Appraisal summary

- 2.99 The project has a very strong strategic and economic case, it builds on the Flood Alleviation Scheme 1 (FAS1) and high demand has been evidenced through public consultation and the impact of the 26 December 2015 flood on the business and local community.
- 2.100 Now that the project is scoped to Step 1 the financial case is substantially strengthened as the project is fully funded. The benefit cost ratio has increased to 11.7:1 confirming even greater economic impact than at outline business case and the risks are substantially reduced. The full funding position and the appointment of the main contractor with the addition of a detailed and quantified risk assessment moves the scheme to a green rating overall.
- 2.101 The project has many wider benefits for Leeds and the city region, and aligns with National Infrastructure Committee recommendations. It also provides an important Step 1 on the way to achieving the full 1 in 200 year flood defence once final funding is secured for the remaining areas for action at Calverley and Apperley Bridge in Step 2 of the FAS2 scheme.
- 2.102 Clear project governance is set up to provide continuity from FAS 1 and to apply the lessons learned from this predecessor. The scheme has wide public support and benefits a community with acknowledged economic and health and wellbeing needs.

Recommendations

- 2.103 The Investment Committee approves that:

- (i) The Leeds Flood Alleviation Scheme Phase 2 proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Full approval of the Combined Authority's contribution of up to £3.9 million, which will be funded through the Local Growth Fund, is given with full approval to spend. The total project value is £76.390 million.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £3.9 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Gain Lane Enterprise Zone
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

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

Background

- 2.104 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 2.105 Enterprise Zones are part of the Government’s wider Industrial Strategy, aimed at supporting businesses and enabling local economic growth by establishing themselves as a driving force of local economies, unlocking key development sites, consolidating infrastructure, attracting business and creating jobs. The Leeds City Region Enterprises Zones have been established following a competitive application process to the Ministry of Housing, Communities and Local Government (MHCLG).
- 2.106 The Gain Lane Enterprise Zone forms part of the Leeds City Region Enterprise Zone Programme (City Region EZ), which is a package of Enterprise Zones (EZ) to be delivered in two phases across 10 sites in West Yorkshire. The programme will help to deliver additional employment across the Spatial Priority Areas and will facilitate the “acceleration of development and delivery of high quality employment floor space in the advanced and innovative manufacturing and complementary sectors” in alignment with partner councils’ Local Plans.
- 2.107 The principal aim of the EZ Programme is to achieve accelerated delivery of sites and high quality employment floor space and where a private sector developer partner is willing and able to take the scheme forward (subject to thorough legal and financial due diligence and progression through the Combined Authority’s assurance process) this should be maximised.

- 2.108 Once built out, each Enterprise Zone site will generate business rates income for the Leeds Enterprise Partnership which can be reinvested into other strategic objectives. Phase 1 Enterprise Zones run until 2037 (for business rate returns to the Combined Authority) and phase 2 until 2042. The Gain Lane Scheme is part of phase 2 of the programme. The Combined Authority acts as the accountable body for the EZ Programme.
- 2.109 To ensure appropriate and thorough financial due diligence principals are developed and undertaken along with the approach towards grants for the EZ programme, a paper identifying options to consider a new LEP Grant and loans to provide grant / 'returnable investment' support to the private sector on projects with a demonstrable viability gap as a funding option for the Leeds City Region Enterprise Zone Programme (EZ) was presented to, and endorsed by, the LEP Board on 26 March 2019.
- 2.110 Due to its location being on the boundary between Leeds and Bradford, Gain Lane is seen as a key strategic location as it can serve the demands of business from both cities. Whilst it has been allocated for employment use since 1993, the costs of redevelopment have always been prohibitive. The Bradford district also currently has a severe shortage of readily available modern single storey accommodation, which the development of the Gain Lane site will deliver.
- 2.111 The Gain Lane scheme is now presented at full business case with finalised costs (decision point 5) and seeks to progress to delivery (activity 6).
- 2.112 The Gain Lane scheme seeks approval for funding from the Local Growth Fund to support site access and infrastructure works including earthworks, site drainage works and connections to existing, landscaping and new access road to unlock the site. The restrictive access and topography of the site makes development challenging and development appraisal work has shown that there is a viability gap in delivering the scheme. Once developed it is anticipated the site will accommodate 29,404sqm of commercial floor space, capable of delivering 550 jobs, it will receive significant private sector investment, and potentially generate £11 million Gross Value Added (GVA) annually.
- 2.113 To ensure adequate security arrangements to protect public sector investments, the proposed funding agreement includes overage clauses to ensure any excess profit or savings on costs are shared equally between the public and private sector. In addition to overage clauses, the funding agreement includes mechanisms for clawback linked to performance of delivery against agreed milestones. The Combined Authority will also receive a first charge over the land.
- 2.114 The Combined Authority has introduced comprehensive financial due diligence processes whereby private sector organisations who are potential recipients of grant funding provide company and employee information in order that their financial standing and organisational structure are clarified and any areas of concern raised and mitigated. The Combined Authority have received the last three years audited and management accounts and a Dun and Bradstreet

credit check report of the developer contractor to assess financial standing. These have been independently assessed and provided the Combined Authority with a financial assessment of the grant recipient and their parent company which indicate low risk of failing during the foreseeable future. The companies are noted as being well-resourced and financially stable overall.

- 2.115 To ensure value for money is being considered and achieved throughout construction, the Combined Authority will implement an open book accounting approach for delivery. The Combined Authority is in the process of appointing a monitoring surveyor to oversee the scheme. Information to support this scheme has been provided which is considered to be commercially sensitive. As a result this information is provided in exempt **Appendix 7**.
- 2.116 State Aid advice has been sought in relation to the grant application. This has had further review and the grant application is compliant with the regulations.
- 2.117 A summary of the scheme's business case and location map is included in **Appendix 8**.

Outputs, benefits and inclusive growth implications

- 2.118 The scheme will support delivery of Priority 4 'Infrastructure for growth' of the Leeds City Region Strategic Economic Plan. The forecast outputs, benefits and inclusive growth implications for the scheme are:
- 29,404sqm of industrial floor space.
 - Deliver 8 commercial units
 - Create 550 jobs
 - Deliver 11.82 hectares of new employment land
 - Generate £11 million GVA annually
 - A business rate income of circa £900,000 per annum to the Leeds Enterprise Partnership once the site is fully occupied
- 2.119 The scheme will support the wider City Region EZ Programme objectives of:
- 750,000sqm of new industrial floor space
 - Creation of 15,000 jobs
 - 230 hectares of new employment land
 - Up to £5 billion GVA by 2025
- 2.120 The scheme's wider benefits include supporting residents within a deprived area of Bradford in finding new job opportunities and develop new skills. Additionally the scheme will enable sustainable economic growth through making more efficient use of employment land and better management of traffic access.

2.121 The development will provide high quality employment facilities and allow for new and expanding businesses. It will provide a platform within Bradford to attract innovative and underrepresented sectors to the City Region.

Risks

2.122 The key risks to the project and the related mitigations are:

- Delay to the scheme due to delay in the relocation of power lines by Northern Power Grid (NPG). The developer has liaised directly with NPG to agree the designs and delivery programme for the relocation works. A wayleave agreement has been entered into and NPG will start works on site in the summer 2019.
- Unknown ground condition issues lead to higher development costs. The desktop study undertaken shows no issues but this will be reviewed through a further intrusive survey.
- Difficulty in finding occupants causing a reduction in rent expectations and slowdown of overall unit development programme. The developer has good market intelligence on likely market demand and will begin to market as soon as the site is available. Additionally Trade and Investment colleagues are undertaking a piece of work to identify potential occupiers seeking to relocate and expand their operations. Ongoing work streams will seek to match these occupiers with the Enterprise Zones sites as the commercial floor space becomes available.

2.123 Programme risk

- Need to ensure safeguarding of public funds when providing grants to private Enterprise Zone developers. This has been mitigated by the LEP Board endorsing the Combined Authority's Enterprise Zone approach; ensuring if profit is higher than originally forecast, then grant funding can be repaid proportionally and by including a legal agreement with the developer with overage and clawback clauses.

Costs

2.124 The City Region EZ Programme to date has secured indicative approval from the Investment Committee and Combined Authority in June 2018 of £45.044 million from the Local Growth Fund, including £1.923 million towards project development costs. There is sufficient remaining budget within the programme to financially support this scheme.

2.125 For the Gain Lane scheme the Combined Authority will fund up to £9.877 million from the Local Growth Fund. A substantial private sector investment has been secured from the developer.

2.126 The programme does not seek any further development cost funding at this stage.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/03/2025

Other Key Timescales

- Complete access road - May 2020
- Complete infrastructure works - July 2020
- Construct two speculative units - March 2021
- Complete remaining units - March 2025
- Local Growth Fund funding will be spent by 31 March 2021

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within the costs set out in this report. Timescales remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer (Programme)	Kate Thompson, Combined Authority
Project Manager	Chris Marshall, Marshall Construction (West Yorkshire) Limited
Combined Authority case officer	Asif Abed

Appraisal summary

2.127 The strategic case for the Enterprise Zone (EZ) Gain Lain scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 'Infrastructure for Growth' - with the proposal to complete site access and infrastructure works supporting the overarching EZ Programme objective of "unlocking, enabling, and accelerating site development". This will allow opportunity for the delivery of high quality employment floor space in the

advanced and innovative manufacturing and complementary sectors, supporting local economic growth.

- 2.128 The economic case has been reassessed at full business case with finalised costs, with an exercise undertaken to review the data inputs and sensitivity testing applied to test the preferred option. It is felt the assessment now reflects a more robust value for money position than that presented at outline business case, deriving a benefit cost ratio of 16.5:1
- 2.129 A policy approach to funding private sector schemes for the EZ Programme as a whole has been agreed at the Local Enterprise Partnership (LEP) Board meeting on 26 March 2019.
- 2.130 The developer will be the delivery lead and will manage all aspects of contract and project management, with reserved planning matters approval to be overseen by Bradford and Leeds City Council. For day to day management of the programme, a dedicated wider EZ Programme team has been established within the Combined Authority.
- 2.131 The scheme will continue reporting to the EZ Programme Board for strategic direction and decision making, chaired by the Senior Responsible Officer, with an EZ Project Board also established to provide an open forum for supportive discussions with the partner councils, chaired by the Combined Authority EZ programme manager.
- 2.132 Alternative options and delivery scenarios were considered for the Gain Lane site, yet, in reflection of the identified site challenges there remains a considerable risk to the City Region EZ Programme, that without the ability to grant fund project viability gaps as per the request under this full business case, delivery will not be achieved. An external independent assessment of the development appraisal and cost plan of the Gain Lane scheme has concluded that the majority of the assumptions are reasonable and the level of grant request is justified.

Recommendations

That Investment Committee approves the following recommendations:

- (i) The Enterprise Zone Gain Lane project proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval of up to £9.877 million for the Combined Authority contribution to the scheme is granted from the Local Growth Fund.
- (iii) The Combined Authority enter into a Funding Agreement with Marshall Construction Limited for expenditure up to £9.877 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6 through a delegation to the 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	A62 / A644 (Wakefield Road) Link Road
Stage	2 (Development)
Activity Point	Change request (activity 3)

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

Background

2.133 Cooper Bridge is one of the most important Gateways into Huddersfield. The A62 / A644 is one of the main transport routes into and out of Huddersfield. It is a major route through Kirklees between Huddersfield and Leeds and provides key access to the M62 corridor.

2.134 The existing A62 / A644 Cooper Bridge junction comprises of a signalised three-armed roundabout connecting the A62 Cooper Bridge Road (southern arm), the A644 Wakefield Road (western arm) and the A62 Leeds Road (eastern arm). The roundabout and the surrounding road network are known to be severely congested in both morning and afternoon peak travel periods.

2.135 The scheme being progressed through Activity 3 is as follows:

- Highway improvement works to the junction of Bradley Road / Colne Bridge Road (incorporating Oak Road)
- Construction of a link road between the A644 Wakefield Road and Bradley junction
- Highway improvement works to the Cooper Bridge junction
- Widening (in part) of the A644 Wakefield Road and A62 Leeds Road.
- Provision of improved cycle lanes and pedestrian footways

Description of Change Request

2.136 There have been a number of issues encountered by the project which have impacted the progress of the outline business case and therefore development costs.

- The scope of options that needed to be considered and the level of environmental appraisal required for the scheme to inform the economic case and option selection was under estimated.
- The original supplier appointed to develop the economic case and associated traffic modelling was unable to resource the afore-mentioned additional scope of options appraisal, resulting in the agreement to terminate the contract and appoint a new supplier. This resulted in a delay from the forecast outline business case submission of November 2018 to a revised estimate of October 2020. There was also some re-work required as the new supplier had to review and familiarise themselves with the traffic model.
- The Kirklees Transport Model (KTM) is a strategic model that was developed to understand the impact of traffic forecasts for the local plan development sites. The calibration and validation in the local area of the Kirklees Transport Model was poor and achieving absolute WebTAG criteria is proving difficult. Consequently, additional resource has been required and this is having a time and a cost impact on the outline business case stage.

2.137 In the longer term it is considered that a Kirklees Transport Model update is still required for the development of the full business case. This will not just benefit the A62/A644 (Wakefield Road) Link Road scheme, but also other schemes within Kirklees. Therefore, the update to the Kirklees Transport Model is being undertaken as a separate project and has been previously approved by the Investment Committee.

Outputs, benefits and inclusive growth implications

2.138 The forecast scheme outputs, benefits and growth include:

- Transport and improved connectivity play an important role in supporting and enhancing economic growth through a range of outcomes, including:
- Improved business efficiency, notably by travel time savings, improving journey time reliability and travel quality.
- Improving labour market efficiency, enabling firms to access a larger labour supply, and wider employment opportunities for workers and those seeking work.
- Addressing Cooper Bridge and the surrounding network by reducing congestion is therefore critical if growth opportunities are to be unlocked in Kirklees and the wider City Region.

2.139 The scheme specific objectives aim to:

- Support the economic, physical and social regeneration of Huddersfield
- Deliver a range of complementary measures on the A62 and A644 corridor that address road improve safety and reduce congestion

- Mitigate the potential environmental impacts of the scheme and enhance the local environment where possible including supporting the councils aim to improve the Bradley AQMA
- Provide improved facilities for pedestrians and cyclists

Risks

2.140 The key risks are:

- There remains a risk that model validation will not be achieved and in this scenario the OBC would be reliant on the outputs from the model update work, which would result in a further change request being submitted to seek the funding and time extensions required for this approach.
- The scheme spans the Kirklees/Calderdale boundary and has a number of design challenges requiring input from a range of key stakeholders/disciplines, e.g. heritage, structures, biodiversity and planning. Failure to agree the necessary buy in or approvals from Kirklees, Calderdale and Combined Authority Senior Officers will result in a delay to the project, increase costs and reputational damage. Mitigation – A memorandum of understanding has been developed between both authorities detailing commitment to work in partnership. Regular project progress and project board meetings with relevant representation from both authorities are being established.
- The scheme is subject of a Public Enquiry. Mitigation – Ensure both outline business case and full business case are robust and ensure adequate engagement is held with affected landowners and statutory consultees and ensure concerns/objections are addressed as far as possible.
- Scheme is unaffordable due to tender prices being in excess of agreed budget. Mitigation - Cost consultant appointed to prepare a robust scheme cost plan (based on the preliminary design) to provide a degree of certainty on a likely outturn cost. Scheme cost plan to also be independently reviewed to provide assurance on scheme costs prior to outline business case submission. Process to be repeated before full business case submission.

Costs

2.141 The current forecast scheme cost is £77.3 million. A detailed cost forecast will be developed as part of the full business case.

2.142 The scheme is to be funded from the West Yorkshire plus Transport Fund.

2.143 The scheme secured approval of £77.3 million at decision point 2 and development costs of £750,000. A further £215,000 is now sought to fund project development costs.

2.144 The Combined Authority will need to enter into an addendum to the existing funding agreement for the additional expenditure.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	03/09/2019
Decision point 3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	March 2020
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	April 2022
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	July 2022

Other Key Timescales

- Planning application submission – January 2022
- Full Business Case submission – April 2022
- Full Business Case with finalised costs submission – July 2022
- Start of works – September 2022

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 6 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Angela Blake – Kirklees Council
Project Manager	Keith Bloomfield – Kirklees Council
Combined Authority case officer	Paul Coy

Appraisal summary

2.145 The rationale for the change request is clearly set out and the scheme promoter has provided additional information to substantiate the need for

release of further development funding to complete the outline business case and extension to timescales.

Recommendations

2.146 The Investment Committee approves:

- (i) The change request to the A62 / A644 (Wakefield Road) Link Road project for additional funding of £215,000 to support project development costs towards developing the outline business case from the West Yorkshire plus Transport Fund.
- (ii) The change request to the A62 / A644 (Wakefield Road) Link Road project for an extension on time from November 2018 to March 2020 for outline business case submission.
- (iii) That the Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council to reflect the revised timescales and for additional expenditure of up to £215,000 from the West Yorkshire plus Transport Fund. This takes the total expenditure on development costs up to £965,000.
- (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4, 5 and 6 through delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within tolerances outlined in this report.

Project Title	A629 Phase 2
Stage	2 (Development)
Decision Point	Change request (activity 4)

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

Background

- 2.147 The A629 corridor programme has been jointly developed in partnership between Calderdale Metropolitan Borough Council (CMBC) and Kirklees Metropolitan Borough Council (KMBC), and will include highway capacity and operational improvements, investment in public transport, and improvements to strategic accessibility and public realm within Halifax town centre to deliver regeneration and growth aspirations.
- 2.148 Phase 2 of the corridor programme will improve pedestrian and cycle access in to and within Halifax town centre by addressing roads that are cutting off pedestrian access, re-routing of traffic, and capitalising on place making opportunities and will complement the new bus station proposal. Delivery will be phased across three corridors - Eastern corridor, Central corridor, and Western corridor.

Description of Change Request

- 2.149 The change request is a result of an application received by Historic England for the listing of the Hughes Corporation building in October 2018, subsequently approved in January 2019.
- 2.150 This Hughes Corporation building had been identified as requiring demolition as part of the initial A629 phase 2 project proposals. Additional funding is being sought to support project development costs towards a detailed re-design of the Piece Gardens proposals on the Eastern Corridor element of the scheme to incorporate the recently listed Grade II Hughes Corporation Building. This design amendment also requires a variation to the on-going planning application for the whole project.
- 2.151 The scheme currently has insufficient funding within the existing A629 phase 2 development costs approval to cover the necessary detailed design change of the Piece Gardens and the resubmission of the planning application and

associated costs, Therefore, additional development funding of £380,000 is sought. Approval of a further £252,000 is also requested to cover costs expended at risk by the council on land purchase and the Hughes Corporation land negotiations.

2.152 As a result of the above, the delivery programme will incur a noticeable delay from the previous forecast dates, with scheme completion now forecast for September 2023.

Outputs, benefits and inclusive growth implications

2.153 The forecast scheme outputs and benefits include:

- A 20% increase in Halifax town centre footfall by five years after scheme delivery.
- A 300% increase in cyclists crossing the Halifax town centre five years after completion of the A629 Corridor programme.
- A 5% increase in the percentage of commercial units in Halifax town centre occupied five years after scheme delivery.

2.154 The scheme supports wider social and health benefits, encouraging active mode travel and improving quality of life through better access to public transport and connectivity to jobs and housing.

Risks

2.155 The key risks include:

- Unplanned engineering works not associated with this project are required within the highway during construction period, in or around the site leading to delays and increased costs. Mitigation – Close liaison with Calderdale Council's network management team to alleviate emergency works as they occur or become known
- Unplanned utility apparatus works and uncharted services, increasing costs or causing delay to scheme. Mitigation – Close liaison with Calderdale Council's network management team to alleviate emergency works as they occur or become known above and undertaking of Ground Penetrating Radar surveys.
- Public consultation objections to the revised proposal. Mitigation – Effective use of Combined Authority and Calderdale Council's Communication Teams to circulate latest information updates via all forms of media and additional local drop in sessions
- Securing planning approval of the re-designed proposal. Mitigation – Early re-engagement with key stakeholders to identify any issues at early stage

Costs

- 2.156 The scheme is to be funded from the £120.6 million West Yorkshire plus Transport Fund allocation to the A629 corridor programme.
- 2.157 The scheme secured approval of £2.981 million from the West Yorkshire plus Transport Fund at outline business case and now seeks approval of a further £632,000, of which £380,000 is sought to fund full business case project development costs, and a further £252,000 to cover costs expended at risk on Hughes Corporation land negotiations.
- 2.158 It should be noted the additional development funding sought has previously been identified as a potential risk within the Quantitative Risk Assessment (QRA), therefore is not regarded as an increased cost to the overall delivery of this project.
- 2.159 The Combined Authority to enter in to an addendum to the existing funding agreement with Calderdale Council, for additional expenditure of £632,000, taking total approval to £3.613 million.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 4)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/06/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	17/12/2020

Other Key Timescales

- Forecast construction commence date: March 2021
- Forecast construction complete date: September 2023

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 6 months of that set out in this report

Project responsibilities

Senior Responsible Officer	Mark Thompson, Calderdale Council
Project Manager	Simon Liversage, Calderdale Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.160 Early suggestions indicate the revised solution can still deliver the public realm vision and transport benefits as initially desired in the mandate of the phase 2 proposal, with the Piece Gardens and bus route on the eastern corridor to be developed around the retained Hughes Corporation building.
- 2.161 The financial case and economic case will need to be fully reassessed at full business case to demonstrate implications to the scheme costs and benefit assumptions, as well as demonstrating the commercial viability of the Hughes Corporation building through the commercial case - if this is the preferred solution.
- 2.162 The additional development funding sought seems reasonable against the activities to be undertaken, and affordable given the costs are to be funded from the existing scheme risk budget.
- 2.163 Project delivery timescales are forecast to be significantly affected, with the promoter to develop a refined programme at full business case. An early estimate anticipates securing decision point 5 approval (full business case with finalised costs) in October 2020.

Recommendations

- 2.164 The Investment Committee approves:
- (i) The change request to the A629 phase 2 project for additional funding of £632,000 from the West Yorkshire plus Transport Fund, taking the total approval to £3.613 million.
 - (ii) The change request for the A629 phase 2 project to extend delivery timescales, with forecast completion now revised to September 2023.
 - (iii) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales and for additional expenditure of £632,000, taking the total value to £3.613 million to be funded from the West Yorkshire plus Transport Fund.
 - (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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	Corridor Improvement Programme - A58 / A672
Stage	2 (Development)
Decision Point	Change request (activity 4)

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

Background

- 2.165 The Corridor Improvement Programme (CIP) is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.166 The A58/A672 corridor provides a key role linking Calderdale to the Greater Manchester City Region. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas.
- 2.167 Through scheme delivery, it is anticipated to improve journey time reliability and reduce congestion levels, particularly for public transport. Additionally the scheme seeks to facilitate future housing growth by reducing transport constraints to development, as well as enhancing active mode provision (walking and cycling).

Description of Change Request

- 2.168 Following approval at outline business case, the scheme has experienced the cumulative impact of limited resource and capacity to support the project on procurement and legal matters, as well as the day to day project management.
- 2.169 As a consequence, full business case development activities have been delayed, with practical completion (activity 6) now forecast for May 2022, reflecting a 14 month delay to initial estimates. It is felt this reflects the worst case scenario, with the promoter taking in to account possible difficulties to

achieve possession of various parts of the corridor with scheduled works by utility services to take place on the corridor, notably the Environment Agency, Yorkshire Water, and Northern Gas.

2.170 Appropriate resource is now in place to progress full business case development activities.

Outputs, benefits and inclusive growth implications

2.171 Scheme outputs and benefits:

- Improved journey time reliability on the A58/A672, particularly for public transport users and reduced variability between peak and off peak time periods.
- Reduced congestion along the A58/A672 by reducing journey times for general traffic along the corridor by 8% or more in the morning and afternoon peak by opening year of the scheme.
- Future housing growth supported by reducing transport constraints to development on the corridor.
- Enhanced provision for active modes in order to increase the sustainability of new development – closing gaps in network connectivity on the walking and cycling networks to limit net growth in car trips by 2026, once trips generated by new development are accommodated.
- Improved air quality – ensure the annual mean nitrogen dioxide levels observed in the Air Quality Management Area declared in Sowerby Bridge town centre are improved by the end of the opening year.
- Accidents reduced by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.
- At outline business case the scheme presented a benefit cost ratio of 2.76:1, reflecting the scheme as High Value for Money when assessed against the Department for Transport's value for money criteria. The promoter to undertake further development work as part of full business case to refine the economic case.

Risks

2.172 Key risks:

- Difficulties managing utilities: scheme elements may require protection/diversion of utilities' equipment. Utility plans may be inaccurate showing wrong alignments and depths or not indicating the presence of equipment. Utilities may not be able to carry out works within cost and/ or time envelopes. Early engagement with utility services to be had.
- Constraints on highway possessions and temporary traffic management arrangements due to conflicting works from utilities and other agencies lengthens programme. Early engagement with Council streetworks management.

- Objections to traffic regulation orders (TROs) prevent full implementation of scheme elements leading to reduced benefits realisation. Early engagement with ward members and investigation/ development of complementary interventions to mitigate impact of TROs.

Costs

2.173 The scheme cost forecast is £6.024 million to be funded from the West Yorkshire plus Transport Fund, as indicatively approved at outline business case.

2.174 The change request has not incurred additional costs to the scheme with the promoter indicating minimal spend against the project in the midst of the delay.

2.175 The scheme secured £941,665 at outline business case to support project development costs to full business case with finalised costs. Therefore, no additional development funding is sought as a result of the change request.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 4)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/04/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/07/2020

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.176 The change request does not impact the strategic rationale for the scheme, with the scheme still reflecting delivery of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes, supporting delivery of the Corridor Improvement Programme.
- 2.177 Similarly the promoter has indicated no impact to scheme costs as a result of this change request, or on the value for money assessment which at outline business case reflected the scheme as High Value for Money with a benefit cost ratio of 2.76:1.
- 2.178 The primary implication of the change request is on the management case, with delivery timescales and subsequently the realisation of project benefits and outcomes significantly affected. The promoter has provided assurance the required support is now in place across procurement, legal, and in the day to day project management.

Recommendations

- 2.179 That Investment Committee approves:
- (i) The extension to project delivery timescales of the A58 / A672 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
 - (i) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
 - (ii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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	Corridor Improvement Programme - A646 / A6033
Stage	2 (Development)
Decision Point	Change request (activity 4)

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

Background

- 2.180 The Corridor Improvement Programme (CIP) is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.181 The A646/A6033 corridor provides a key role linking Calderdale to the Greater Manchester City Region and Lancashire. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas.
- 2.182 The proposed interventions to the route include junction improvements, bus facility improvements, provision of pedestrian crossing and cycling facilities, footbridge replacement, and public realm improvements.
- 2.183 Through scheme delivery, it is anticipated to improve journey time reliability and reduce congestion levels, improve accessibility to employment sites, facilitate future housing growth, and enhance provision for active modes.

Description of Change Request

- 2.184 Following approval at outline business case, the scheme has experienced the cumulative impact of limited resource and capacity to support the project on procurement and legal matters, as well as the day to day project management.

- 2.185 As a consequence, full business case development activities have been delayed, with practical completion (decision point 6) now forecast for May 2022, reflecting a 14 month delay to initial estimates. It is felt this reflects the worst case scenario, with the promoter taking in to account possible difficulties to achieve possession of various parts of the corridor with scheduled works by utility services to take place on the corridor, notably the Environment Agency, Yorkshire Water, and Northern Gas.
- 2.186 Appropriate resource is now in place to progress full business case development activities.

Outputs, benefits and inclusive growth implications

2.187 Scheme outputs and benefits:

- Improve journey time reliability, particularly for public transport users by reducing journey time variability between peak and off-peak time periods by 12% by opening year.
- Improve accessibility to employment sites by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year.
- Facilitate future housing growth by enabling sites proposed along the corridor in the Calderdale Local Plan to be realised by 2032.
- Enhance provision for active modes closing gaps in connectivity on the walking and cycling networks by opening year, providing an environment which promotes and encourages active mode use.
- Improve air quality by making levels of nitrogen dioxide/particulates no worse than the baseline values and achieve the European target values in the two AQMAs declared in Luddenden Foot and Hebden Bridge by opening year.
- Reduction in collisions by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.
- At outline business case the scheme presented a benefit cost ratio of 3.3:1, reflecting the scheme as High Value for Money when assessed against the Department for Transport's value for money criteria. The promoter to undertake further development work as part of full business case to refine the economic case.

Risks

2.188 Key risks:

- Difficulties managing utilities: scheme elements may require protection/diversion of utilities' equipment. Utility plans may be inaccurate showing wrong alignments and depths or not indicating the presence of equipment. Utilities may not be able to carry out works within cost and/or time envelopes. Early engagement with utility services to be had.

- Constraints on highway possessions and temporary traffic management arrangements due to conflicting works from utilities and other agencies lengthens programme. Early engagement with Council streetworks management to be had.
- Objections to traffic regulation orders (TROs) prevent full implementation of scheme elements leading to reduced benefits realisation. Early engagement with ward members and investigation/ development of complementary interventions to mitigate impact of TROs.

Costs

- 2.189 The scheme cost forecast is £5.092 million to be funded from the West Yorkshire plus Transport Fund, as indicatively approved at outline business case.
- 2.190 The change request has not incurred additional costs to the scheme with the promoter indicating minimal spend against the project in the midst of the delay.
- 2.191 The scheme secured £789,581 at outline business case to support project development costs to full business case with finalised costs. No additional development funding is sought as a result of the change request.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 4)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/04/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/07/2020

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 10% of that set out in this report. Timescales remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
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Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Asif Abed

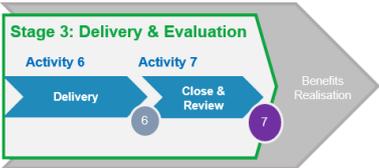
Appraisal summary

- 2.192 The change request does not impact the strategic rationale for the scheme, with the scheme still reflecting delivery of the proposed interventions on the A646/A6033 corridor focused on highway improvements, along with improving facilities for active modes, supporting delivery of the Corridor Improvement Programme.
- 2.193 Similarly the promoter has indicated no impact to scheme costs as a result of this change request, or on the value for money assessment which at outline business case reflected the scheme as High Value for Money with a benefit cost ratio of 3.3:1.
- 2.194 The primary implication of the change request is on the management case, with delivery timescales and subsequently the realisation of project benefits and outcomes significantly affected. The promoter has provided assurance the required support is now in place across procurement, legal, and in the day to day project management, with appointment of a consultant to support full business case development imminent.

Recommendations

- 2.195 That the Investment Committee approves:
- (i) The extension to delivery timescales of the A646 / A6033 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
 - (i) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
 - (ii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

Projects in Stage 3: Delivery and Evaluation



2.196 Once in Delivery and Evaluation the scheme is delivered and Combined Authority funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its Funding Agreement. Finally information about a scheme’s performance following its completion is collected, in order to evaluate the success of the scheme.

Project Title	York Guildhall
Stage	3 (Delivery and Evaluation)
Decision Point	Change request (activity 6)

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

Background

2.197 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enable implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).

2.198 The York Guildhall scheme was given the equivalent to decision point 5 approval to proceed into delivery by the Combined Authority in December 2016. The scheme aims to maximise the benefit of City of York Council’s former headquarters building as a modern business hub through refurbishment to provide high quality office accommodation in a highly accessible and visible city centre location.

2.199 This scheme is intended to address the gap in York’s current City Centre office offer by refurbishing and extending the Guildhall complex. The Guildhall

comprises a substantial Grade I, II* and II listed part stone and part brick built complex of medieval date occupying a prominent location within the central historic core conservation area. The scheme designs were amended to accommodate conservation concerns and relevant permissions have been granted for the scheme to proceed with the delivery which is contributing to the overall development.

2.200 There remains a strong demand for office space in the city centre, backed by continued growth in knowledge-intensive industries. York Council ran a small survey in February which identified 6 businesses who would be keen to move into the Guildhall immediately. There are currently no advertised offices available to let in York city centre.

Description of Change Request

2.201 The full business case, which was approved in 2016, estimated that the project would be complete by December 2018. The timeframe has slipped due to a requirement for a re-tender for the delivery of works due to initial contractor estimates being forecast at £2.7 million over the approved budget. A new procurement exercise was undertaken with tenders returned on 9 January 2019 and an appointment approved on 14 February 2019.

Outputs, benefits and inclusive growth implications

2.202 The forecast outputs, benefits, environmental, and inclusive growth implications are:

- 240 temporary construction jobs
- 34 new jobs
- Creation of 2610m² of floor space which is split as follows:
 - 1300m² of office space
 - 650m² of events space
 - 660m² of restaurant/ café space
- This schemes design proposal indicates that the most appropriate technology for the site would be a river-water source heat pump offering high levels of efficiency for the environment with seasonal heating and the potential for summer cooling.
- The BREEAM assessment also indicates that the project is on target to achieve a very good rating.

Risks

2.203 The following risks have been identified:

- Failure to secure market interest for the restaurant. This is being mitigated by early engagement with restaurateurs for potential lettings.

- Discover of structural unknowns. This has been mitigated by undertaking surveys early to determine unknowns and allow for suitable contingency for remediation.
- Structural damage and repairs required to the tower. This has been mitigated by the contractor design determining the foundation levels/ underpinning solution to the tower.

Costs

2.204 The full business case forecasts the total cost of the scheme to be £11.9 million. In May 2019, York Council's Cabinet approved an increase to £12.78 million. Further surveys to identify structural instabilities and access to the constrained riverside site have resulted in the total scheme cost increasing to £20.197 million. The Combined Authority's funding contribution of £2.347 million has not increased. City of York Council are funding the increased scheme costs.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2021
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022

Other Key Timescales

2.205 The key timeframes for this project are as follows:

- North Range:
 - Groundworks complete by April 2020
 - Fit out complete by February 2021
- South Range:
 - Groundworks complete by February 2020
 - Fit out complete by November 2020
- Victorian Block
 - Fit out complete by October 2020

- Guildhall
 - Fit out complete by November 2020

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within the costs set out in this report
Timescales remain within 6 months of the timescales set out in this report
The number of permanent jobs and overall amount of office space should remain within 20% of the forecasts set out in this report

Project responsibilities

Senior Responsible Officer	Neil Ferris, City of York Council
Project Manager	David Warburton, City of York Council
Combined Authority case officer	Heather Briggs

Appraisal summary

2.206 This change request enables the scheme to contribute towards the lack of high quality office space in York city centre and will refurbish a historic, unused building on a riverside location. The appraisal has shown that it is a complex scheme requiring high costs due to floating cranes and other equipment required on the riverside side to carry out the development, and structural works required to create high quality office accommodation and commercial space.

Recommendations

2.207 That Investment Committee approves:

- (i) The change request to the York Guildhall project to extend the project completion date from December 2018 to March 2021.
- (ii) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council to reflect the revised project completion date.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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	Rail Park and Ride Programme Hebden Bridge
Stage	3 (Delivery and Evaluation)
Decision Point	Change request (activity 6)

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

Background

- 2.208 The Rail Park and Ride programme consists of 14 sites adjacent to rail stations to be extended into the car parking, for the benefits of rail users. The Rail Park & Ride programme has been identified to enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity at selected stations thereby increasing access to the rail network.
- 2.209 Prior to this scheme, Hebden Bridge Rail station car park had 81 spaces which were full by 8am each weekday and suffered from on-street parking on the main access road into Hebden Bridge which caused congestion on the road network.
- 2.210 The car park extension will be constructed on Network Rail land at Hebden and operated and maintained by Northern (the train operating company).
- 2.211 The scheme received decision point 5 approval (full business case with finalised costs) on 7 July 2017 via a delegated decision to the Combined Authority's Managing Director. This approval included an expenditure for £582,000 for total project costs, plus an earlier development cost approval of £43,842 (£625,842).
- 2.212 Two change requests have been previously approved taking the total approval prior to the current change request to £754,445 (+£128,245).

Description of Change Request

- 2.213 Following approval of the second change request, work on site commenced. However the level of contaminated land was found to be higher than tests indicated with implications for cost and design. The contaminated land has been removed and a revised design agreed with NwR and the tenant; this

requires an additional £130,000 to complete. The tenant has signed an agreement to enter into a new lease once the relocation has been completed.

2.214 This change request has no impact on the number of parking spaces that will be delivered by the scheme but has led to a five months delays to the delivery programme and as a result this change request also seeks approval to the revised completion date of November 2020 (previous date was June 2020).

Outputs, benefits and inclusive growth implications

2.215 The forecast outputs, benefits and inclusive growth implications for the Rail Park and Ride Programme are:

- Enhance Rail Accessibility – extend free rail car parking and enhance employment accessibility, through the provision of additional car parking spaces; Improve overall journey times, through better access to the rail network; Increase provision of Blue Badge parking bays.
- Increase access to employment and facilitate growth Gross Value Added (GVA) at programme level - £8.2 million; Employment benefit at programme level – an additional 117 jobs.
- Deliver carbon savings – reduce car journeys and encourage modal shift onto rail, through improved accessibility to the rail network.

2.216 Key outputs for the Hebden Bridge Park and Ride scheme

- 46 additional spaces increasing total spaces to 127 - a 56% increase in capacity including minimum 5% DDA compliant spaces
- Additional CCTV and Lighting leading to improved perceptions of safety and security.
- Re-surfaced and re-marked existing car park surfaces
- Enhanced sustainable drainage infrastructure in line with Network Rail specifications with fuel and oil interceptors. Opportunities are being explored to incorporate EV charging points and wildflower planting into the finalised scheme.
- Potential to increase cycle parking provision.

Risks

2.217 The following risks have been identified with mitigations outlined:

- **Contractor** – the current Network Rail contractor is no longer on site and will not re-commence works until a revised contract is signed. There is a risk that they will not have the resource to complete the scheme and it will have to be re-procured by Network Rail. **Mitigation** – discussions with Network Rail and the contractor indicate they hope to have the resource to complete the scheme but cannot guarantee this therefore it is beneficial for the Combined Authority to enter into a new Implementation Agreement with Network Rail as soon as possible.

Costs

2.218 This change request is for an increase of funding of £130,000 to £884,445.

2.219 This change request will also require an increase to the Implementation Agreement between the Combined Authority and Network Rail from £214, 000 to £344, 000, for the tenant relocation works. The remainder of the car park extension works will be undertaken by Northern via a Section 56 agreement with the Combined Authority. No changes are required to the Section 56 agreement as result of this change request.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Investment Committee Decision: Combined Authority's Managing Director	03/09/2019
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/10/2021

Other Key Timescales

2.220 The key timeframes for this project are as follows:

- Revised Contracts 30 September 2019
- Re-commence tenancy works mid-October
- Tenancy works complete mid-February 2020
- Revised tenancy signed March and April 2020
- Car Park works commence May / June 2020
- Completed works November 2020

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within the level set out in this report. Timescales remain within 3 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Sara Brook, Combined Authority

Appraisal summary

- 2.221 The scheme has experienced three cost increases since decision point 5 (full business case with finalised costs) approval in July 2017, however these have occurred as a result of the project manager acting on advice from Network Rail over the best procurement approach to relocate the tenant.
- 2.222 The tenant has signed an agreement with Network Rail to enter into a new lease based on the relocated site and has been actively involved in the revised design. The contractor to deliver the car park itself has been in contract since mid-2017 and has re-confirmed that the costs have not increased.
- 2.223 The Case Officer is content that all options have been explored, and that these costs cannot be avoided if the scheme is to be progressed.

Recommendations

- 2.224 That Investment Committee approves:
- (i) The change request to the Hebden Bridge Rail Park & Ride project for additional funding of £130,000 from the West Yorkshire plus Transport Fund, taking the total approval to £884,445.
 - (ii) The change request for the Hebden Bridge Rail Park & Ride project to extend delivery timescales by 6 months.
 - (iii) That the Combined Authority enters into an Implementation Agreement (IA) with Network Rail for total expenditure of up to £344,000 to be funded from the West Yorkshire plus Transport Fund. This will take the form of a revised IA for the total amount or a variation for £130,000 in addition to the existing IA for £214,000.
 - (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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	York Outer Ring Road – Phase 2 – Delivery A1237 – Monks Cross
Stage	3 (Delivery and Evaluation)
Activity Point	Change request (activity 6)

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

Background

- 2.225 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 2.226 The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.
- 2.227 The York Outer Ring Road upgrade project includes improvements to seven existing outer ring road roundabouts between the Wetherby Road and Monks Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to 3 lanes, exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodation for future orbital and radial routes where possible).
- 2.228 The overall saving in journey times on the opening year (2019) between Wetherby Road and Monks Cross is forecast in excess of 20% and in excess of 10% in 2036, the forecast traffic year that the scheme is designed for. Note that these projections are based on the whole route (all roundabouts) being improved.
- 2.229 Phase 2 will deliver improvements to the roundabout at the junction of A1237, Monks Cross and North Lane. The measures implemented at this roundabout are:

- A1237 approaches widened to three lanes
- A1237 exists widened to two lanes
- Enlarge Inscribed Circle Diameter (ICD) of roundabout
- Widening of minor arm approaches to match flows

Description of Change Request

- 2.230 The programmed start of works date of April 1st has been missed due to difficulties acquiring the necessary land for the improvement works. At this stage the possibility of commencing work has been assessed as unlikely in the near future and as a consequence it appears that the approved tolerance on time against the decision point 6 date (completion on site) will be exceeded.
- 2.231 The decision point 6 date approved in the decision point 5 (final business case with finalised costs) approval was October 2019, with a tolerance of 3 months for completion, this would take the completion date to January 2020. This date is now likely to be exceeded and therefore a change request is required to revise the decision point 6 date.
- 2.232 The cause of the change is due to difficulties in negotiations with landowners to sell land by private agreement and changing circumstances which have developed over the past 9 months. There a number of different circumstances with regard to land acquisition, these are set out in brief below;
- The land agent acting for one land owner has changed and this has impacted on negotiations.
 - A requirement to provide a hibernaculum, which is a winter refuge, for relocated Great Crested Newts and to acquire land for this purpose. Negotiations for land acquisition for this use have taken longer than anticipated.
 - Difficulties in identifying a land owner where a holding company was in place, leading to delays in opening negotiations and further delays due to the process which the land owner organisation has to go through in order to agree to sell or dispose of land.
 - Initially productive negotiations have run into some issues which have impacted on the progress of the negotiations.

Outputs, benefits and inclusive growth implications

- 2.233 The forecast outputs, benefits and inclusive growth implications of the scheme are:
- Enhanced connectivity to the A1(M) and other strategic destinations.
 - Reduced end to end journey times around the northern section of the York Outer Ring Road by approximately 20% by 2021.

- Enhanced journey time reliability for cross-county movements (estimated to be 15-20% of traffic) between origins and destinations in North Yorkshire.
- Reduced localised congestion and delays on approach and exit from the junctions.
- Removal of through traffic from York City Centre due to the decongestion of the Outer Ring Road route.
- Improved safety through the reduction in road accidents.
- Enable better access to employment, retail, health and leisure sites in York which serve the surrounding population.

2.234 The scheme will improve local air quality through reduced traffic congestion.

Risks

2.235 The key risks to the project and the related mitigation are;

- Risk - Land acquisition is the biggest risk to the programme. At Monks Cross this risk has now been realised and become an issue. Mitigation - Whilst efforts still continue to negotiate acquisition of the necessary parcels of land and rights by private agreement, a separate report will be brought to the City of York Council Executive Meeting in September 2019 proposing that a draft Compulsory Purchase Order should now be made by the Council and submitted to the Secretary of State for approval.
- Risk –Due to the presence of Great Crested Newt (GCN) affecting part of this site, it is necessary to mitigate the impact on their habitat by providing a hibernaculum in a location which has to be approved by Natural England. The potential locations for the hibernaculum are limited and require land acquisition. Mitigation - Work continues to reach agreement with landowners by agreement. The proposed hibernaculum location will also be included in a proposed compulsory purchase order.
- Risk - That the lessons learned are not taken account of in future phases of the York Outer Ring Road programme in order to minimise potential future delivery risks. Mitigation - This will be mitigated by a review of the wider programme to ensure potential future risks are taken into account.

Costs

2.236 The baseline scheme costs are £3.585 million. At the moment it is not expected that these costs will increase, although inflationary increases cannot be fully ruled out. However these costs will now be spread over a two-year period due to delays to the scheme.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	03/09/2019
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/06/2021

Other Key Timescales

- Preparation of compulsory purchase order - July to November 2019.
- City of York Council approve submission of CPO to Minister - January 2020.
- Serving of Notices and Determination of CPO by Minister - June 2020.
- Mobilise contractor and commence work - September 2020.
- Construction period based on existing scenario - 36 weeks.
- Completion of works - June 2021.

Assurance Tolerances

Assurance tolerances
Any increase to Combined Authority costs remain within 5% of that set out in this report. Timescales remain within 6 months of those identified in this report.

Project responsibilities

Senior Responsible Officer	James Gilchrist – City of York Council
Project Manager	Gary Frost – City of York Council
Combined Authority case officer	Paul Coy

Appraisal summary

- 2.237 The rationale for the change request is clearly set out and the scheme promoter has provided additional information to substantiate the need for additional time. Recommended conditions are that,
- 2.238 The promoter provides a clear land acquisition strategy for the North York Outer Ring Road junction Improvement scheme to the Combined Authority with regards to the compulsory purchase order and land owner arrangements.

Recommendations

2.239 That Investment Committee approves:

- (i) The change request to the York Outer Ring Road phase 2 delivery A1237 – Monks Cross project to provide an extension on time from October 2019 to June 2021.
- (i) That the Combined Authority enters into an addendum to the existing funding agreement with York Council to reflect the revised timescales.
- (ii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

Decisions made by the Combined Authority

2.240 At its meeting on 1 August 2019 the Combined Authority approved the Kirklees Transport model and development funding for the Combined Authority's Leeds City Region Transforming Cities Fund bid.

Kirklees Transport Model

2.241 The scheme will deliver a transport model covering the Kirklees District, which will help Kirklees Council to plan for a range of major new transport improvements in the area and enable the impact of housing and other developments to be represented and planned for. The Combined Authority approved this decision point 2 (case paper) approval, giving indicative approval to the total scheme value of £334,000 to be funded from the West Yorkshire plus Transport Fund, and approving work commencing on activity 5 (full business case with finalised costs).

2.242 The Kirklees Transport Model progressed directly to the Combined Authority due to the urgent requirement for Kirklees Council to progress the model in order to inform the business cases for a number of their Transport Fund schemes.

Transforming Cities Fund

2.243 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund (TCF) aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the Transforming Cities Fund provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities.

2.244 On behalf of the Leeds City Region, the West Yorkshire Combined Authority submitted a Strategic Outline Business Case (SOBC) to the DfT, as draft, on 20 June 2019. The SOBC puts forward funding scenarios for a share of the £1.28 billion available to the 12 successful areas, to be spent by March 2023.

2.245 The Combined Authority approved development funding of capital of up to £3 million from the West Yorkshire plus Transport Fund Transformation Programme and delegated to the Managing Director, in consultation with the Chair of the Transport Committee, the release of funds for individual schemes to enable progression to Decision Point 1 and Decision Point 2 of the Assurance Framework.

Decisions made through the delegation to the Managing Director

2.246 Since Investment Committee's meeting in July, decisions regarding the following schemes has been exercised. These decisions were made through the delegation to the Combined Authority's Managing Director or Director of Delivery following a recommendation from Combined Authority's Programme Appraisal Team. In order for a decision to be made through a delegation to the Managing Director or Director of Delivery, the scheme must remain within the assurance tolerances that have been approved at an earlier decision point. All

the schemes outlined below have remained within their approved delegations unless stated otherwise below.

City Connect Phase 3

2.247 This change request decision related to the City Connect programme which will deliver new/improved cycling/walking infrastructure as well as consultation and engagement in order to promote the use of the new facilities. The outline business case (decision point 3) for the first project in the programme, City Connect 3 – Leeds, was approved by the Combined Authority's Investment Committee at the meeting on 11 June 2019. The Managing Director approved this decision point 4 change request approval for staffing costs - the £330,000 West Yorkshire plus Transport Fund funding identified for the Programme Management team was approved to enable continued programme support for the programme to progress in a timely and well managed way on 21 June 2019.

Corporate Technology Programme – package AO1

2.248 The decision point 5 (full business with finalised costs) approval related to the Corporate Technology Programme – package AO1 scheme - and work starting on activity 6 (delivery). The Corporate Technology Programme (CTP) will deliver the Corporate Technology Strategy which was approved by the Combined Authority at decision point 2 in May 2018. Package AO1 of the scheme relates to Service Management Capability enabling the ICT Service Desk to achieve and adhere to Information and Technology Literacy (ITIL) standards. The programme was first approved by the Combined Authority at decision point 2 in May 2018. The Managing Director approved this decision point 5 approval on 21 June 2019, giving full approval to the AO1 work package value of £168,045 and work commences on activity 6 (delivery).

Leeds Station Gateway - New Station Street Improvements

- 2.249 This decision related to the Leeds Station Gateway - New Station Street Improvements scheme achieving decision point 5 (full business case with finalised costs) approval and work starting on activity 6 (Delivery).
- 2.250 The scheme aims to improve the environment for pedestrians both on New Station Street and also around the entrance to the main concourse of Leeds Station. The scheme will widen footways, rationalise bus stops and repave some areas of New Station Street. This will improve walking times for pedestrian between the station and the city centre and improve the general quality of the station waiting environment.
- 2.251 The scheme was previously considered by the Investment Committee at decision point 4 (full business case) on 5 September 2018.
- 2.252 The Managing Director approved this decision point 5 approval on 28 June 2019, giving full approval to the total scheme value of £2.120 million to be funded from the West Yorkshire plus Transport Fund (1.591 million) and Leeds Public Transport Investment Programme (£529,000).

West Yorkshire Integrated Urban Traffic Management Control (UTMC) – Element B1 (common cloud based database)

2.253 The UTMC project is split into three elements:

- Element A - on-street improvement works to improve traffic signals which aims to reduce the effects of congestion and the resulting costs to the local economy through on-street improvements to equipment and technology;
- Element B relates to one common cloud based database. Further split into B1 and B2:
 - B1 - the management of traffic signals by computer in urban areas (Bradford, Leeds, Kirklees, Calderdale and Wakefield);
 - B2 - system that allows all ITS infrastructure to communicate together and share information;
- Element C relates to the creation of one integrated central team for day-to-day management and co-ordination of UTC services.

The Managing Director approved this decision point 5 (full business with finalised costs) on 12 July 2019, giving full approval to the UTMC project element B1 at a value of £1.225 million; for the Combined Authority to enter into a funding agreement with Leeds Council for a total of up to £1.225 million and for work to commence on activity 6 (delivery) from the Transport Fund.

As part of the same approval the Managing Director also gave an indicative approval to the remainder of the total project value for element B2, element C and programme monitoring and evaluation of £2.31 million from the Transport Fund.

Tackling Fuel Poverty Programme

2.254 The decision point 7 (project closure) approval related to the Tackling Fuel Poverty Programme and work continuing on benefits realisation. The purpose of the Tackling Fuel Poverty Programme was to address fuel poverty amongst some of the most vulnerable households in the Leeds City Region through a capital programme of energy efficiency improvements to hard to treat housing stock across all tenures. The four location phases of the programme were given decision point 5 approval by the Combined Authority between June 2016 and June 2017. The Managing Director approved this decision point 7 approval; that the projects and programme have met key requirements and deliverables and that the final value of the Local Growth Fund contribution to the programme is reduced from £6 million to £5.669 million on 12 July 2019.

Elland Road Park and Ride Expansion (Phase 3)

2.255 This summary relates to two recent decisions regarding to the Elland Road Park and Ride Expansion scheme (Phase 3). The scheme has received both

decision point 4 (full business case) and decision point 5 (full business case with finalised costs) approval and has now proceeded into activity 6 (delivery).

- 2.256 This scheme will deliver a second extension to the Elland Road Park and Ride facility in Leeds and will provide a further 550 spaces to the current 800 space high quality park and ride facility. An additional bus service will also be provided, increasing the service frequency from the park and ride to Leeds City Centre to 10 per hour.
- 2.257 The Managing Director approved the decision point 4 approval on 28 June 2019. The Managing Director then gave decision point 5 approval to the scheme on 26 July 2019. This gave full approval to the total scheme value of £6.31 million to be funded from the Leeds Public Transport Investment Programme.

Additional Approval

A629 Phase 4

- 2.258 This scheme is phase four (of five), of the A629 Corridor Programme, and seeks to provide infrastructure improvements for bus users, cyclists and walkers, to enhance and complement the capacity improvements that will be delivered through phases 1a, 1b, 2 and 5, but also Halifax Station Gateway and Huddersfield town centre schemes.
- 2.259 The Investment Committee considered the scheme in full in July 2019. The scheme had been delegated for approval by Investment Committee by the Combined Authority through agreed delegation. However the recommendation in the July report was recommendation to approve to the Combined Authority. The Investment Committee is therefore now requested to use its delegation to approve that the scheme should proceed through decision point 3 and work commences on activity 4 (full business case) and give indicative approval to a total scheme value of £25.928 million.

3 Financial implications

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

4 Legal implications

- 4.1 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.
- 4.2 The information contained in **Appendix 7** is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

5 Staffing implications

- 5.1 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.

6 External consultees

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

7 Recommendations

Halifax Bus Station

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

- (i) The Halifax Bus Station scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £15.4 million is given, with delivery funding dependent on the TCF bid outcome, 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 £200,000 are approved from the West Yorkshire plus Transport Fund in order to assist in the progress of the scheme to decision point 4 (full business case), taking total approval to £566,415.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

Clifton Business Park Enterprise Zone

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

- (i) The Clifton Business Park (Enterprise Zone) scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs).
- (ii) Development costs of £3.156 million are approved in order to assist in the progress of the scheme to decision point 5 (full business case with finalised costs), taking total approval to £3.356 million.
- (iii) The Combined Authority enters into a funding agreement with Calderdale Council for expenditure of up to £3.356 million from the Local Growth Fund.

- (iv) Future approvals are made in accordance with the assurance 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.

Bradford City Centre Heritage Properties (Conditioning House)

7.3 That Investment Committee approves that:

- (i) The Conditioning House scheme proceeds through decision point 3 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total project value of £1.5 million is given from 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 scheme cost is £13.847 million
- (iii) Future approvals are made in accordance with the assurance 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.

A65 Signals

7.4 That Investment Committee recommends to the Combined Authority that:

- (i) The A65 Signals scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval of £956,000 is given from the LPTIP 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 scheme cost is £1.209 million
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

Leeds Flood Alleviation Scheme 2 (LFAS2)

7.5 The Investment Committee approves that:

- (i) The Leeds Flood Alleviation Scheme Phase 2 proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Full approval of the Combined Authority's contribution of up to £3.9 million, which will be funded through the Local Growth Fund, is given with full approval to spend. The total project value is £76.390 million.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £3.9 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Gain Lane Enterprise Zone

7.6 That Investment Committee approves the following recommendations:

- (i) The Enterprise Zone Gain Lane project proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval of up to £9.877 million for the Combined Authority contribution to the scheme is granted from the Local Growth Fund.
- (iii) The Combined Authority enter into a Funding Agreement with Marshall Construction Limited for expenditure up to £9.877 million.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 6 through a delegation to the 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.

A62 / A644 (Wakefield Road) Link Road

7.7 The Investment Committee approves:

- (i) The change request to the A62 / A644 (Wakefield Road) Link Road project for additional funding of £215,000 to support project development costs towards developing the outline business case from the West Yorkshire plus Transport Fund.
- (ii) The change request to the A62 / A644 (Wakefield Road) Link Road project for an extension on time from November 2018 to March 2020 for outline business case submission.
- (iii) That the Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council to reflect the revised timescales and for additional expenditure of up to £215,000 from the West Yorkshire

plus Transport Fund. This takes the total expenditure on development costs up to £965,000.

- (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4, 5 and 6 through delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within tolerances outlined in this report.

A629 Phase 2

7.8 The Investment Committee approves:

- (i) The change request to the A629 phase 2 project for additional funding of £632,000 from the West Yorkshire plus Transport Fund, taking the total approval to £3.613 million.
- (ii) The change request for the A629 phase 2 project to extend delivery timescales, with forecast completion now revised to September 2023.
- (iii) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales and for additional expenditure of £632,000, taking the total value to £3.613 million to be funded from the West Yorkshire plus Transport Fund.
- (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

Corridor Improvement Programme - A58 / A672

7.9 That Investment Committee approves:

- (i) The extension to project delivery timescales of the A58 / A672 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
- (ii) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

Corridor Improvement Programme - A646 / A6033

7.10 That the Investment Committee approves:

- (i) The extension to delivery timescales of the A646 / A6033 Calderdale Council Corridor Improvement Programme scheme, with practical completion (decision point 6) now forecast for May 2022.
- (ii) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council to reflect the revised timescales.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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.

York Guildhall

7.11 That Investment Committee approves:

- (i) The change request to the York Guildhall project to extend the project completion date from December 2018 to March 2021.
- (ii) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council to reflect the revised project completion date.
- (iii) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

Rail Park and Ride Programme Hebden Bridge

7.12 That Investment Committee approves:

- (i) The change request to the Hebden Bridge Rail Park & Ride project for additional funding of £130,000 from the West Yorkshire plus Transport Fund, taking the total approval to £884,445.
- (ii) The change request for the Hebden Bridge Rail Park & Ride project to extend delivery timescales by 6 months.
- (iii) That the Combined Authority enters into an Implementation Agreement (IA) with Network Rail for total expenditure of up to £344,000 to be funded from the West Yorkshire plus Transport Fund. This will take the form of a revised IA for the total amount or a variation for £130,000 in addition to the existing IA for £214,000.

- (iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

York Outer Ring Road – Phase 2 – Delivery A1237 – Monks Cross

7.13 That Investment Committee approves:

- (i) The change request to the York Outer Ring Road phase 2 delivery A1237 – Monks Cross project to provide an extension on time from October 2019 to June 2021.
- (ii) That the Combined Authority enters into an addendum to the existing funding agreement with York Council to reflect the revised timescales.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report 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.

A629 Phase 4

7.14 That Investment Committee approves that:

- (i) The A629 Phase 4, scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (ii) An indicative approval to the total project value of £25.928 million is given from 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).
- (iii) Additional development costs of £3.94 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
- (iv) That to fund land acquisition costs of up to £2.5 million is approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.
- (v) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.
- (vi) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal

Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8 Background documents

8.1 None as part of this report.

9 Appendices

Appendix 1 - Background

Appendix 2 - Halifax Bus Station business case summary

Appendix 3 - Clifton Business Park Enterprise Zone business case summary

Appendix 4 - Bradford City Centre Heritage Properties (Conditioning House) business case summary

Appendix 5 - A65 Signals business case summary

Appendix 6 - Leeds Flood Alleviation Scheme 2 business case summary

Appendix 7 - Exempt appendix

Appendix 8 - Gain Lane Enterprise Zone business case summary

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.

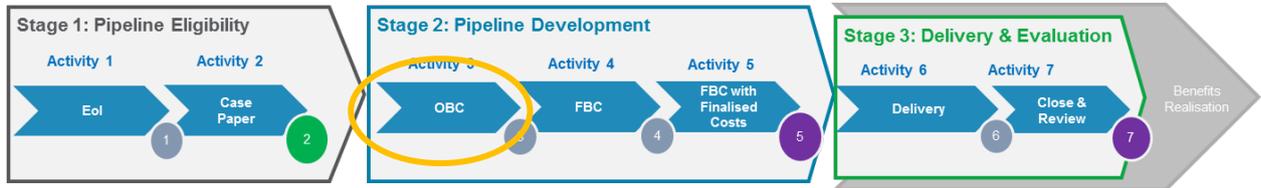
Section A: Scheme Summary

Name of scheme:	Halifax Bus Station
PMO scheme code:	WYTF-PA4-013
Lead organisation:	Combined Authority
Senior responsible officer:	Mark Gregory, Calderdale Council
Lead promoter contact:	Mark Auger, Combined Authority
Case officer:	Asif Abed, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant: West Yorkshire plus Transport Fund - project development Transforming Cities Fund (TCF) - implementation
Growth Fund Priority Area (if applicable):	Priority Area 4 Infrastructure for Growth
Approvals to date:	The bus station proposal was submitted as part of the A629 phase 2 Gateway 1 Business Case Submission of November 2015. To date the development of the project has been aligned to the A629 project and associated approvals utilising £366,000 funding.
Forecasted full approval date (decision point 5):	June 2020
Forecasted completion date (decision point 6):	March 2022
Total scheme cost (£):	£15.4 million
Combined Authority funding (£):	Up to £566,000 (Transport fund to support project development costs, whilst TCF bid is determined).
Total other public sector investment (£):	£15.4 million Transforming Cities Fund bid application
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?

This project currently forms a part of the A629 Phase 2 project, but it is not dependent on its delivery.

Current Assurance Process Activity:



Scheme Description:

This project will replace the existing bus station facility which is located to the north of Halifax town centre on the junctions of Broad Street/Northgate and with Winding Road by removing known limitations and tackling issues on the site through the delivery of:

- A bus station that can accommodate the predicted growth in travel in Halifax;
- A new, single, fully-enclosed passenger concourse, with easy interchange between bus services, a safe and secure waiting environment, and level walking routes for all users;
- Better connectivity to key destinations across the town centre such as Dean Clough and the Piece Hall;
- Increased retail and commercial provision to increase income to the Combined Authority;
- Provision of improved real-time information, including rail travel information, to better integrate these modes;
- An 'Electric Bus Station' that will be ready for the introduction of electric buses upon opening;
- A harmonious modern building design that integrates well into the surrounding heritage assets and public realm.

The project is entirely compatible and complementary to the proposed implementation of a dedicated bus lane route and one-way bus box in Halifax, along with the proposed pedestrian improvements around the town, which is part of the proposed A629 Phase 2 scheme.

The re-development of Halifax bus station is a scheme in its own right and its implementation is not dependent upon the delivery of the A629 Phase 2 scheme. That said, construction phasing is a key consideration of the project as there are practical and operational benefits to delivering a new bus station in Halifax at the same time as the A629 Phase 2 delivery.

Business Case Summary:

Strategic Case

The existing bus station facility is 30 years old (opened in 1989) and is owned, managed and maintained by the West Yorkshire Combined Authority. The bus station is where most bus services to/from Halifax start and finish.

Halifax Bus Station forms an integral part of Calderdale's comprehensive bus network that connects people to employment, education, training and other essential services. In order for this bus network to be successful, all

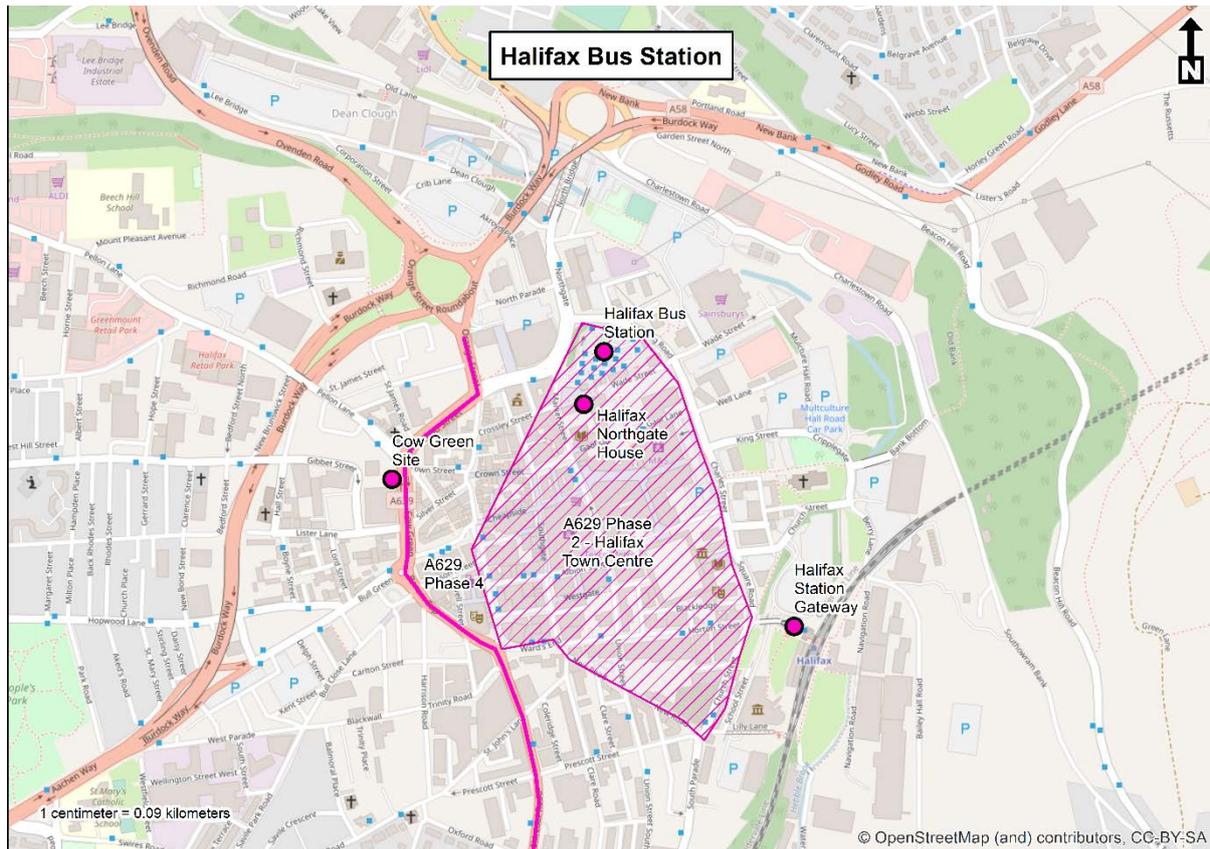
	<p>elements of the ‘door-to-door’ journey need to work well, but the existing bus station presents a limitation to travel by bus for some people.</p> <p>There is a requirement for many bus users to interchange between bus services to access employment and education opportunities, via Halifax town centre or bus station. For example for journeys between the areas of multiple deprivation in the north and employment sites south of central Halifax off the A629, such as Lowfield Business Park or Calderdale Royal Hospital.</p> <p>Future trip generation is expected to grow as a result of residential and commercial development across the district and town, in particular the new Trinity Sixth Form college on the neighbouring site. The existing bus station is not able to accommodate this growth.</p> <p>The project is mainly aligned with Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth, but also partially to Priority 2 – Skilled People, Better Jobs, and Priority 3 – Clean Energy and Environmental Resilience, as several other wider policies and strategies including West Yorkshire Transport Strategy (Aug 2017), Bus Strategy (August 2017) and the Halifax Town Centre Delivery Plan. It further complements wider strategic transport investments and initiatives including but not limited to: A629 Halifax to Huddersfield Corridor, Halifax Rail Station Gateway, Corridor Improvement Programme (e.g. A58/A672 Halifax to Bradford); and the West Yorkshire Bus Alliance programme.</p>
<p>Commercial Case</p>	<p>Halifax bus station serves around 15,000 bus users on a daily basis, representing a strong demand base. The Calderdale Local Plan sets out ambitions to deliver 15,500 new homes and 60 hectares of new employment land across the district by 2032 which, when coupled with a projected population rise could increase the bus station’s usage by a further 1,800 bus users by 2032. The bus station will play a crucial role in realising this growth and encouraging travel by sustainable modes, which is why any barriers to expansion should be addressed. It is therefore predicted that if no intervention is made, the bus station will deteriorate and will fail in terms of accessibility, health & safety as well as from a quality/passenger satisfaction perspective. This will inhibit its role in: encouraging bus use, enabling inclusive growth, boosting productivity and nurturing clean growth. Market testing demonstrates capacity within the market to deliver the project and a preferred procurement strategy will be selected at full business case stage.</p>
<p>Economic Case</p>	<p>The project will chiefly deliver against the Strategic Economic Plan Priority 4, Infrastructure for Growth. The benefits of the scheme have been assessed using a public transport model, EMME. The project will help to directly benefit:</p> <ul style="list-style-type: none"> • employment generation; • new businesses; • create commercial floor space which will be both newly constructed and refurbished on site; <p>and indirectly support:</p>

	<ul style="list-style-type: none"> • the facilitation of learning floor space, such as the new Trinity Academy Sixth Form College; • additional learner numbers & qualifications; • delivery of housing units; • CO2 reduction potential. <p>In addition to positive changes to generalised cost, the project will generate wider economic impacts which include:</p> <ul style="list-style-type: none"> • Improved accessibility allowing for an increase in the supply of the labour market, improved job prospects and improved levels of inclusive economic activity. • Improved accessibility of key development sites can make these sites more appealing to developers and site occupiers, thereby encouraging investment. • Reduced commuting travel time, employment access and interactions • As a result of fewer barriers to travel, supporting the local economy through increased footfall and spend. <p>The value for money assessment reflects a benefit cost ratio of 2.19:1, judging the scheme as high value for money. Further work to refine the economic case is to be undertaken as part of full business case development.</p>
<p>Financial Case</p>	<p>The project delivery cost forecast is £15.4 million, based on design and feasibility work to date by the appointed consultant and architects, and the delivery element of the scheme. This is supported by a cost plan and has been benchmarked against similar investments in bus station projects delivered by various transport authorities across the country.</p> <p>It is anticipated that the scheme will be revenue neutral with any additional future revenue (e.g. retail, advertising) generated contributing towards the maintenance costs of the new facility.</p> <p>The development costs are to be funded through the West Yorkshire-plus Transport Fund, with implementation costs to be sought from the Department for Transport's Transforming Cities Fund (TCF).</p> <p>At outline business case, the scheme seeks additional funding of £200,000 from the transport fund, taking the total approval to £566,000 to develop a full business case.</p>
<p>Management Case</p>	<p>As the asset owner, West Yorkshire Combined Authority is the scheme promoter and is leading on the overall project management of the scheme in close partnership with Calderdale Council. The Combined Authority delivery team is able to use experience from delivering successful bus station projects, such as in Castleford. A core project team is in place, and for the overarching governance, decision-making and strategic direction, and the project team reports to a project board. This comprises officers with a wealth of the technical knowledge and expertise required for such a project, as well as the technical and design suppliers, and officers from Calderdale Metropolitan Borough Council (as a key stakeholder and partner authority). The project follows Prince 2</p>

principles and approaches, has a range of project management documentation in place and resources identified to take the project forward beyond outline business case.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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

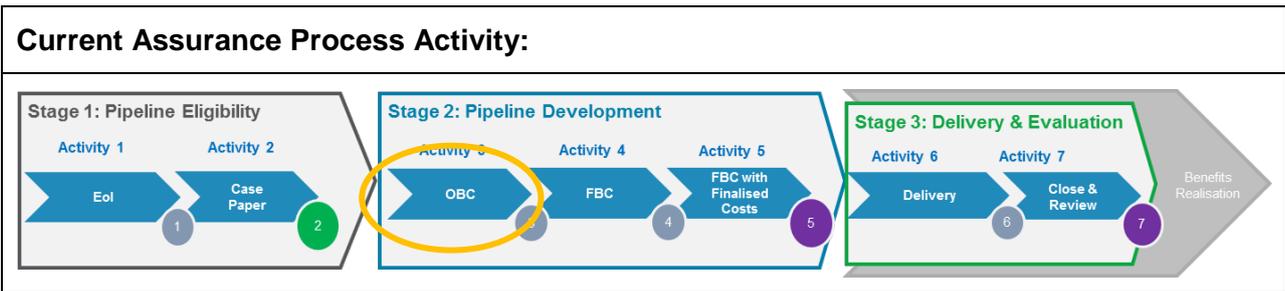
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>

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Section A: Scheme Summary

Name of scheme:	Clifton Business Park (Enterprise Zone)
PMO scheme code:	GD-PA4-021e
Lead organisation:	Calderdale Council
Senior responsible officer:	Steven Lee, Calderdale Council
Lead promoter contact:	Robert Summerfield, Calderdale Council
Case officer:	Ian McNichol, West Yorkshire Combined Authority
Applicable funding stream(s) – Grant or Loan:	Local Growth Fund (LGF), Leeds City Region (LCR) Enterprise Zones programme grant allocation.
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Approvals to date:	<p>Decision point 2 (IC 09/11/17 / CA 14/12/19)</p> <ul style="list-style-type: none"> Indicative Leeds City Region Enterprise Zone programme approval of £20 million including £302,000 programme development costs (£200,000 of which has been allocated via Funding Agreement with Calderdale Council to the development of the Clifton OBC). <p>Call for projects (IC 05/06/18 / CA 28/06/18)</p> <ul style="list-style-type: none"> Indicative approval of a further £24.934 million from the Local Growth Fund over programming and a further £1.541 million of programme development costs <p>Total indicative Enterprise Zone programme approval of £44.939 million from the LGF including £1.923 million programme development costs.</p>
Forecasted full approval date (decision point 5):	August 2020
Forecasted completion date (decision point 6):	July 2021
Total scheme cost (£):	£33.109 million
Combined Authority funding (£):	Long term funding solution currently being determined but to include Combined Authority funding of £3.156 million of development funding to progress the scheme through to decision
Total other public sector investment (£):	

Total other private sector investment (£):	point 5 and £4.494 million from the National Productivity Investment Fund (NPIF)
Is this a standalone project?	No
Is this a programme?	Yes
Is this project part of an agreed programme?	Yes. Leeds City Region Enterprise Zone programme



Scheme Description:

Clifton Business Park is included in the Leeds City Region Enterprise Zones programme phase two. It is a sloping site located on the A644, close to junction 25 of the M62, and is currently undeveloped and used as grazing land. This project is to design and undertake infrastructure works including roads, utility services, retaining structures, drainage, green infrastructure and deal with site issues allowing the creation of development plots and opening-up the site for commercial development.

Indicative masterplan

Business Case Summary:

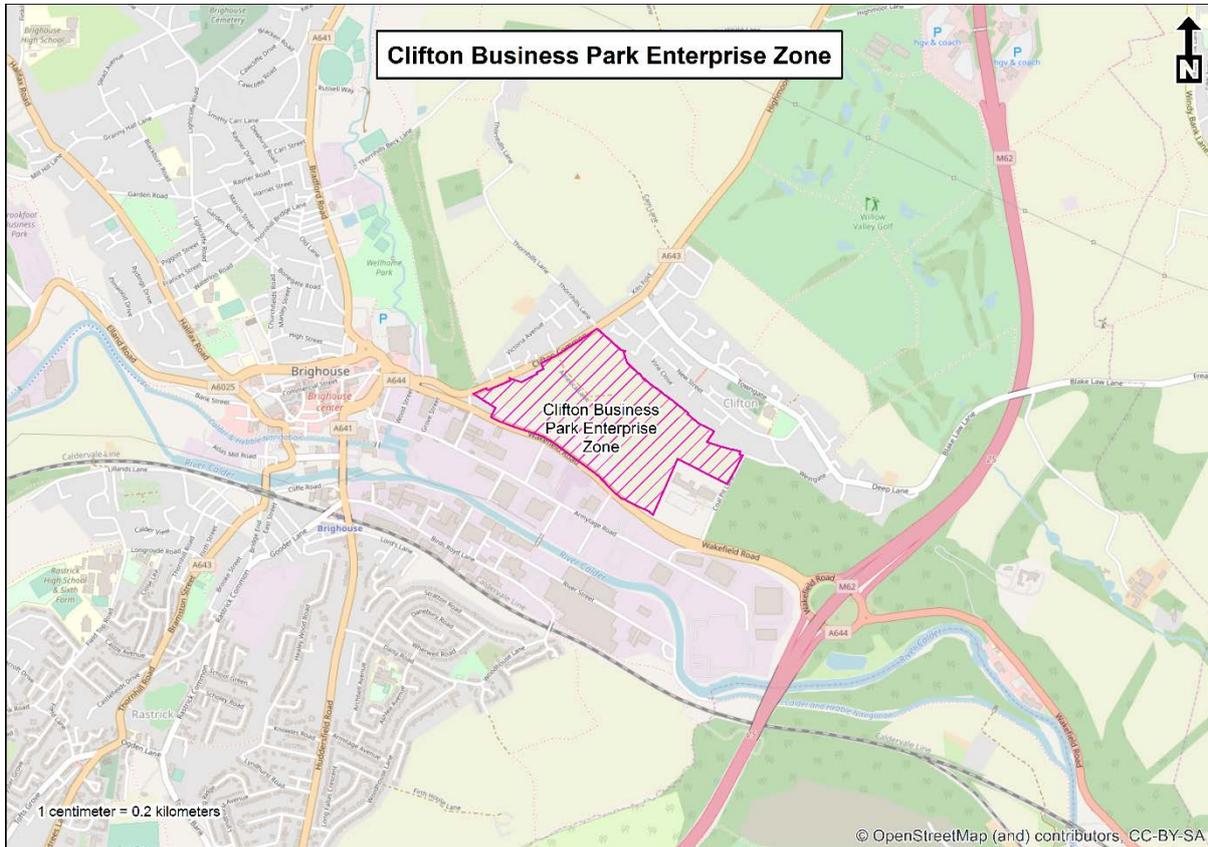
Strategic Case	Clifton Business Park forms one of the sites of phase two the Leeds City Region Enterprise Zones programme. As such, the site has been through
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	<p>a previous selection process and was awarded Enterprise Zone status by DCLG in 2017.</p> <p>Locally, the site has been allocated as employment land in the Calderdale Unitary Development Plan and, as such, represents a significant proportion of the employment land available in the district.</p> <p>The scale of the site at circa 23 hectares means that once developed the site will contribute significantly to economic growth in Calderdale and to the outcomes required in the Enterprise Zones programme and the LEP's Strategic Economic Plan.</p>
Commercial Case	<p>Calderdale Council's Local Plan Employment Technical Paper 2018 states that there are strong levels of demand for industrial premises, especially in Elland and Brighouse. Additionally, commercial property agents advise that there is a clear need in the area for light and general industrial and storage and distribution units. Industrial estates in prime locations in the borough are nearing full capacity meaning there have been recent company moves out of the district to facilitate expansion.</p>
Economic Case	<p>The project considered a long list of options for delivery looking at location, delivery route, source of funding and scale of development. These were tested against the critical success factors of economic impact, funding realism, value for money and deliverability. This analysis has produced a short list of 3 options, where option 1 present's two variations for delivery.</p> <p>Option 1A & B are both the preferred option and would both deliver serviced development plots capable of accommodating 45,789 square metres of employment floorspace. Using the Homes and Communities Agency employment density guidance this could accommodate circa 1,301 gross jobs.</p> <p>Under option 1A the Council will procure the design and delivery of the scheme, selling on the resulting development plots. Under option 1B the Council will seek a delivery partner to undertake the design and delivery and sell on the plots on a drawdown basis. At the current time it is proposed to continue test both option 1A & 1B before identifying the preferred approach at full business case.</p>
Financial Case	<p>Total scheme costs have been identified as £33.109 million. The long term funding solution is currently being determined but to include Combined Authority funding of £3.156 million of development funding to progress the scheme through to decision point 5 and £4.494 million from the National Productivity Investment Fund (NPIF). The NPIF funding has already been secured and will be used to fund enabling works focused on the proposed site spine road. The funding for this scheme is all capital and no revenue funding is sought.</p> <p>Calderdale Council has taken legal advice on the matter of State Aid and implications have been considered throughout the options appraisal process to mitigate any risks.</p>
Management Case	<p>The scheme will be led by Calderdale Council through the existing structure of the Major Projects team. This will give clear governance within the Council. Additionally, as a site within the Leeds City Region Enterprise Zones, the Council will also report on project progress, risks and output</p>

delivery to the Enterprise Zones Project Board, chaired by the Combined Authority's Enterprise Zones Development Manager.

Location map:

The map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area:



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

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

Scheme Summary

Name of scheme:	Conditioning House
Lead organisation:	Bradford Council
Senior responsible officer:	Shelagh O'Neill, Bradford Council
Lead promoter contact:	Simon Woodhurst, Bradford Council
Case officer:	Ian McNichol, Combined Authority
Funding stream	Local Growth Fund
Growth Fund Priority	Priority 4
Approvals to date:	Decision point 2 (case paper), June 2019
Forecasted full approval date (decision point 5):	December 2019
Forecasted completion date (decision point 6):	September 2020
Total scheme cost (£):	£13.847 million
Combined Authority funding (£):	£1.5 million
Total other private sector investment (£):	£12.347 million

Current Assurance Process Activity:



Scheme Description:

Conditioning House, a Grade II listed Victorian warehouse property in Bradford City Centre has been vacant and derelict for over 25 years. The building is set at the heart of the Forster Square Regeneration Area and occupies a high profile location fronting on to the Canal Road Corridor northern gateway into the city centre.

The building is in a derelict state and this has had a detrimental effect on the surrounding area. This residential-led scheme will carry out restoration and redevelopment works to bring an iconic heritage building back into productive use providing a range of new apartment homes

and much needed new commercial space for small local businesses. The completed scheme will act as a catalyst for further investment in the Forster Square Regeneration Area.

The delivery mechanism proposed will see the council entering into a joint venture partnership with the owner/developer in order to remove the burden of a range of costs that are constraining the viable redevelopment of the property.

Business Case Summary:

<p>Strategic Case</p>	<p>Conditioning House is situated within the Bradford City Centre area which has been endorsed by the council as a priority regeneration zone, identified as a key Leeds City Region Urban Growth Centre Spatial Priority Area within the LEP’s Strategic Economic Plan 2016/36 and is the subject of an adopted Area Action Plan that sits within Bradford’s Local Development Plan.</p> <p>The City Centre Area Action Plan outlines the vision to enhance the existing great heritage qualities of the city centre whilst also addressing its weaknesses. It will revitalise the core of the Bradford Metropolitan District whilst also reinforcing its position as a major urban centre within the Leeds City Region. This vision includes the key objective of delivering 3,500 new homes within the Area Action Plan area that will provide a range of housing sizes, types and tenures to ensure that the choice of high quality city living is available to all residents.</p> <p>Conditioning House is located within the city centre spatial priority area and will make a significant contribution to delivering Priority 4 of the LEP Strategic Economic Plan to “develop and regenerate integrated spatial priority areas, supporting employment, quality environments and the building of 10,000-13,000 new homes per year”.</p>
<p>Commercial Case</p>	<p>The Bradford District has a young and very ethnically diverse population. In the Bradford District, 36.1% of residents identify with a Black and Asian Minority Ethnic Group (BAME), with the highest proportion identified in the city centre. It is considered that younger people within Bradford’s BAME communities are increasingly considering city living as a realistic and viable option when the consideration of close proximity to home, quality accommodation, choice of tenure, affordability, access to public transport and key local amenities are brought in to play.</p> <p>The Council’s Core Strategy Development Plan Document Publication draft indicated that because of the predominantly young, diverse and growing nature of its population, there would be a requirement of some 42,000 new homes to be delivered by 2030. Of this provision, a significant proportion of these homes would be needed in the inner urban areas of the district. This was highlighted by the City Centre Area Action Plan which indicated a target of some 3,500 new homes to be provided over the same period and included the following key objectives:</p> <p>Objective 3: Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.</p> <p>Objective 4: A range of good quality housing and facilities to cater for a successful city centre community.</p>

Economic Case	<p>The project will meet housing demand by the delivery of 150 homes through the redevelopment of a heritage asset.</p> <p>The scheme represents an opportunity to act as a catalyst to generate confidence and momentum in the regeneration of Bradford City Centre – attracting further investment and housing site progression.</p> <p>The Conditioning House scheme provides good value for money representing a 10.83% contribution from the Leeds City Region Growth Deal with the aim of attracting a further £12.347 million private investment.</p>
Financial Case	<p>The total project outturn costs for Conditioning House are £13.847 million. The development funding contribution of £12.347 million will come through the private sector developer.</p>
Management Case	<p>The project will be administered by Bradford Council's Economic Development Service in association with the developer, and these activities will fall under the umbrella of the council's established Development Board that will monitor the administration and delivery management of the scheme.</p> <p>The developer is a property development, investment and management company delivering a range of best practice urban regeneration projects, with a commitment to working in partnership with the public sector.</p> <p>With a track record of working on and delivering high quality mixed residential and commercial redevelopment schemes, the developer places emphasis on handling difficult heritage properties by adopting high quality and sustainable development principles.</p>

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

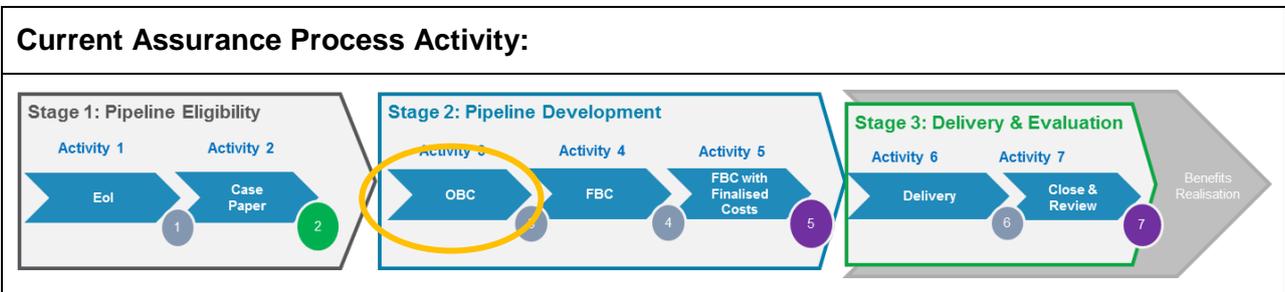
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/economy/leeds-city-region-infrastructure-map/>

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Section A: Scheme Summary

Name of scheme:	LPTIP: A65 Signals Scheme
PMO scheme code:	Dft-LPTIP-002f
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Joel Dodsworth, Leeds City Council
Case officer:	Ian McNichol, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Grant - Leeds Public Transport Improvement Programme (LPTIP)
Growth Fund Priority Area (if applicable):	Priority 4 Infrastructure for Growth
Approvals to date:	Decision Point 2 indicative LPTIP Programme Approval of £183.266 million from the Combined Authority Board 29 June 2017, with each scheme to individually come forward through the assurance process. The A65 Signals Scheme was not referenced in the LPTIP Strategic Outline Case and has been included in the programme by the LPTIP Bus Infrastructure Package Board.
Forecasted full approval date (decision point 5):	February 2020
Forecasted completion date (decision point 6):	March 2021
Total scheme cost (£):	£1.209 million
Combined Authority funding (£):	£0.956 million from LPTIP
Total other public sector investment (£):	£253,000 from S106 contributions from Leeds City Council

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?	Yes- LPTIP Corridor Package



Scheme Description:

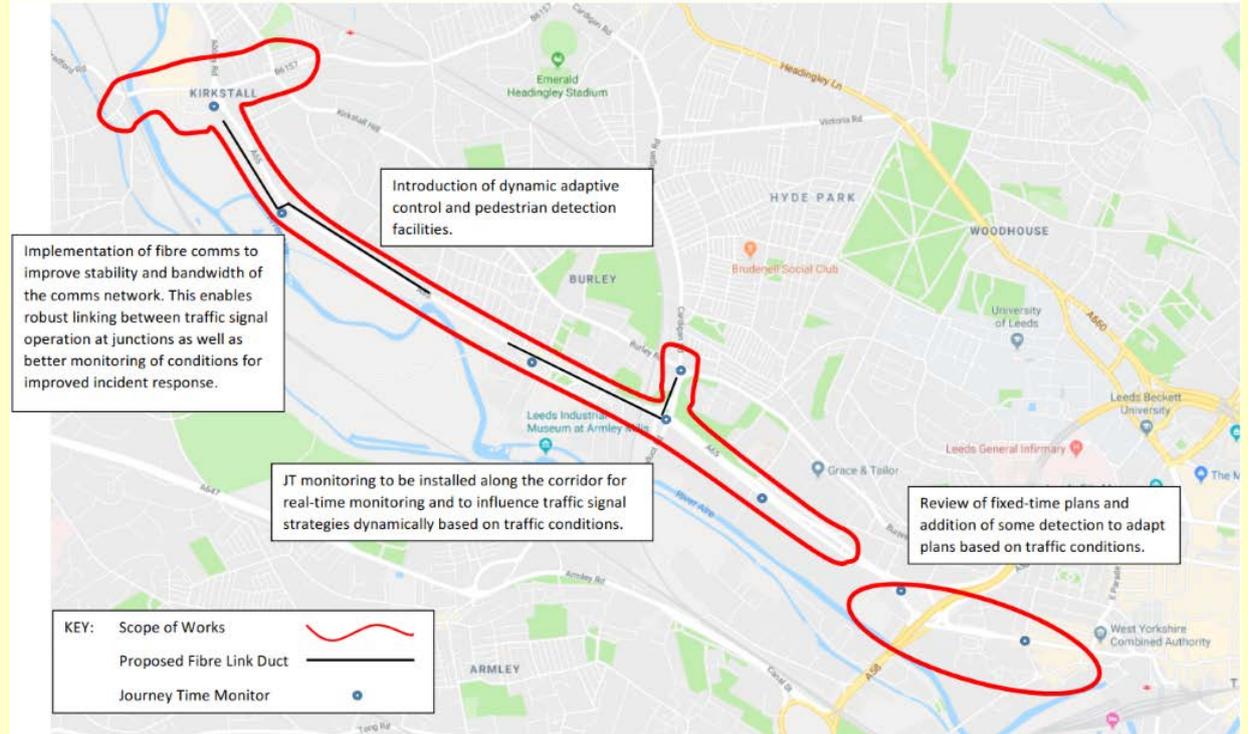
The A65 Signals Scheme (also known as the “A65 inner section signal responsiveness project”) is an extension of the existing (and previously approved) scheme that Leeds City Council has been developing using funding from the National Productivity Investment Fund (NPIF), and the scheme will complement the existing A65 Quality Bus Corridor (also funded from central government). The NPIF scheme was originally envisaged as a “kick-start” to the long-term strategy of implementing adaptive traffic signal control on strategic routes across Leeds to enhance the benefits of the Leeds Public Transport Investment Programme (LPTIP).

The scheme entails the installation of dynamic adaptive control (MOVA - Microprocessor Optimised Vehicle Actuation) and Split Cycle Offset Optimisation Technique (SCOOT) adaptive control at signalised junctions along the A65 Corridor, as well as fibre-optic communication between sites, along the inner section of the A65 between the junction with the B6157 (including Savins Mill and Wyther Lane) and the Inner Ring Road (A58). As part of the scheme the signals inside the Inner Ring Road will be reviewed and signals plans updated.

Detailed Scheme Description

The single option which is presented in the outline business case proposes the upgrade of all the existing fixed-time junctions and pedestrian crossings along the A65 (in the scheme area shown in **Figure A1**) being upgraded to dynamic adaptive MOVA control with a SCOOT (including BusSCOOT) strategy applied during the peak periods (and as required outside of peak periods) in order to maximise the efficient movement of general traffic and buses along the corridor.

Figure A1 – Scheme Proposal



The scope of the scheme includes 11 junctions between the A65 junction with the A58 and the junctions in the vicinity of Kirkstall Forge, all of which currently operate on fixed time plans:

- B6157 Leeds and Bradford Road / Wyther Lane;
- B6157 Bridge Road / Retail Access;
- B6157 Bridge Road / Savins Mill Way;
- B6157 Kirkstall Lane / A65 Commercial Road;
- A65 Commercial Road / Savins Mill Way;
- B6157 Kirkstall Lane / Kirkstall Hill;
- A65 Kirkstall Road / Unnamed Road Exit;
- A65 Kirkstall Road / Unnamed Road Entry;
- A65 Kirkstall Road / Burley Place / Willow Road;
- Burley Road / Willow Road / Cardigan Road; and
- A65 Kirkstall Road / Fire Station Exit.

A review of fixed-time plans and the addition of some detection to adapt plans based on traffic conditions is also proposed for junctions between the A58 and King Street inside the Inner Ring Road.

The scheme will include the introduction of “virtual bus triggers” (as are being rolled out across Leeds by the LCC UTM team) which will input to the “BusSCOOT” system.

Fibre-optic communications and journey time monitoring (using Bluetooth technology) will be implemented along the A65 corridor. No upgrades are intended to the junction with the A58 Inner Ring Road or to junctions inside the A58, but the fixed time plans at these junctions will be reviewed and detection included at these junctions where it would provide benefit.

Consideration of Alternative Options / Approaches

Leeds Council is currently trialling using RTEM detectors which consider different user classes to provide different levels of prioritisation in MOVA. This does not apply during SCOOT operation as SCOOT is currently not capable of making use of the additional information in its optimiser. The potential benefits have therefore not been considered for the proposed scheme. Video detection (as is being rolled out in the city centre) may be considered at a future point but requires a different control strategy and needs further investigation which falls outside of the scope of this scheme.

Business Case Summary:

Strategic Case	<p>The scheme is well linked to the regional economic and transport policy and plans, both in the wider city region and locally in Leeds. The scheme is aligned with tackling transport challenges identified in the SEP that are currently hampering economic growth, business productivity and environmental issues related to congestion and over-reliance on the private car.</p> <p>The strategic aim of the LPTIP programme is to reverse the declining trend in bus patronage by addressing congestion (and delays to buses) which is a key driver for this trend. The scheme objectives are to achieve 'good growth', enabling social inclusion and better economic outcomes for some of the most deprived areas in Leeds.</p>
Commercial Case	<p>The Commercial Case for the A65 Signals Scheme provides evidence that the proposed scheme can be procured, implemented and operated in a viable and sustainable way.</p> <p>The procurement strategy builds on existing experience in the development, design and delivery of the NPIF scheme in Leeds, with procurement planned through existing arrangements. Leeds City Council is well placed to deliver the improvements on time and within budget.</p> <p>The signal improvements along the corridor (in the area) will reduce journey time delays and improve the quality of the transport network, leading to increases in the proportion of trips using bus as a mode of travel. The scheme will complement the previous public investment in the A65 Quality Bus Corridor and the investment on adjacent corridors and city centre gateways as part of the LPTIP programme.</p> <p>Analysis of SCOOT applications have found benefits worldwide. Most recently Transport for London (TfL) demonstrated that SCOOT delivers a 12-15% reduction in vehicle delay. TfL show that use of Bus SCOOT delivers an additional 5% reduction in bus delay. Additionally, studies have shown that reduction in stop-start traffic as a result of SCOOT reduces pollutant emissions by 3 to 8%.</p>
Economic Case	<p>The Economic Case provides evidence of how the scheme is predicted to perform, in relation to its stated objectives, identified problems and targeted outcomes. Only a single option has been considered, as had been agreed with the Feasibility and Assurance team prior to submission. The single option considered represents an extension of the NPIF scheme.</p>

	<p>The Economic Case determines if the proposed A65 Signals Scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report (ASR). The approach therefore quantifies the following:</p> <ul style="list-style-type: none"> • General traffic user benefits – travel time; • Bus user benefits – travel time; • New bus user benefits (induced by journey time reductions) - travel time; • Decongestion benefits (marginal external costs) resulting from mode shift to bus – travel time, VOC, accidents, greenhouse gases, noise, local air quality and indirect taxation. <p>The appraisal excludes quantification of the following:</p> <ul style="list-style-type: none"> • Journey time reliability benefits; • Journey time delay reductions to users of other bus services which use only part of the corridor; • Journey time reductions for all side road movements (not all side road impacts have been quantified); • Air quality benefits from reduced vehicle idling; • No weekend or evening journey time delay reduction benefits. <p>The economic appraisal for the A65 Signals Scheme comprises an assessment of the overall, net, monetised, economic worth of the scheme.</p> <p>The scheme has been appraised at a programme level to demonstrate the benefit cost ratio and value for money. The programme has a High value for money proposition with a benefit cost ratio (BCR) of 3.01:1. The net present value of benefits is £1.83 million. There are significant benefits to both bus and general traffic journey times. The BCR reflects a high value for money category, and the sensitivity tests undertaken indicate that this categorisation is robust.</p>
<p>Financial Case</p>	<p>The Financial Case for the A65 Signals scheme provides a breakdown of the expected project cost components and the time profile for the transport investment. It considers if these capital costs are affordable from public accounts at the times when the costs will arise.</p> <p>The total project outturn capital cost for the preferred option at outline business case is £1.209 million, 79.1% of which is to be funded through the Combined Authority LPTIP funding stream. The remainder is to be funded through Leeds Council in the form of S106 contributions. The scheme cost includes inflation to the year of spend, and 5% contingencies in the build-up of the base cost together with a risk allowance of 15% to inform the final cost for the financial case. An additional cost of £25,000 has been included for monitoring and evaluation.</p> <p>Finally, the Financial Case reviews the risks associated with the scheme investment and examines possible mitigation. The scheme is very “scalable” and can be adapted if certain elements cost more than estimated at outline business case stage.</p>
<p>Management Case</p>	<p>The Management Case outlines how the proposed scheme and its intended outcomes will be delivered successfully. It emphasises the successful delivery of the existing NPIF scheme and other previous schemes delivered by Leeds Council.</p>

The Management Case also gives assurances that the scheme content, programme, resources, impacts, problems, affected groups and decision makers, will all be handled appropriately, to ensure that the scheme is ultimately successful. Clarification provided following submission sets out that the project will be managed as part of an overarching programme of work known as the Leeds Public Transport Investment Programme (LPTIP). The A65 Signals Scheme sits within the management and governance structures established to support the delivery of the LPTIP programme, therefore comprising of both programme and scheme management procedures and processes to ensure effective, on-time, on-budget scheme delivery.

The Management Case outlines the scheme programme which scopes and defines key project elements, allowing the project manager to ensure important milestones, key tasks on critical path and any project dependencies/ constraints do not hinder the delivery of the scheme.

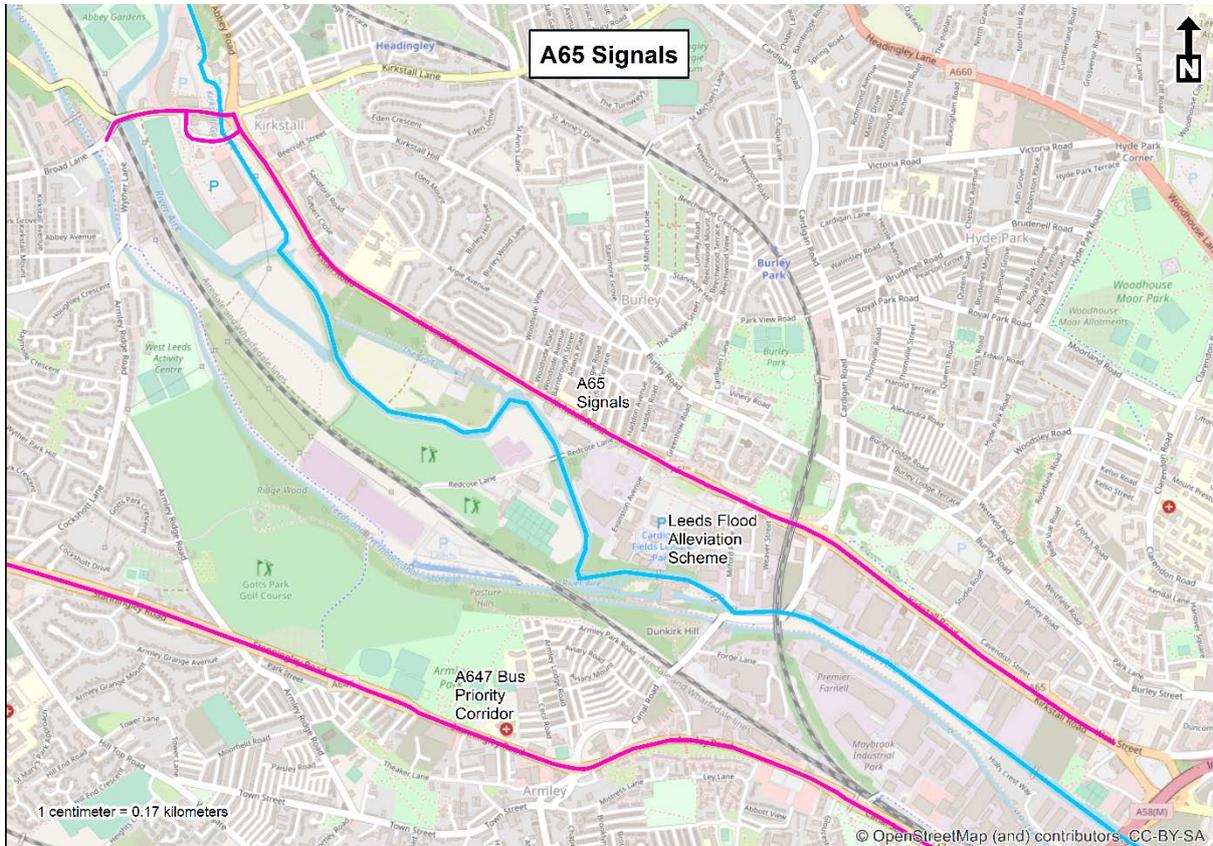
The management case demonstrates that the following components have been appropriately assessed at this Outline Business Case (OBC) stage:

- Project planning;
- Governance structure;
- Delivery constraints and risk management;
- Communications and stakeholder management;
- Monitoring and evaluation;
- Benefits realisation and assurance.

Alongside this, scheme risks are continuously monitored throughout the project lifetime. Risk identified are updated on a minimum monthly basis at Package Board meetings, as the project progresses. Each identified risk is assessed in terms of its impact on cost, time and quality. The probability of the risk occurring was also estimated. Where possible risks identified have risk allowances determined and these have been used in the costing exercise to determine an appropriate level of contingency.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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

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

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Section A: Scheme Summary

Name of scheme:	Flood Alleviation Scheme 2 (FAS 2) - Leeds
PMO scheme code:	GD-PA4-020
Lead organisation:	Leeds City Council
Senior responsible officer:	Martin Farrington, Leeds City Council
Lead promoter contact:	Rachael Brown, Leeds City Council Richard Dennis, Leeds City Council
Case officer:	Chris Brunold, Combined Authority
Applicable funding stream(s) – Grant or Loan:	Local Growth Fund – Grant – up to £3.9 million
Growth Fund Priority Area (if applicable):	Priority 4C – Integrated Flood Risk Reduction
Approvals to date:	The LFAS2 scheme received approval at outline business case from the Combined Authority on 25 April 2019 with an indicative allocation of £3.9 million.
Forecasted full approval date (decision point 5):	3 September 2019 Investment Committee
Forecasted completion date (decision point 6):	December 2022
Total scheme cost (£):	£76.39 million
Combined Authority funding (£):	Up to £3.9 million Local Growth Fund (LGF)
Total other public sector investment (£):	£65 million Defra and the Environment Agency (confirmed) £4.35 million Leeds City Council (confirmed) £540,000 ESIF for Stourton (confirmed)
Total other private sector investment (£):	£1.4 million Network Rail (confirmed) £1.2 million Woodland Trust (confirmed)
Is this a standalone project?	No
Is this a programme?	No

Is this project part of an agreed programme?

Yes - Leeds City Region Flood Alleviation Programme

Current Assurance Process Activity:



Scheme Description:

The Leeds Flood Alleviation Scheme Phase 2, Step 1 (LFAS2), is a major project which will reduce flood risk to homes, businesses and infrastructure along the River Aire in Leeds. Communities along this stretch of the river have taken several years to recover from the extensive damage and disruption caused by the major flooding on Boxing Day 2015. Had the flood occurred on a normal working day, the impacts would have been more severe. The flooding heavily affected a significant number of local businesses, a number of which have since failed or have relocated outside of the area.

LFAS2 is made up of two steps. Once both steps are complete, Leeds City Council's plans for managing current and future flood risk in the city from the River Aire will have been implemented and the city will be protected from up to a 1 in 200 year flood event.

Step 1 (which this business case represents, and which will provide 1 in 100 year protection) consists of works upstream from Leeds station to Newlay, including:

- Removal of redundant bridge at Armley Mills to improve flow
- Raising of Milford Place footbridge to remove the potential restricted flow
- Removal of the under-hanging structure at Redcote Lane bridge
- Widening the channel adjacent to the A65 between Wellington Bridge and Viaduct Road
- Construction of 7.5km of linear defences

Step 1 also includes natural flood management (NFM) works in the upper and mid-stretches of the River Aire from Malham to Armley including planting of circa 2 million trees, the creation of storage ponds, introduction of 'leaky dams' that act to slow river flow and finally re-meandering of the river in its upper rural reach.

Step 2 includes the construction of flood storage area at Calverley and improvements at Kirkstall Valley Nature Reserve.

Business Case Summary:

Strategic Case

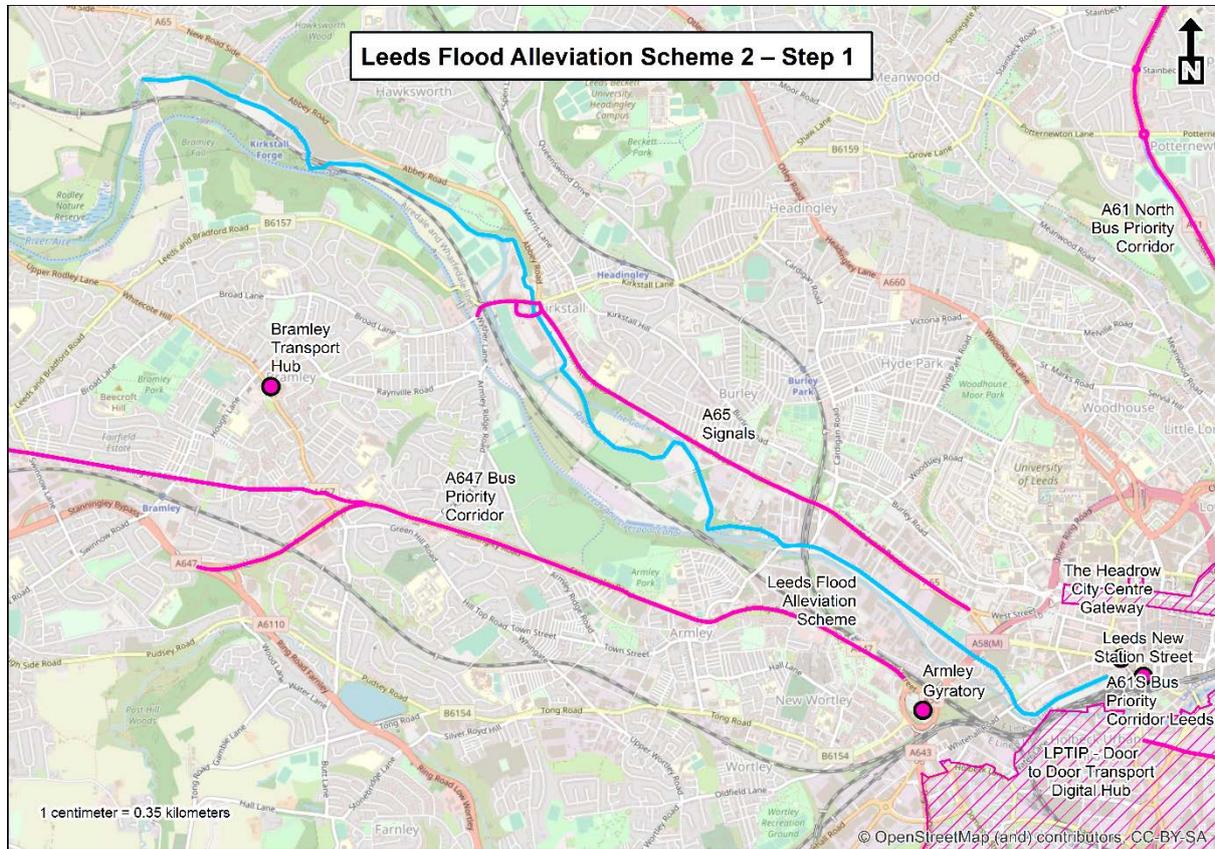
The evidence of the impact of the floods on Boxing Day 2015 was substantial and unprecedented in living memory. According to the Combined Authority's own research the estimated total economic losses across the region were £500 million, with a total of 2,000 businesses and 4,000 homes flooded. Calderdale and Leeds suffered the greatest impacts from this flood event.

	<p>The impact on businesses and communities was high, but would have been much worse had it been a normal business day rather than a bank holiday. If the city region is to achieve ambitious targets for jobs and additional GVA growth it needs to ensure that it retains and builds upon the jobs it already has, and provides the environment in which businesses can flourish with confidence.</p> <p>Leeds is the third largest employment centre in the UK and contributes £16.3 billion gross value added (GVA) to the UK economy annually. It is a major transport hub centred on Leeds Station, the future terminus of HS2. The River Aire valley upstream of the station provides a vital transport corridor, with eastern rail lines linking Kirkstall, Airedale and Wharfedale to the wider national rail network. The A65 passes along the river corridor, and this is the primary highway connection between Leeds Station and Leeds Bradford International Airport, and for many businesses and commuters based in the west of the city.</p> <p>Leeds City Council and the Environment Agency approved the Upper Aire Flood Risk Management Strategy and have long standing strategic ambitions for the city to be protected from flood events of a 1 in 200 year magnitude. The National Infrastructure Commission recommends that all major cities should benefit from this level of protection.</p> <p>The decision to split Phase 2 into two steps has allowed step 1 to proceed through planning and to contract award, whilst subsequent planning applications will be made for step 2 through Bradford Council and work continues to secure the full funding package required for step 2.</p>
<p>Commercial Case</p>	<p>Investing in flood management (Step 1) will protect an existing 139 businesses, employing around 3,605 people, and deliver the commercial confidence to allow the city to continue to thrive and generate good growth for the future benefit of everyone.</p> <p>The construction phase of the works have been tendered competitively through Lot 4 of the WEM Framework. An NEC3 Engineering Construction Contract (ECC), Option C Target Cost Contract with activity schedule, has been entered into with BMMjv to deliver the main works.</p> <p>A separate Technical Advisory Services contract will now be procured to ensure independent oversight of the main works contract. This will make use of the NEC3 Professional Services Contract.</p> <p>The council has entered into an agreement with the Environment Agency to work together to deliver elements of the scheme including the NFM works.</p> <p>The cost estimates have been verified by a cost manager using the Project Cost Tool and benchmarked against the actual costs from the Leeds FAS Phase 1 and information related to similar schemes completed elsewhere. The costs have also been benchmarked against the Environment Agency's project cost tool.</p>

	The main works construction costs have now been secured through a competitive tender process.
Economic Case	Options have been assessed with stakeholders involved in FAS1 and although the 1 in 200 year SoP scheme remains the local preferred choice, for funding and planning purposes Step 1 will be implemented now. Step 1 will provide protection against a 1 in 100 year event, it will protect 139 businesses, deliver a benefit cost ratio of 11.7 and an increase in net GVA of £44.2 million p.a. Step 1 also provides intangible benefits in terms of health and wellbeing and implements NFM to improve habitat and riverside public realm.
Financial Case	The total cost of Step 1 is £76,390,000. The majority of the funding is coming from DEFRA (£65 million) with the remainder coming from Leeds City Council, Network Rail, ESIF and the Woodlands Trust as set out above. The Growth Deal contribution of £3.9 million represents 5% of the total cost. In the event of an overspend Leeds City Council intends to fund these costs directly or from local contributions.
Management Case	The project is being led by the Council who have high ownership for successful delivery through the same project team that delivered FAS1.

Location map:

The following location map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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

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

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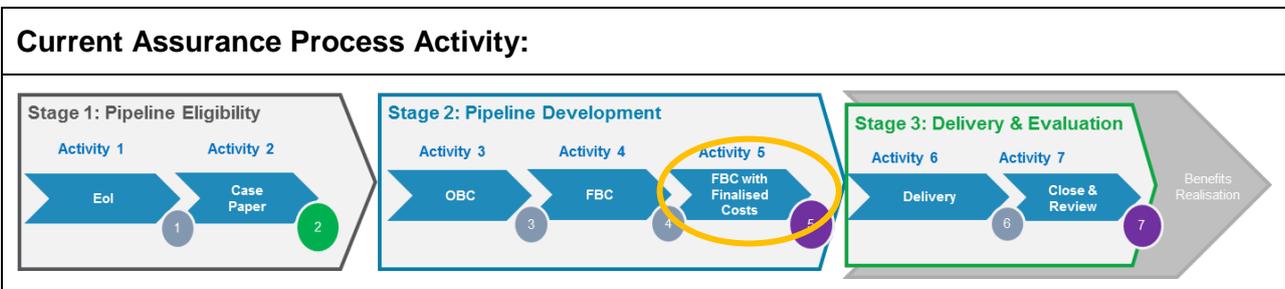
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Section A: Scheme Summary

Name of scheme:	Enterprise Zone: Gain Lane
PMO scheme code:	GD-PA4-021-c
Lead organisation:	Marshall Construction (West Yorkshire) Limited
Senior responsible officer:	Kate Thompson - Head of Implementation, Combined Authority
Lead promoter contact:	Chris Marshall, Chairman Marshall Construction
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant - Enterprise Zone Programme
Growth Fund Priority Area (if applicable):	Priority Area 4 - Infrastructure for Growth
Approvals to date:	<p>Decision Point 2 Case Paper (Programme)</p> <ul style="list-style-type: none"> Investment Committee 9 November 2017 Combined Authority Board 14 December 2017 <p>Indicative Enterprise Zone Programme approval of £20 million from the Local Growth Fund, with approval of £302,000 of development costs.</p> <p>Call for Projects Case Paper (Programme)</p> <ul style="list-style-type: none"> PAT 2 May 2018 Investment Committee 5 June 2018 Combined Authority Board 28 June 2018 <p>Indicative approval of a further £24.939 million through over programming against the Local Growth Fund, with approval of a further £1.541 million of development costs.</p> <p>The Enterprise Zone Programme to date has secured indicative approval of £44.939 million from the Local Growth Fund, with approval of £1.923 million development costs.</p> <p>Decision Point 3 Outline Business Case (Gain Lane)</p> <ul style="list-style-type: none"> PAT 28 November 2018 Investment Committee 11 June 2019 Combined Authority Board 27 June 2019 <p>LEP Board 26th March 2019 (Programme)</p> <p>Following PAT of November 2018, the scheme secured endorsement for the Combined Authority to consider the need for grant payments to private sector organisations to ensure some of the Enterprise Zone sites are delivered. This endorsement is conditional on the need for all requests for public sector funding</p>

	to capture sufficient, robust clauses within the funding agreement which protect the public sector investment.
Forecasted full approval date (decision point 5):	3 September 2019 – Investment Committee
Forecasted completion date (decision point 6):	March 2025
Total scheme cost (£):	Combined Authority funding plus substantial private sector investment
Combined Authority funding (£):	£9.877 million - Growth Deal
Total other public sector investment (£):	£0
Total other private sector investment (£):	Substantial private sector investment (see confidential appendix to this scheme item)
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes - Enterprise Zone Programme



Scheme Description:

The scheme is an economic regeneration project, which is part of the Leeds City Region Enterprise Zone Programme and funded through the Local Growth Deal.

The project will provide infrastructure and services to the Gain Lane Enterprise Zone site located on the border between Bradford and Leeds.

The gross site area is 12.77 hectares which includes the area on which the new access road will be built.

It is anticipated that the site will accommodate 29,404m² of industrial space when fully developed across eight commercial units. These units will be capable of accommodating 550 jobs, generating additional GVA, and business rate income of £900,000 per annum.

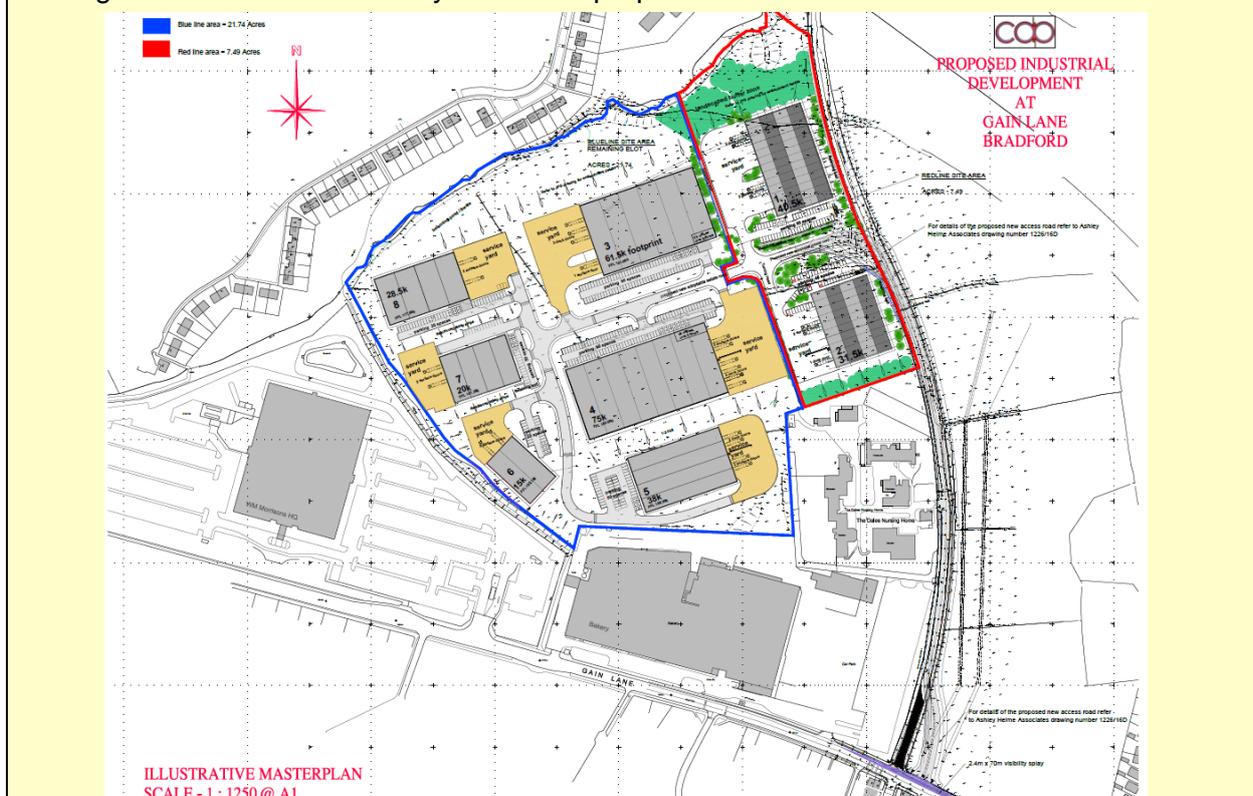
The infrastructure works necessary to enable the site to be developed are extensive as the site requires a new access road and the steep slope of the ground needs work to form level areas on which units will be built.

In addition, the scheme requires bringing new services to the site and divert some existing services to accommodate the new access road. The new services include electricity, gas, water and telecommunications.

It is anticipated that the site would be serviced by March 2021, and built out by March 2025.

The delivery programme aim is to begin speculative building in March 2020, as the first phase of infrastructure would enable units to be built ahead of completion of site-wide infrastructure by March 2025.

The Combined Authority funding will fund the provision of infrastructure for the site. Marshall Construction will fund site purchase, unit construction, marketing and letting costs, and project management of scheme delivery under this proposal.



Business Case Summary:

Strategic Case

At national level, the scheme supports the delivery of the UK's Industrial Strategy, published in November 2017. It sets out Government's vision and long term plan for boosting productivity and earning power throughout the UK.

On a regional scale, Enterprise Zones are a key part of the Government's national agenda to devolve responsibility for growth and incentivise additional economic development.

The Leeds City Region Enterprise Zone Programme supports the Leeds City Region Strategic Economic Plan (SEP) vision and the principle of

	<p>'good growth' by supporting innovation and the delivery of high quality employment space in advanced manufacturing and related sectors.</p> <p>The Gain Lane site is part of the M62 Enterprise Zone which covers sites in Wakefield, Bradford, Kirklees and Calderdale. A total of ten sites have been identified across these four areas along the M62 corridor. Of these ten sites, three are in Bradford. The M62 Enterprise Zone area complements development of Leeds City Region's first Enterprise Zone in East Leeds which is now well underway.</p> <p>The development of Gain Lane will contribute to the M62 Enterprise Zone scheme objectives, namely:</p> <ul style="list-style-type: none"> • Objective 1: deliver an increase of 230 hectares of employment land • Objective 2: deliver an increase of 750,000 sq m of employment floor space • Objective 3: deliver an increase of 15,000 jobs • Objective 4: deliver an increase of £5 billion GVA <p>Bradford has a severe shortage of employment land largely due to topography and previous land uses which, whilst being very productive were based on manufacturing in multi-storey properties on small plots rather than the modern system of single-story production on larger plots.</p> <p>The city has the youngest population in the UK and, as a result, a large number of people enter the world of work every year. Without opportunities for businesses to be created and expand, Bradford will be unable to meet ambitious targets of raising GVA by getting 20,000 more people into work.</p>
<p>Commercial Case</p>	<p>Gain Lane has been identified by the Combined Authority to be an integral component of phase two of the Enterprise Zone programme. This decision was based on research conducted on behalf of the Combined Authority in 2016 (Leeds City Region Enterprise Zones Feasibility and Investment Framework).</p> <p>A market review of Enterprise Zones was commissioned. This identified a demand for this location and also the size of unit most appropriate for potential occupants. Based on the two market reports, the development strategy will provide infrastructure to the whole site and build the units over a period of time, as the Leeds City Region Enterprise Zones Feasibility and Investment Framework recommended.</p> <p>Marshall is development and a construction company. Marshall has confirmed that approximately 90% of expenditure on infrastructure and unit construction is competitively tendered and delivered by subcontractors. They advertise on the company website and where this produces an inadequate response, approach reputable contractors and invite them to bid.</p>

	<p>The tender process to procure the enabling works contractor has completed, with a preferred bidder identified.</p> <p>Outline planning has been approved with conditions attached by Bradford Council for the site area within the Bradford boundary. A separate application has been approved by Leeds City Council for the access road, as the required land sits within the Leeds boundary.</p> <p>State Aid advice has been provided from a specialist company (DWF) who advise the funding is likely to be State Aid compliant against GBER Article 56 Investment Aid for Local Infrastructures, and Article 14 Regional Aid for Investment.</p>
Economic Case	<p>Given the nature of the project and the time-limited opportunity of public sector funding to bridge the viability gap, the options are focused on timescale of delivery, and how much infrastructure can be provided by March 2021.</p> <p>Two options have been considered:</p> <ul style="list-style-type: none"> • Either deliver the infrastructure to the whole site by March 2021, with a funding agreement in place to bridge the viability gap in total • Or do not proceed with any of the infrastructure until such time as a major inward investor of sufficient size is attracted to the location which might enable progress if the deal were commercially acceptable. <p>The former option is the preferred scheme.</p> <p>The options have been appraised in alignment with the MHCLG guidance in relation to employment generated by assessing deliverability, funding capacity, timescale, impact and value for money.</p> <p>At full business case with finalised costs, the value for money assessment judges the scheme as high value for money when assessed against government criteria, with a benefit cost ratio of 16.5:1.</p>
Financial Case	<p>The Combined Authority grant sought would finance enabling works at a capped cost of £9.877 million. There is significant private sector investment in the scheme.</p> <p>The contractor has allowed for 5% contingency to be allocated to infrastructure costs.</p> <p>Any cost overruns will be covered by Marshall and/or within the contracts of appointed subcontractors. No additional grants will be requested from the Combined Authority.</p> <p>Financial risks such as higher infrastructure costs than anticipated has been considered, with inclusion of the aforementioned 5% contingency.</p> <p>The cash flow funding profile is in line with the anticipated delivery programme, with Combined Authority funding of £9.877 million to be expended across 19/20 and 20/21.</p>

Management Case

Delivering projects of this nature is the mainstream business of the Marshall/CDP group. The organisation is set up to build speculative and bespoke units throughout the North and Midlands regions of England, with a particular focus on West Yorkshire, where the company is based.

Project governance will be provided as per the following:

- An Enterprise Zone programme board has been established to provide strategic direction and decision making at a programme level.
- An Enterprise Zone project board has been established to provide a forum for discussions with the partner councils (for Gain Lane, both Bradford and Leeds councils are represented).
- Going forward into the delivery phase, the Combined Authority will implement six weekly project meetings with Marshalls. This requirement will be captured in the Funding Agreement and incorporate colleagues from Bradford Council. This meeting will focus on activities and work streams completed in the previous period, costs incurred, planned work packages, risks and issues.

In terms of day-to-day management, the Combined Authority, in partnership with the LEP, has established a dedicated team within the Delivery directorate to manage the wider Enterprise Zone programme.

Key milestones:

- Sep 2019 - Combined Authority Grant approval (FBC+)
- May 2020 - Complete access road
- July 2020 - Complete infrastructure
- March 2021 - Complete two speculative units
- March 2025 - Complete remaining units

The Local Growth Fund grant must be spent by March 2021.

Through an early stage Risk Register, several key risks with mitigation measures have been developed.

The approach to monitoring and evaluation (and reporting of benefits) is to be developed as part of the wider Enterprise Zone programme.

Location map:

The map shows the scheme in relation to the other Combined Authority funded schemes in the surrounding area.



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

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

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Report to: West Yorkshire and York Investment Committee

Date: 3 September 2019

Subject: **Future Plans, Grants and Loans**

Director: Alan Reiss, Director Policy, Strategy & Communications
Melanie Corcoran, Director of Delivery

Author(s): Alex Clarke, Kate Thompson

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

Purpose of this report

- 1.1 To update Investment Committee on work on future plans for grants and loans.
- 2. Information**
 - 2.1 The Combined Authority and Leeds City Region Enterprise Partnership are currently engaged in work on developing options for a new loan fund that responds to current market needs.
 - 2.2 Further information on this work is included in **Exempt Appendix 1**. It is anticipated that a report will also be brought to the October meeting of the Combined Authority.
- 3. Financial implications**
 - 3.1 There are no financial implications directly arising from this report.

4. Legal implications

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

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 That the report provided in **Exempt Appendix 1** on the future plans for grants and loans be discussed and feedback given to inform future activities in advance of discussions at the next Combined Authority meeting.

8. Background documents

- 8.1 None.

9. Appendices

- 9.1 **Exempt Appendix 1** – future plans, grants and loans.

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Report to: West Yorkshire and York Investment Committee

Date: 3 September 2019

Subject: **European Structural and Investment Funds (ESIF) – Sustainable Urban Development (SUD)**

Director: Angela Taylor, Director of Corporate Services

Author(s): Heather Waddington

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

1. Purpose of this report

- 1.1 To consider two outline applications from Round 4 (Havertop Lane and Healthy Streets Shipley) and three full applications (Brighouse Flood Alleviation Scheme, SME Units at South Kirby Business Park and Top of Town Public Realm Improvements) for SUD, part of the ESIF Programme, and provide advice to the Combined Authority, in its role as the Intermediate Body (IB).

2. Information

- 2.1 On 8 March 2017, the Investment Committee considered and noted the roles and responsibilities relating to Intermediate Body (IB) status delegated to West Yorkshire Combined Authority in order to deliver the SUD Strategy, part of the ESIF Programme.
- 2.2 The Committee, in its advisory role, provided advice on the first draft SUD Call at its meeting in June 2017, which was subsequently agreed by the Combined Authority, at the 29 June 2017 meeting, for it to be published July 2017 by the Managing Authority (MA), Ministry of Housing, Communities and Local Government (MHCLG).

- 2.3 The Combined Authority has since selected projects to progress to full application stage. Round 1 resulted in only one project progressing to full application stage, due to a high attrition rate. This project is now contracted.
- 2.4 A Round 2 Call was subsequently republished 8 June 2018 and closed 27 July 2018. The Call was not materially changed from that previously approved. A further eight applications were received and considered in late 2018 with four applications selected to progress to full application. Three of the four full applications are now being presented to the Investment Committee for advice. Advice of the Investment Committee is sought to support the Combined Authority, acting as the IB for SUD, to inform its decision(s) with regard to project selection.
- 2.5 As funding was still available a Round 3 Call was published 10 January 2019, closing 22 February 2019. One outline application was received which was considered by the Combined Authority, as Intermediate Body, in April 2019 and was selected to progress to full application.
- 2.4 Given there was a poor response to the Round 3 Call, a further Round 4 Call was published 8 April 2019 and closed 28 June 2019. Two outline applications were received and are now being presented to the Investment Committee for advice. Advice of the IC is sought to support the Combined Authority, acting as the IB for SUD, to inform its decision(s) with regard to project selection.
- 2.5 Following the two responses received for the Round 4 Call, and given there was still money to be committed locally, a Round 5 Call was published on the 31 July 2019 and is scheduled to close 31 October 2019. The Call value is £6.8 million and is split as follows.
- Priority Axis 3 (Site development) – £3,900,000
 - Priority Axis 5 (Flood mitigation) - £529,111
 - Priority Axis 6 (Green and blue infrastructure) - £2,400,000
- 2.6 The assessments of the three full applications, Round 2, and the two outline applications, Round 4 are attached to this report as **Exempt Appendices 2 - 6** together with a covering note (**Exempt Appendix 1**). The Investment Committee is requested to consider the content of the three full and the two outline assessments and the recommended conditions and provide advice to the Combined Authority, in its role as Intermediate Body, at its meeting on 10 October 2019.

Selection process and assessment form

- 2.7 The selection process for SUD, part of the ESIF programme, has been set out in guidance notes issued to the IB by MHCLG, as the MA.

Outline applications

- 2.8 The IB has assessed the outline application for local strategic fit based on the Leeds City Region ESIF SUD Strategy. In considering the strategic fit a qualitative approach has been used to assess the following to come to an overall view:
- Does the proposed operation contribute to the needs/opportunities identified in the Call to which it is responding?
 - Does the proposed operation align to the local growth needs set out in the local ESIF (SUD) Strategy?
- 2.9 In addition the Combined Authority as IB will take into account advice from the Investment Committee to support the MA's assessment of:
- 2.9.1 Value for money – the operation must represent value for money. In assessing value for money, the MA takes account of:
- efficiency: the rate/unit costs at which the operation converts inputs to the fund outputs;
 - economy: the extent to which the operation will ensure that inputs to the operation are at the minimum costs commensurate with the required quality;
 - effectiveness: the extent to which the operation contributes to programme output targets, results and/or significant strategic impact at the local level;
 - that the investment will deliver activities and impacts that would not otherwise take place.
- 2.9.2 Deliverability
- The operation is deliverable within the requirements of the fund specific operational programme taking into account risks, constraints and dependencies.
 - Evidence has shown that this type of operation is effective, the risks have been considered and appropriate mitigations put in place.
- 2.9.3 Outline assessment forms are designed and owned by MHCLG. The Assessment form is split into five sections and each completed by either the IB or the MA as follows:
- Part 1, summary project details - completed by MHCLG
 - Part 2, the gateway assessment - completed by MHCLG
 - Part 3, the IB's assessment - completed by the Combined Authority
 - Part 4, the MA's assessment - completed by MHCLG
 - Part 5, selection decision - completed by the Combined Authority (5a) and MHCLG (5b).
- 2.10 Following the Investment Committee's advice, the IB will finalise its assessment and advice to the MA and make its selection decision and forward

the form to the MA, who will then finalise its assessment (taking account of the advice provided by the IB), and make its selection decision.

Full applications

- 2.11 The IB has already assessed the full applications for local strategic fit based on the Leeds City Region ESIF SUD strategy and made its project selection, setting out its advice and any respective conditions for the applicants to consider when developing their full applications.
- 2.12 The Investment Committee is asked to advise the IB on whether the proposals set out at full application continue to appropriately address:
- Local domestic priorities, development needs/growth conditions and opportunities.
 - The contribution and value for money proposed in the context of the operational programme and the local ESIF strategy.
 - Any local issues that need to be taken into account in the development and/or delivery of the projects.
- 2.13 The full assessment form is split into four sections and each completed by either the IB or the MA as follows:
- Part 1, summary project details - completed by MHCLG
 - Part 2, the IB's assessment - completed by the Combined Authority
 - Part 3, the MA's assessment - completed by MHCLG
 - Part 4, selection decision - completed by the Combined Authority (4a) and MHCLG (4b and 4c).
- 2.14 Following the Investment Committee's advice the IB will finalise its assessment and advice to the MA who will make the final decision (taking account of the advice provided by the IB), and enter in to a Funding Agreement with the applicant.
- 2.15 The overall summary of the three full assessments indicates the scoring criteria is considered to be met by all projects. The projects are considered to be sufficiently developed to enable the MA to issue a funding agreement subject to the proposed conditions set out in the assessment being fully met.

Undertaking the assessment

- 2.16 In line with the agreed IB Conflict of Interest Statement and Operating Protocol the applications have been considered by the Appraisal Team, under the responsibility of the Head of Research and Intelligence from the Combined Authority, who have undertaken their own assessment in line with the criteria outlined above. Their findings are presented to the Committee at the meeting. In addition to officers from the Appraisal team the MA will also be in attendance and can respond to questions raised by members regarding the assessment as required.

- 2.17 With regard to outline applications only projects that pass both the IB's and the MA's selection criteria will be invited to submit a full application. A failure to meet either the IB's or the MA's selection criteria will result in rejection of the project.
- 2.18 Having concluded the outline assessment process the MA will, if it determines the project may proceed, invite the applicant to submit a full application. The MA will, in the spirit of joint working, meet with the Combined Authority at the conclusion of this reconciliation to clarify its decision.

3. Financial Implications

- 3.1 MHCLG, as MA for the funds, is responsible for the issuing of funding agreements, paying projects and general contract management. The funding within the Strategy (€19.95 million) is a notional budget and is part of the ESIF ERDF programme. All finances go directly through MHCLG's accounts not the Combined Authority's.

4. Legal Implications

- 4.1 The information contained in Appendices 1 to 6 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.

5. Staffing Implications

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

6. External Consultees

- 6.1 MHCLG have been consulted in their role as Managing Authority in the production of this report.

7. Recommendations

- 7.1 It is recommended that the Investment Committee consider the three full applications, Round 2, and the two outline applications for SUD, part of the ESIF Programme, and provide advice to the Combined Authority, in its role as Intermediate Body.

8. Background Documents

- 8.1 None.

9. Appendices

9.1 Exempt Appendices 1 - 6:

Exempt Appendix 1 - Summary FINAL

Exempt Appendix 2 - Havertop Lane Ph1 OA FINAL

Exempt Appendix 3 - Healthy Streets OA FINAL

Exempt Appendix 4 - SME Units at South Kirkby full appraisal FINAL

Exempt Appendix 5 - Brighthouse CIP full appraisal FINAL

Exempt Appendix 6 - Top of Town full appraisal FINAL

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**MINUTES OF THE MEETING OF THE
BUSINESS INVESTMENT PANEL
HELD ON FRIDAY, 12 JULY 2019 AT COMMITTEE ROOM A -
WELLINGTON HOUSE, LEEDS**

Present:

Councillor Judith Blake CBE (Chair)	Leeds City Council
Simon Wright (Deputy Chair)	Yorkshire Bank
Councillor Darren Byford	Wakefield Council
Councillor Jane Scullion	Calderdale Council
Michael Allen	NatWest Bank
Colin Glass OBE	WGN
Jonathan King	Medusa Holdings Ltd

In attendance:

Zoe Davidson	Deloitte
Henry Rigg	West Yorkshire Combined Authority
Vincent McCabe	West Yorkshire Combined Authority
Kate Thompson	West Yorkshire Combined Authority
Phil Cole	Leeds City Council
Lorna Holroyd	West Yorkshire Combined Authority
Neill Fishman	West Yorkshire Combined Authority
Chris Brunold	West Yorkshire Combined Authority
Alexander Clarke	West Yorkshire Combined Authority
Lauren Thomas	West Yorkshire Combined Authority
Megan Hemingway	West Yorkshire Combined Authority

1. Apologies for absence

Apologies for absence were received from Councillor Pandor, Councillor Swift, Councillor Ross-Shaw, Marcus Mills and Gareth Yates.

2. Declarations of disclosable pecuniary interests

There were no 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 of Item 6; Appendix 1 of Item 7;

Appendices 2 and 3 of Item 8 and Appendix 1 of Item 9 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 Business Investment Panel held on 4 June 2019

Resolved: That the minutes of the Business Investment Panel held on 4 June 2019 be approved and signed by the Chair.

5. Governance Arrangements

The Panel was presented a report detailing the new governance arrangements and confirming the West Yorkshire and York Investment Committee's appointment of the Business Investment Panel as an advisory sub-committee of itself.

Members noted that the Terms of Reference and quorum proposed remained unchanged from the last municipal year. Dates of meetings were also noted; members confirmed that they had received calendar invitations for all forthcoming meetings.

Resolved: That the Business Investment Panel noted the governance arrangements further to the meeting of the West Yorkshire and York Investment Panel on 11 July 2019.

6. Future Plans, Grants and Loans

The Panel was updated on work to develop a new dedicated commercial investment team within the West Yorkshire Combined Authority to deliver new and existing business investment processes.

Members were informed that a procurement exercise and tendering process had taken place to commission an external partner to support this work. The partner had been appointed last week and aimed to deliver initial findings at the end of July. Then a second phase was planned to complete by the end of September 2019.

Resolved: That the Panel noted the progress made to date and provided feedback on the work proposed with the appointed partner.

7. Strategic Inward Investment Fund

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

An update was provided on previously approved projects to date, as detailed

in the **exempt Appendix 1**.

It was noted that there were no new grant applications for consideration at this meeting.

The Chair made members aware that Leeds City Council was launching a real living wage campaign for the Leeds area businesses to sign up to.

Resolved: That the Panel notes the progress of the Strategic Inward Investment Fund (SIIF).

8. Business Grants Programme

The Panel considered a report which outlined the current position regarding progress in committing grants through the Leeds City Enterprise Partnership (the LEP) Business Grants Programme (BGP).

Members were updated on the Productivity Pilot as outlined in section 3 and **Appendix 1**. It was noted that there is a demand for this type of product, particularly from the manufacturing sector. A challenge is finding a way of measuring productivity at a programme level, as businesses measure productivity in different ways.

Panel Members also considered the application outlined in 4.1 and detailed in exempt **Appendices 2 and 3**.

Resolved:

- (i) That the Panel noted the progress report.
- (ii) That the Panel noted the update on the Productivity Pilot.
- (iii) That the Panel considered the application outlined in 4.1 and recommended the project be approved.

9. Growing Places Fund Loans

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

The Panel was updated on the progress of live projects and their current risks, attached at exempt **Appendix 1**.

Resolved:

- (i) That the update on progress on the Growing Places Fund be noted.
- (ii) That the information provided in exempt **Appendix 1** on progress of live loans through the Growing Places Fund programme and risks be noted and feedback given.

10. Date of next meeting

The next meeting is 2 August 2019 at 2pm in Committee Room A, Wellington House Leeds.