

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 7 NOVEMBER 2019 IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS

AGENDA

- 1. APOLOGIES FOR ABSENCE
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS
- 3. EXEMPT INFORMATION POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC
 - 1. To highlight Appendices 1 and 2 to Agenda Item 7 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
 - 2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 4.1 of Agenda Item 7.
 - 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 Appendices 1 and 2 to Agenda Item 7 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 4 OCTOBER

5. CAPITAL PROGRAMME UPDATE (Pages 9 - 14)

- 6. CAPITAL SPENDING & PROJECT APPROVALS (Pages 15 60)
- 7. **ESIF SUD** (Pages 61 68)
- 8. MINUTES OF THE MEETING OF THE BUSINESS INVESTMENT PANEL HELD ON 5 SEPTEMBER 2019
 (Pages 69 72)

Signed:

Managing Director

West Yorkshire Combined Authority

Agenda Item 4



MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON TUESDAY, 1 OCTOBER 2019 AT COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS

Present:

Roger Marsh OBE (Chair) Leeds City Region Enterprise

Partnership

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

Wake
Bradfe
Calde
Councillor Jane Scullion
Calde
City of
Councillor Peter McBride

Kirkle

Wakefield Council Bradford Council Leeds City Council Calderdale Council City of York Council Kirklees Council

In attendance:

Angela Taylor
Craig Taylor
West Yorkshire Combined Authority
Chris Moses
West Yorkshire Combined Authority
Andrew Norman
West Yorkshire Combined Authority
West Yorkshire Combined Authority

18. Apologies for Absence

An apology for absence was received from Councillor Peter Box.

19. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared at the meeting.

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

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 6 to Agenda Item 5 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.

21. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 3 September

Resolved: That the minutes of the meeting of the West Yorkshire and York Investment Committee held on the 3 September be approved.

22. 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:

- Temple Green Park and Ride
- Castleford Growth Corridor
- City Connect: (Cooper Bridge) Bradley to Brighouse
- South Kirkby Enterprise Zone
- Steeton and Silsden Rail Car Park
- A61 (South) Corridor
- East Leeds Orbital Route
- Headrow City Centre Gateway
- Stourton Park and Ride
- Rail Park and Ride Programme Phase 1: Mytholmroyd

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

- West Yorkshire Combined Authority Head Office Accommodation Project
- Castleford Rail Station Gateway

Resolved:

- (i) That in Green Park & Ride Extension the Investment Committee recommends to the Combined Authority:
 - a) That the Leeds Public Transport Investment Programme Temple Green Park & Ride Extension project proceeds through outline business case (decision point 3) and work commences on full business case (decision point 4).
 - b) That an indicative approval to the Combined Authority's contribution of £6.954 million (which will be funded through the Leeds Public

Transport Investment Programme) is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5). The total project value is £7.386 million.

- c) That development costs of £841,000 are approved in order to progress the scheme to full business case plus finalised costs (decision point 5), with a further £1.42 million approved to fund land purchase costs expended at risk by Leeds City Council, taking total approval to £2.261 million.
- d) That the Combined Authority enters into a variation of the existing Funding Agreement with Leeds City Council for Leeds Public Transport Investment Programme schemes, for expenditure of up to £2.261million from the Leeds Public Transport Investment Programme fund.
- e) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 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.
- (ii) That in respect of the Castleford Growth Corridor scheme the Investment Committee recommends to the Combined Authority:
 - a) That the Castleford Growth Corridor scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
 - b) That an indicative approval to the Combined Authority's contribution of £6.858 million to be funded from the West Yorkshire plus Transport Fund is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs). The total project value is £7.079 million.
 - c) That development costs of £1.639 million be approved in order to progress the scheme to decision point 5 (FBC with finalised costs), of which £660,000 is to fund the business case development costs, with £979,000 to fund forecast land acquisition costs. This takes the total approval to £1.839 million.
 - d) That the Combined Authority enters into an addendum to the existing Funding Agreement with Wakefield Council for expenditure of up to £1.839 million from the West Yorkshire plus Transport Fund.
 - e) 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.

- (iii) That in respect of the City Connect: (Cooper Bridge) Bradley to Brighouse scheme the Investment Committee approved:
 - a) That the City Connect Bradley to Brighouse project proceeds through decision point 3 (outline business case) and work commences on activity 4 (Full Business Case)
 - b) That an indicative approval to the total scheme cost of £2.328 million is given, of which the Combined Authority to fund £1.862 million 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 development costs of £350,000 be approved in order to progress the scheme to decision point 5 (Full Business Case with finalised costs).
 - d) That the Combined Authority enters in to a Funding Agreement with Kirklees Council for expenditure of up to £350,000 from the West Yorkshire plus Transport Fund.
 - e) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision points 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.
- (iv) That in respect of the South Kirkby Enterprise Zone scheme the Investment Committee recommends to the Combined Authority:
 - a) That thee South Kirkby Enterprise Zone scheme proceeds through decision point 3 and work commences on activity 5 (FBC with finalised costs).
 - b) That an indicative approval to the Combined Authority's contribution of up to a maximum of £2.826 million which will be funded through the Local Growth Fund is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs).
 - 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 Steeton and Silsden Rail Car Park the Investment Committee recommends to the Combined Authority:
 - a) That the Steeton & Silsden Rail Car Park project proceeds through full business case with finalised costs (decision point 5) and work commences on activity 6 (Delivery).
 - b) That an approval to the total project value of £3.879 million is given from the West Yorkshire plus Transport Fund.
 - c) That the Combined Authority enters into a Section 56 Rail Funding Agreement with Arriva Rail North for expenditure of up to £3.759 million from the West Yorkshire plus Transport Fund.
 - d) That the Combined Authority enters in to a lease for Northern to use part of the Combined Authority owned car park as a temporary compound.
 - e) 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.
- (vi) That in respect of the A61 (South) Corridor the Investment Committee recommends to the Combined Authority:
 - a) That the A61 (South) Corridor scheme proceeds through decision point 4 (full business case) and work commences on full business case with finalised costs (decision point 5).
 - b) That an indicative approval to the Combined Authority's contribution of £18.037 million, funded through Leeds Public Transport Investment Programme be given with full approval to spend being granted once the scheme has progressed through the assurance process to full business case with finalised costs (decision point 5). The total scheme cost is £18.247 million.
 - c) That future approvals are made in accordance with the assurance pathway and approval route in this report including at full business case with finalised costs (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 assurance tolerances outlined in this report.
- (vii) That in respect of the East Leeds Orbital Route the Investment Committee recommends to the Combined Authority:

- a) That the East Leeds Orbital Route project proceeds through decision point 5 and work commences on activity 6 (delivery).
- b) That approval to the Combined Authority's contribution of £90.33 million to be funded through the West Yorkshire plus Transport Fund, is given. The total project value is £147.49 million.
- c) That the Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for additional expenditure of £64.473 million, taking the total approval to £90.33 million.
- d) That 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 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.
- (viii) That in respect of the Headrow City Gateway the Investment Committee approves:
 - a) That the Headrow City Centre Gateway project proceeds through decision point 4 (full business case) and work commences on activity 5 (Full Business Case with financial cost).
 - b) That an indicative approval of £22.75 million to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised cost).
 - 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.
- (ix) That in respect of Stourton Park and Ride the Investment Committee approves:
 - a) That the Leeds Public Transport Investment Programme Stourton P&R project proceeds through full business case (decision point 4) and work commences on full business case plus finalised costs (decision point 5).
 - b) That an indicative approval to the Combined Authority's contribution of £34.16 million, to be funded through the Leeds Public Transport Investment Programme is given, with full approval to spend being granted once the scheme has progressed through the assurance process to full business case plus finalised costs (decision point 5).

The total project value is £36.99 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.
- (x) In respect of the Rail Park and Ride Programme Phase 1 Mytholmroyd the Investment Committee approves:
 - a) That the change request to the Mytholmroyd Rail Park and Ride Programme to increase the total scheme cost from £3.64 million to £3.952 million (additional funding of £312,136) be approved.
 - b) That the change request to the Mytholmroyd Rail Park and Ride Programme to extend the delivery timeframe from December 2019 to December 2020 is approved.
 - c) That the Combined Authority enters into an addendum to the existing Section 56 agreement with Arriva Rail North for additional expenditure of up to £312,136 taking the total value to £3.952 million.
 - d) 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 outline in this report.



Agenda Item 5



Report to:	West Yorkshire and York Investment Committee		
Date:	7 November 2019		
Subject:	Capital Programme Update		
Director:	Marc Cole, Interim Director of Delivery		
Author(s):	Lynn Cooper, Lisa Childs		
Is this a key decision? ☐ Yes		⊠ No	
Is the decision eligible for call-in by Scrutiny?		□ Yes	⊠ No
Does the report contain confidential or exempt information or appendices?		□ Yes	⊠ 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 2 2019/20.

Table 1

	Original Budget	Revised Forecast	Quarter 2 Actual	
Capital Programme	2019/20	2019/20	2019/20	%
Growth Deal (including West Yorkshire				
Transport Fund	£121,603,000	£105,430,000	£17,168,009	16.3%
Leeds Public Transport Investment				
Programme	£71,514,000	£59,954,000	£10,708,293	17.9%
Transforming Cities Fund (Tranche 1)	£0	£400,000	£0	
Local Transport Plan	£20,000,000	£12,752,000	£2,764,544	21.7%
Highways Maintenance (including Pot				
Hole funding)	£32,320,000	£30,989,000	£17,924,472	57.8%
Other Transport Funding	£5,020,000	£10,841,000	£2,564,368	23.7%
Economic Development Miscellaneous	£5,857,000	£1,615,000	£33,290	2.1%
Corporate Projects	£6,971,000	£6,041,649	£299,597	5.0%
Total	£263,285,000	£228,022,649	£51,462,574	22.6%

- 2.2 The expenditure level in quarter 2 has improved significantly from quarter 1. Whilst there might be an expectation that spend half way through the year should be circa 50% of forecast this has never been the case with the Combined Authority spend pattern since it was established. The majority of expenditure in any financial year is normally achieved in the final quarter. Expenditure in quarter 2 of 22.6% of forecast compares with 27.2% spend in quarter 2 2018/19.
- 2.3 An initial approval under tranche 1 of the Transforming Cities Fund made earlier this year has now been included in the table. The full approval was £2.17 million but the majority of this funding is expected to be spent in 2020/21.

Growth Deal Programme

- 2.4 In quarter 2 the Growth Deal has achieved expenditure of £17.17 million, 16.3% of spend. There are a number of areas of risk to achievement of the target spend of £105,430,000, including:
 - Projects seeking funding approval a number of projects are forecast to spend in year but are currently still progressing through the approval process, these include: the Institute for High Speed Rail (£4.30 million), Dewsbury Riverside (£1.70 million).
 - Major Projects which represent significant element of in-year spend the East Leeds Orbital Route initially forecast spend of £21.2 million (£25.0 million less prepayment of £3.76 million) in 2019/20, this represents 20% of the total spend target for 2019/20. Now that the contract for this project has been let the revised forecast is £15.7 million.
- 2.5 A review of spend forecasts not only in 2019/20 but across the lifetime of both the Growth Deal (to March 2021) and the West Yorkshire plus Transport Fund (up to 2034/35) is currently ongoing to establish where risks to forecast spend

exists. The outcome of this review will be reported to the Investment Committee.

Mid-Year Review

- 2.6 The mid-year review of the Growth Deal took place with the Cities and Local Growth Unit (CLoG), Yorkshire, Humberside and the North East (Deputy Director, Area Lead and Deputy Area Lead) on 3 October 2019. Attendance from the Combined Authority was the LEP Chair, the Managing Director, Director of Corporate Services, Director of Policy, Strategy and Communications and the Head of Portfolio Management Office.
- 2.7 The conclusion of the meeting was that the programme is performing well. Whilst risks exist with individual projects, over-programming will help to ensure that full expenditure is achieved. It was reported that there is the possibility that the economic development element of the programme could overspend by March 2021 and the Transport Fund could underspend. CLoG confirmed that the LEP's / Combined Authority's flexibilities in managing the programme mean that as long as the full spend of £516.35 million is achieved this can be used to balance spend between spend on the Transport Fund allocation (currently £280.90 million) and spend on the economic development projects (currently £235.45 million).
- 2.8 The meeting reviewed the programme against the three themes on which Local Enterprise Partnerships are monitored: delivery, governance and strategy, although the meeting mainly focused on delivery. At the previous quarterly meeting CLoG had raised concerns regarding the levels of approved funding to projects and spend against income received and were provided with the following tables:

Table 2 Programme Forecast and Spend

	2018/19 Actual		2019/20 Forecast	
	Cumulative Amount (£m) %		Cumulative Amount (£m)	%
Growth Deal Income	Amount (£m)	/0	Amount (£m)	/0
Received	£342.50		£416.01	
Outturn	£305.16	89%	£410.59	99%
Expenditure	£290.15	85%	£395.58	95%
Remaining Funding (Income received less outturn)	£37.34		£5.42	

Table 3 Funding Approved to Projects

(£m)	Economic Development	Transport Fund	Total
Funding Available	£235.45	£280.90	£516.35
Current Approvals	£230.63	£267.04	£497.67

These tables demonstrate that the programme is almost fully committed and there is some expectation that it will be over-programmed by the end of 2019/20.

Note: The Combined Authority on 28 June 2018 agreed that the Local Growth Fund be over-programmed and it was agreed to borrow to a maximum of £90 million (above the currently agreed borrowing of £217 million as match within the £1 billion programme) to fund this possible overspend.

Independent Evaluation of Growth Deal Interventions

2.9 The final report on the independent review of the West Yorkshire plus Transport Fund, which has been undertaken as part of the national evaluation of the Growth Deal by SQW, has now been received in draft. A summary of the final report will be brought to this committee once it has been finalised. However initial review of the draft report is very positive.

Performance

2.10 The mid-year review also considered output targets as follows:

Table 4 (to be updated with Q2 information)

	Target (includes	Achieved to date	Remaining			
	Growth Deals 1, 2	Quarter 1	Forecast	Forecast	Forecast	
Output	and 3)	(30/06/2019)	2019/20	2020/21	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

All programme outputs are on track to be achieved.

The discrepancy between Target and Total is that forecasts are not included until the full business case (at decision point 4) is approved. Therefore, further outputs are expected once all schemes reach decision point 4 approval.

The Transport Fund projects will also deliver housing and therefore the risk of not delivering housing outputs is small. Activity is currently ongoing to collate forecast numbers but so far the following have been identified:

- 236 houses completed to date
- 3,494 forecast by projects in Wakefield
- 8,250 forecast through the Corridor Improvement Programme

Leeds Public Transport Investment Programme

- 2.11 Leeds Public Transport Investment Programme (LPTIP) is continuing to make good progress and a number of business cases are currently progressing through the assurance process.
 - A65 Signals (outline business case) approved by Investment Committee on 03 September 2019 and Combined Authority on 10 October 2019.

- Alwoodley Gate (outline business case) Investment Committee on 07 November 2019, Combined Authority on 12 December 2019.
- Temple Green Park and Ride (outline business case) approved by Investment Committee on 01 October 2019. The full business case plus is currently scheduled for May 2020 with a start on site in June 2020, and an opening date April 2021.
- Headrow Gateway (full business case) approved by Investment Committee on 01 October 2019. The full business case plus was approved through delegated officer approval on 25 October 2019. The project is currently on site in order to coincide with works for delivery of the district heat network.
- A61(south) (full business case) approved by Investment Committee on 01 October 2019. The finalised costs to be agreed in February 2020 and construction to complete in early 2021. Preliminary site works already ongoing.
- Stourton Park and Ride (full business case) approved by Investment Committee on 01 October 2019. The full business case plus is due to be considered for delegated decision in December 2019 once final costs are agreed. Some advanced works are being undertaken at risk in order to meet the tight timescales for the programme, a full start on site will be in December and completion scheduled for June 2021.
- White Rose station (outline business case) due to Investment Committee on 07 November 2019 and Combined Authority on 12 December 2019.
- A58 (outline business case) Investment Committee on 7 November 2019 and Combined Authority on 12 December 2019.
- A further 12 business cases will come forward before the end of this calendar year. (Temple Green (full business case), Leeds Bus station, A647, Infirmary Street / Park Row, Network Visualisation, Transport Hubs, East Leeds Demand Responsive Travel, A65 Signals, Rail accessibility, New Pudsey Park and Ride, Leeds Bradford parkway, A660).
- 2.12 The LPTIP Delivery partners have started on site at the Elland Road Park and Ride extension and Headrow Gateway and some advanced works at Stourton Park and Ride and A61(south). Very good progress is being made on detailed designs of other schemes and elements of the bus delivery package.
- 2.13 The Rail Accessibility Programme and New Pudsey Park and Ride are now both at high risk for delivering beyond the end of the programme. Issues have arisen through the delivery of the schemes through Network Rail and Northern which have pushed delivery beyond April 2021.
- 2.14 The LPTIP programme manager is in discussion with the Department for Transport (DfT) on how this could be accommodated, or if the allocated spend will have to be re-profiled to other schemes. A meeting was held with DfT on

01 October 2019 and options for end of programme spend are being discussed; a report on this issue will be submitted to DfT in due course. The outcome of these discussions will determine how the end of programme spend is profiled and which elements may continue at risk.

2.15 The programme is being carefully monitored to ensure that spend profiles are maintained and the programme is fully allocated. Additional match funding from other sources is also being investigated to enable delivery of some of the over-programmed elements. The outcome of the negotiations with DfT could impact on the necessity to spend before the end of the programme.

3 Financial implications

3.1 Financial implications are included within the body of the report.

4 Staffing implications

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

5 Legal implications

4.1 There are no legal 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

9.1 None



Report to: West Yorkshire and York Investment Committee

Date: 7 November 2019

Subject: Capital Spending and Project Approvals

Director: Marc Cole, Interim Director of Delivery

Author(s): Craig Taylor / Ian Pegg

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, 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.

2 Integrated Clean Growth

2.1 Through the Assurance Framework and other internal decision-making procedures, we will review and embed clean growth considerations into our activities.

2.2 We will:

- Build on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2) and we will review decision point 2 onwards and continue to strengthen clean growth considerations, including climate change impacts.
- Develop a robust quantifiable methodology for assessing all new schemes predicted carbon emissions/ wider clean growth impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.

3 Report

3.1 This report presents proposals for the progression of three 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 £73.735 million when fully approved, of which the total value of £31.9 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.

Scheme

Leeds City Region Skills for Growth

Leeds City Region

Scheme description

This scheme will support businesses to engage with schools, colleges and universities in order to improve the relevance of education and training to local labour market need, to support people in education to develop a better understanding of the career opportunities on their doorsteps and to enable them to develop the technical and transferable skills that businesses are looking for. The scheme will fund a number of education and skills advisors based in Local Authorities who will work directly with businesses and education providers.

This scheme will help businesses to navigate the complex education landscape and to find the opportunities for engagement that best meet their requirements. Ultimately this will address a mismatch between the supply and demand for skills.

The culmination of the scheme will be a high profile skills show bringing together the region's employers, and showcasing skills and apprenticeships to help young people experience many careers in one place, raising their aspirations for getting the best start in work and life.

The scheme fits with Priority 2: Skills People, Better Jobs of the Leeds City Region Strategic Economic Plan.

The scheme will be funded by ESIF, Local Skills Funds and business sponsorship.

Impact

This scheme will:

- Improve the relevance of education and training to local labour market need.
- Support people studying in schools, colleges and universities to develop a better understanding of the career opportunities on their doorsteps.
- Support learners, particularly those most disadvantaged, to develop the technical and transferable skills that businesses are looking for.
- Enhance learners' career opportunities.

Decision sought

Approval to proceed through decision point 2 and for work to commence on activity 5 (full business case with finalised costs) subject to external funding being secured.

Total value - £2.929 million

Total value of Combined Authority funding - £2.429 million
Funding recommendation sought - £0
A recommendation to the Combined Authority is sought as part
of this report.

Scheme

White Rose Station

Leeds

Scheme description

This scheme will deliver a new rail station on the Leeds-Huddersfield line. The proposed station will sit between Morley and Cottingley on the Transpennine Route. This scheme will enable modal shift from road to rail and provide a better service for the local communities of Cottingley, Churwell and Millshaw.

The scheme will be funded from the Leeds Public Transport Investment Programme and other public and private sector match funding.

Please note that the funding made available through this report is to develop the final business case with finalised costs (FBC+) only. A funding strategy for delivery of the project will be set out in the FBC.

Impact

This scheme contributes to the delivery of all four Leeds Enterprise Partnership Strategic Economic Plan priority areas:

- Growing Businesses
- Skilled People, Better Jobs
- Clean Energy and Environmental Resilience
- Infrastructure for Growth

The scheme has a forecast benefit cost ration of 3.2:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.

The scheme's wider social benefits include a reduction in emissions due to modal shift from road to rail, and an accessible rail station for commuters and shoppers including the provision of blue badge parking bays.

Decision sought

Approval to proceed through decision point 3 (outline business case) and for work to commence on activity 4 (full business case).

Total value - £5 million

Total value of Combined Authority funding - £5 million

Funding recommendation sought - £2.611 million

A recommendation to the Combined Authority is sought as part of this report.

Scheme

LTP- Integrated Transport Block -Districts' Programmes

All West Yorkshire Districts

Scheme description

The scheme is a 3 year programme with a total value of £29.6 million for local transport improvements.

This will be delivered from 1 April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department of Transport (DfT). Projects within this scheme will deliver maintenance and operational improvements, accident reduction (KSI) engineering works, local traffic management, accessibility improvements, education, training and promotion.

Impact

The outputs and outcomes of this scheme will be shaped by the West Yorkshire Transport Strategy's six core themes:

- Inclusive Growth, Environment and Wellbeing
- Road Network
- Places to Live and Work
- One System Public Transport
- Smart Futures
- Asset Management and Resilience

Evidence provided by the Department of Transport suggests that the benefit cost ratio for the Integrated Transport Block as a programme are likely to be between 3:1 and 7:1.

The programme will reduce negative environmental impacts associated with car travel such as carbon, pollution, community severance and road accidents

The largest single individual scheme will be the Healthy Streets Demonstration Projects equal to £1 million for each district, this encompasses a range of interventions including accident reduction, traffic management, parking, play streets, public realm, cycling and walking routes, air quality improvements and electric vehicle charging points.

Decision sought

Approval to proceed through decision point 2 (case paper) and decision point 5 (full business case plus finalised cost) and for work to commence on activity 6 (Delivery).

Total value - £26.9 million

Total value of Combined Authority funding - £26.9 million

Funding recommendation sought - £26.9 million

A recommendation to the Combined Authority is sought as part of this report.

3.2 Since the Investment Committee's meeting on 1st October 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 £1.70 million has been approved.

Scheme	Scheme description

Kirklees Transport Scheme

Kirklees

This scheme is to deliver an updated transport model for Kirklees which will help Kirklees Council to plan for a range of major new transport improvements in the area. The model will be a variable demand model which will represent mode choice as well as allowing the impact of housing and other developments to be represented.

Decision

The Managing Director approved decision point 5 on 27th September 2019 and that work commence on delivery point 6. This will be funded by a contribution from the Combined Authority of £167,000, from the West Yorkshire plus Transport Fund, towards a total project value of £334,000. The remaining £167,000 will be funded by Kirklees Council.

Scheme

Outwood Park and Ride Scheme

Wakefield

Scheme description

The Outwood Park and Ride Scheme is part of the rail park and ride programme – a programme of car park extensions on rail station land owned by Network Rail or district partners, to meet increased user parking demand and enhance connectivity to, from and within West Yorkshire.

Decision

The Managing Director approved the request for change on 20th September 2019. The approval agrees to bring forward spend, from the original indicative approval of £1.54 million. Also, that the Combined Authority enters into an addendum to the existing funding agreement with Wakefield Metropolitan District Council. This will increase funding by up to £70,000 from £130,000 to up to £200,000.

4 Information

4.1 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.

Projects in stage 1: Eligibility



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

Project Title	Leeds City Region Skills for Growth
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Is this a key decision?	□ Yes	⊠ No
Is the decision eligible for call-in by Scrutiny?	⊠ Yes	□ No
Does the report contain confidential or exempt information or appendices?	□ Yes	⊠ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.3 A call was issued by the Department for Work and Pensions (DWP) to commission ESF funded projects that will support Priority Axis 2 of the Operational Programme: Skills for Growth and Investment to be delivered from January 2020. A funding decision is expected on 31st October 2019.
- 4.4 The Leeds City Region Skills for Growth programme will build on the track record of current skills programmes, linking closely with other business-facing services and products to support businesses to engage with the full breadth of the education landscape in order to improve the relevance of education and training provision.
- 4.5 The scheme will target areas of disadvantage helping connect businesses with underrepresented groups within education who may otherwise not have the opportunities to gain skills and meaningful employment.
- 4.6 The main focus of the scheme will be to help businesses to navigate the complex education landscape and to find the opportunities for engagement that best meet their requirements. Ultimately this will address a mismatch between the supply and demand for skills. Businesses will be supported to

develop an education engagement plan which will identify the most suitable opportunities for them to engage with education, in response to their motivations for doing so (which may include CSR, immediate recruitment needs, hard-to-fill vacancies, long-term employment growth ambitions, a desire to build a more diverse workforce, building local profile and meeting contractual requirements).

- 4.7 This scheme is intended to support businesses to engage with schools, colleges and universities in order to improve the relevance of education and training to local labour market need, to support people in education to develop a better understanding of the career opportunities on their doorsteps and to enable them to develop the technical and transferable skills that businesses are looking for. Through this engagement, learners' career opportunities will be enhanced, building on robust evidence that meaningful interactions with employers has a significant positive impact on destinations.
- 4.8 There will be a particular focus on those most disadvantaged learners, including those from deprived communities or with special educational needs and disabilities, as attainment and employment rates for these groups are significantly lower than for the broader population.
- 4.9 The scheme will work with businesses to identify the best way/s for them to engage with education at all levels, and to develop a tailored engagement plan that responds to their specific needs, motivation and the amount of time they're looking to commit.
- 4.10 Following consultation and engagement with Local Authority Employment and Skills teams in the region it has been agreed that the best approach is to recruit 8 education and skills advisors and have them co-located with Local Authorities.
- 4.11 The culmination of the scheme will deliver a regional skills show to highlight practical skills required in key priority sectors and showcase the work of the programme.
- 4.12 Despite the Leeds City Region's economic strengths and assets, it is not realising its full potential. The decline of heavy industry has left pockets of serious deprivation and an economy that is less productive than those in many other parts of the country.
- 4.13 Analysis shows that there is a strong correlation between the performance of local areas on skills and their productivity performance. The City Region's deficit of people with higher level skills is reflected in its below-average productivity level. The West Yorkshire Combined Authority's latest Labour Market report contains a range of evidence that demonstrates the importance of stimulating demand for training among local business and working to ensure that available skills and education training provision is demand responsive.
- 4.14 The lack of information regarding jobs and routes to employment is highlighted by the sector skills gaps and number of young people who become NEET (Not

- in Employment, Education or Training) which is above the national average in some local authority areas of Leeds City Region.
- 4.15 The Leeds City Region Employment and Skills Plan 2016-2020 identifies the need for 'Great Education connected to Business' at all levels of education. This is a key area of focus to ensure that the City Region's skills are developed.
- 4.16 The scheme will be managed by the Combined Authority and fits with Priority2: Skills People, Better Jobs of the Leeds City Region Strategic Economic Plan.
- 4.17 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 4.18 The outputs, benefits and inclusive growth implications will:
 - Enable 375 small-medium enterprises to engage with education establishments ranging from supporting employer engagement, influencing the curriculum or offering an industrial placement programme
 - Create 300 employer led projects and business engagement activities that will impact and engage 1000 individuals
 - Develop teaching resources linked to robust regional Labour Market Information to provide differentiated resources for a range of audiences including SEND, university and primary audiences
 - Reach 8000 individuals through a regional Skills Show to highlight practical skills required in key priority sectors and showcase the work of the programme, targeting 30% attendance from disadvantaged and underrepresented groups.

Clean growth/climate change implications

4.19 There are no direct clean growth/climate change implications related to this scheme.

Risks

- 4.20 The key risks for this scheme and their mitigations include:
 - Underachievement of results leading to a withdrawal of funding by DWP. This will be mitigated by performance and controls monitored weekly and corrective action taken immediately. Close monitoring proactive response put in place if required.

- Unable to secure £500,000 business sponsorship for the skills show which affects its reach and impact. Mitigation: Engagement already underway with regional employers to secure funding.
- Unsuccessful in gaining ESIF Funding. Mitigation: A smaller project will be undertaken with funding taken from the local skills fund. This would also mean a reduction in the impact and outcomes.

Costs

4.21 The total scheme cost is £2.929 million. £1.464 million has been applied for from ESIF, £964,925 has been secured from the Local Skills Fund and £500,000 will be raised from business sponsorship.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Investment Committee Decision: Combined Authority	12/12/2019
5 (Full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority's Managing Director	20/12/2019

Other Key Timescales

- 4.22 The key timescales for this programme include:
 - Outcome of ESIF Bid November 2019
 - Recruitment to the programme- March 2020
 - Programme of work starts April 2020
 - Completion March 2022

Assurance Tolerances

Assurance tolerances

The Combined Authority contribution should remain within the costs set out in this report. That the timescales should remain within 3 months of the timescales set out in this report for the preferred way forward.

Project responsibilities

Senior Responsible Officer	Michelle Burton
Project Manager	Jane Green
Combined Authority case officer	Heather Briggs

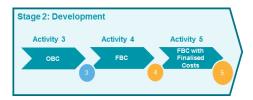
Appraisal summary

- 4.23 The strategic fit for this scheme is clearly defined and alignment to the Leeds City Region objectives is clear. The scheme aligns with Priority 2: Skills People Better Jobs and will connect disadvantaged and underrepresented groups within education to businesses who may not otherwise gain this opportunity.
- 4.24 The total scheme cost is £2.929 million with £1.464 million applied for from ESIF. The outcome of this bid is currently unknown with the result expected at in early November 2019; a verbal update will be provided at the meeting. If the bid is not successful, a smaller programme is expected to be delivered with the benefits reduced accordingly.
- 4.25 The programme will be managed by the Combined Authority's Employment and Skills team using Managing Successful Programmes and Prince2 methodologies. Eight business partnership advisors and one Project Manager/ Team Leader will be recruited to manage the programme and ensure delivery of the benefits. It is estimated that recruitment to the posts will begin in January 2020 and be completed by March 2020.

Recommendations

- 4.26 That Investment Committee recommends to the Combined Authority that:
 - (i) The Leeds City Region Skills for Growth programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the Combined Authority's contribution of £2.429 million (which will be funded through £1.464 million from the ESIF fund and £964,925 from the Local Skills Fund is given with full approval to spend being granted once the outcome of the ESIF bid is known and the scheme has progressed through the assurance process to decision point 5. The total project value is £2.929 million with the remaining £500,000 to be raised from business sponsorship.
 - (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.

Projects in Stage 2: Development



4.27 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	White Rose Station
Stage	2 (Development)
Decision Point	3 (Outline business case)

Is this a key decision?	□ Yes	⊠ No
Is the decision eligible for call-in by Scrutiny?	⊠ Yes	□ No
Does the report contain confidential or exempt information or appendices?	□ Yes	⊠ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.28 This scheme forms part of the Leeds Public Transport Investment Programme, a £185 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, improving transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.29 This scheme will develop a new rail station adjacent to the White Rose office park, approximately 750 metres south of the existing Cottingley station. The new station development includes:
 - Station platforms with access via lifts and staircases to both platforms.
 - Development of a drop off/ pick-up area and taxi rank.
 - Provision of core passenger facilities including cycle storage, waiting shelters, CCTV and signage's for the station.

4.30 And will:

- Be accessible to all users, and fully compliant with the Equality Act
- Offer excellent public access with safe, well-lit walkways
- Incorporate new and upgraded cycle routes and pathways
- Be served by bus and vehicle drop off and pick up points
- Utilise sustainable construction methods and building operation
- 4.31 White Rose office park has been identified as the proposed site due to approximately 23,000 customers per week visiting the shopping centre and 10,000 people employed across the shopping centre, office park and industrial estate. In addition, approximately 900 students attend Elliot Hudson College located in the office park and major housing developments are planned in close proximity to the proposed station.
- 4.32 A summary of the scheme's business case and location map is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 4.33 The forecast scheme outputs and benefits include:
 - Provision of an accessible station for all users.
 - Better connections for local people to employment opportunities, education and leisure.
 - Access to labour markets for existing and prospective businesses at White Rose Office Park and White Rose shopping centre.
 - Increase active mode travel.
 - The forecast benefit cost ratio (BCR) for this scheme is 3.2:1 which represents high value for money.

Clean Growth/Climate Change Implications

- Modal shift from car to rail of up to 200,000 passengers a year resulting in reduced congestion and improved air quality through the reduction of vehicles on Leeds arterial roads.
- Improve safety and health outcomes, by reducing total emissions and vehicle km's travelled on the network. This will assist the region in meeting its climate change targets by 2038.
- Further details of clean growth and climate change implications will be brought forward at decision point 4 (full business case).

Risks

- 4.34 The key risks for this scheme are:
 - The designs envisaged require that the platforms and other station facilities be built on top of an embankment. This will be mitigated by

investigations being undertaken to inform design and costs. The area is known for historical mining with 11 mine shafts in the vicinity, 2 of which are within the proposed footprint of the station. There may also be additional unknown shafts. This will be mitigated by undertaking investigations to inform design and costs.

Costs

- 4.35 The total cost to deliver the project is estimated at £21.953 million.
- 4.36 The Combined Authority contribution for this scheme is £5 million which will be funded from the Leeds Public Transport Improvement Programme (LPTIP). This funding is to undertake detailed designs and approval to final business case with finalised costs (FBC+).
- 4.37 As part of this outline business case, development funds of £2.611 million are requested to develop the full business case and full business case with finalised costs. This will take the overall approval to £3.111 million. The remainder of the £5 million allocated LPTIP funds are proposed to be spent by March 2021 on project delivery costs, subject to approval of the FBC +.
- 4.38 A funding strategy to deliver the project is currently being developed and will be presented in the final business case (FBC). This will include developer contributions and other public sector match funding (currently being applied for).
- 4.39 It is proposed that the developer leads on the detailed designs and therefore a funding agreement is required between the Combined Authority and the developer. The funding agreement will clearly set out the requirements of the Combined Authority and any clawback requirements.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
3 (Outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	10/10/2019
4 (Full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	20/02/2020
5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2020

Other Key Timescales

- 4.40 Key timescales for this scheme include:
 - Stakeholder consultation Autumn 2019
 - Scheme design completed December 2019
 - Start of construction April 2020
 - End of construction December 2020
- 4.41 The developer and the Combined Authority will be submitting a planning application for the station buildings to Leeds City Council in late 2019. Drop-in sessions to view and discuss these plans took place on:
 - Tuesday 22nd October 2019 from 5.30pm to 9pm at The Hub, White Rose Office Park,
 - Wednesday 23rd October 2019 from 4.00pm to 7.00pm at The White Rose Shopping Centre,
 - Thursday 24th October 2019 from 4.00pm to 7.00pm at Cottingley Vale,
 - There will also be a dedicated display of the proposals in the Planning Cabin located at White Rose Office Park throughout November.
 - Comments can also be submitted via <u>info@WhiteRoseOfficePark.co.uk</u> before the end of November.

Assurance Tolerances

Assurance tolerances

Combined Authority costs should remain within 10% of those outlined in this report.

The timeframes should remain within 3 months of those set out in this report.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Pete Coello, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal summary

- 4.42 The outline business case provides clear rationale for investment and the strategic nature of White Rose as an investment location for employment, education and housing development. Evidence has been provided on rationale for a new station to be developed at White Rose.
- 4.43 This scheme currently has a significant funding gap. Options for public and private sector funding are currently being explored. Scheme costs are required to be developed in further detail at the full business case stage to evidence that the total forecast scheme costs are affordable within secured funding.

Implications for Cottingley Rail Station

- 4.44 The station forms part of an improved city transport system and is part of a wider transport investment and regeneration programme, the Leeds Public Transport Investment Programme. We will be doing detailed work to understand the potential implications of this development for Cottingley station, because it is unlikely that two stations that are so close together can be fully sustained. Following this assessment we will undertake additional substantial consultation with local people in 2020 to understand their needs and develop a scheme that best meets their requirements. We will also explore a range of options to ensure people in Cottingley and neighbouring areas have the access they need to the rail network and other transport links, including the potential for an on-demand bus service for the community.
- 4.45 The communications plan and benefits realisation plan are required to be developed further as the scheme progresses through the assurance process.

Recommendations

- 4.46 That Investment Committee recommends to the Combined Authority that:
 - (i) The White Rose Station project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) Indicative approval to the total project value of £5 million has been 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).
 - (iii) Development costs of £2.611 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £3.111 million.
 - (iv) The Combined Authority enters in to a Funding Agreement with the developer for expenditure of up to £1.9 million from the LPTIP Fund.
 - (v) 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	LTP-Integrated Transport Block - Districts' Programmes
Stage	2 (Development)
Decision Point	5 (Full business case with finalised costs)

Is this a key decision?	□ Yes	⊠ No
Is the decision eligible for call-in by Scrutiny?	⊠ Yes	□ No
Does the report contain confidential or exempt information or appendices?	□ Yes	⊠ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		

Background

- 4.47 The scheme will be funded from the Local Transport Plan Integrated Transport Block. This is a £26.9 million fund, covering all West Yorkshire partner councils. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes worth less than £5 million.
- 4.48 The programme delivers small scale, locally responsive transport improvements, complementing larger schemes and programmes delivered by the Combined Authority and partners by filling the gaps not addressed by other funding allocations.
- 4.49 Programmes are shaped around the West Yorkshire Transport Strategy's six core themes. Each scheme within the programme will contribute in some part to these themes and the following targets:
 - **Inclusive Growth, Environment and Wellbeing**: To improve the level of accessibility that our most deprived communities have to employment opportunities via bus, compared to car, within a 30 minute travel time, increasing from 25% to 35% by 2027.
 - Road Network: to achieve 10 years targets for mode share by 2027:
 - Car trips reduce from 69% to 63% mode share
 - Bus trips increase from 7% to 8% mode share to 8% and 2% respectively
 - Train trips increase from 1% to 2% mode share
 - Cycle trips increase by 2% to 3% mode share
 - Walking trips increasing from 21% to 22% mode share
 - Places to Live and Work: A 42% reduction in Killed & Serious Injured by 2027.

- One System Public Transport: Improve satisfaction with public transport (local rail and bus services) from a baseline value of 6.8 increasing to 8.0 by 2027.
- **Smart Futures:** Increase the % of advance smart-/m-ticket transaction from a baseline value of 92% to a target of 98% by 2020/21.
- Asset Management and Resilience: To improve satisfaction with infrastructure (roads, cycle paths, footways and street lighting) from a baseline value is 5.4 to a target value of 7 by 2027.
- 4.50 The Integrated Transport Block programme 2019-2022 is a collection of many, small scale transport projects. None of 2019-2022 programme components are major schemes greater than £5 million costs. The largest single individual schemes will be the Healthy Street demonstration projects with maximum Integrated Transport Block expenditure of £1 million. The intention of delivering a programme of demonstration projects is to understand the benefits and develop an appraisal approach to inform the development and prioritisation of future programmes.
- 4.51 Other Integrated Transport Block programme components are significantly smaller in scale and costs and generally business as usual. These have been assessed on the basis of their strategic fit, ability to address gaps in other funding programmes and delivery against local community and political priorities. Value for money assessment for these projects can be made on the basis of journey time savings and / or non-user benefits (e.g. accidents, local air quality, greenhouse gas benefits).
- 4.52 The overall programme for 2019-2022 was given indicative approval by the Combined Authority on 25th April 2019. The Combined Authority Board approved a proportionate approach to assurance for partner councils for the ITB programmes. The Combined Authority agreed that approval for partner councils' programmes is delegated to Investment Committee.
- 4.53 A summary of the scheme's business case is included in **Appendix 4** and a breakdown of projects by local authority is included at **Appendix 4a**.

Outputs, benefits and inclusive growth implications

- 4.54 The scale of outputs, benefits and inclusive growth implications of the scheme has the potential to deliver the following outputs, benefits and inclusive growth implications. These targets are set out in the West Yorkshire Transport Strategy. They are the Performance Management Framework of indicators and targets agreed by the Combined Authority as appropriate to supporting delivery of the LCR Strategic Economic Plan:
 - More trips made by cycling (Target 300% more trips made by cycling by 2027)
 - More trips made by walking (Target 10% more trips made by walking by 2027)
 - More trips made by bus (Target 25% more trips made by bus by 2027)

- Less trips made by car (Target 3.5% less trips made by car by 2027)
- Less accidents resulting in killed and seriously injured (Target 42% reduction in Killed Seriously Injured by 2027).
- The scheme will contribute to the achievements of West Yorkshire
 Transport Strategy targets which include interim targets for the first 10
 years of the strategy to 2027 to increase trips made by sustainable
 transport and reduce trips by private car.
- The Department for transport have stated that Integrated Transport Block are likely to provide high or very high value for money. Available evidence suggests the benefit cost ratio for the Integrated Transport Block is likely to be between 3 and 7.

4.55 Clean growth/climate change implications

Promoting the model shift to sustainable transport where practicable including encouragement to move away from private vehicles and to using public transport and other modes of travel (walking and cycling). This in turn will lead to a reduction in traffic emission by reducing the number of car miles travelled. This will assist the region in meeting its climate change targets by 2038.

Risks

- 4.56 The key risks along with the mitigation are outlined below:
- 4.57 **Risk:** Reduction in anticipated Integrated Transport Block funding for Year 2 and Year 3 of programme **Mitigation:** ensure regular communication is established with Department of Transport to quickly identify any potential changes in funding. Identification of any change in funding will be discussed with programme board, escalation to transport committee for decision on changes to programme.
- 4.58 **Risk:** Key stakeholders fail to support programme. **Mitigation**: Programme has been shaped and agreed by each of the partners councils and is largely business as usual.

Costs

4.59 The Integrated Transport Block is £26.9 million. The funding is secured and we have agreed funding at each council level.

Assurance pathway and approval route

Assurance pathway	Approval route	Forecast approval date
2 (Case paper)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/11/2019

5 (Full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	07/11/2019
6 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2022
7 (Review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/09/2022

Assurance Tolerances

Assurance tolerances

The Combined Authority contribution should remain within the costs set out in this report.

That the timescales should remain within 6 months of the timescales set out in this report for the preferred way forward.

Project responsibilities

Senior Responsible Officer	Alan Reiss, Combined Authority
Project Manager	Steve Heckley, Combined Authority
Combined Authority case officer	Paul Coy

Appraisal summary

- 4.60 The programme meets the transport strategy objectives. Sufficient information has been provided to the case officer to provide assurance that the programme can be managed within the five partner councils. The overall governance arrangements will be managed by the Chief Highway Officers. Key performance indicators for the programme will be reported to the Research and Intelligence team.
- 4.61 The information provided from the district councils have satisfied the Combined Authority that the projects within the programme will demonstrate value for money.
- 4.62 Overall, there is a good strategic, commercial, economic and management case for the Integrated Transport Block 2019-2022 scheme.

Recommendations

- 4.63 That Investment Committee recommends to the Combined Authority that:
 - (i) The Integrated Transport Block 2019-2022 West Yorkshire Districts programme project proceeds through decision point 2 and 5 and work commences on activity 6 (delivery).
 - (ii) An approval to the total project value of £26.9 million is given from the Local Transport Plan Integrated Transport Block fund.
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 6 and 7 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



- 4.64 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.
- 4.65 There are no schemes requiring consideration at this assurance stage.

Decisions made through the delegation to the Managing Director

4.66 Since Investment Committee's meeting on 1st October 2019, decisions regarding the following schemes has been exercised. These decisions were made though 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.

Kirklees Transport Model Update

- 4.67 This scheme is to deliver an updated transport model for Kirklees which will help Kirklees Council to plan for a range of major new transport improvements in the area. The model will be a variable demand model which will represent mode choice as well as allowing the impact of housing and other developments to be represented.
- 4.68 The decision was taken to update the Kirklees Transport Model using funding from the Combined Authority together with funding from Kirklees Council on a 50:50 basis.
- 4.69 The Managing Director approved decision point 5 on 27 September 2019 and that work commence on delivery point 6. This will be funded by a contribution from the Combined Authority of £167,000, from the West Yorkshire plus Transport Fund, towards a total project value of £334,000. The remaining £167,000 will be funded by Kirklees Council.

Outwood Rail Station Park and Ride

- 4.70 The Outwood Park and Ride Scheme is part of the rail park and ride programme a programme of car park extensions and accessibility on rail station land owned by Network Rail or district partners, to meet increased user parking demand and enhance connectivity to, from and within West Yorkshire.
- 4.71 The Managing Director approved the request for change on 20th September 2019. The approval agrees to bring forward spend, from the original indicative approval of £1.54 million. Also, that the Combined Authority enters into an addendum to the existing funding agreement with Wakefield Metropolitan District Council. This will increase funding by up to £70,000 from £130,000 to up to £200,000.

5 Financial implications

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

6 Legal implications

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

7 Staffing implications

7.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being identified and costed for within the schemes in this report.

8 External consultees

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

9 Recommendations

Leeds City Region - Skills for Growth

- 9.1 That Investment Committee recommends to the Combined Authority that:
 - (i) The Leeds City Region Skills for Growth programme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the Combined Authority's contribution of £2.429 million (which will be funded through £1.464 million from the ESIF fund and £964,925 from the Local Skills Fund is given with full approval to spend being granted once the outcome of the ESIF bid is known and the scheme has progressed through the assurance process to decision point 5. The total project value is £2.929 million with the remaining £500,000 to be raised from business sponsorship.
 - (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

The White Rose Station

- 9.2 That Investment Committee recommends to the Combined Authority that:
 - (i) The White Rose Station project proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £5 million 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).

- (iii) Development costs of £2.611 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £3.111 million.
- (iv) The Combined Authority enters in to a Funding Agreement with the developer for expenditure of up to £1.9 million from the LPTIP Fund.
- (v) 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.

LTP-Integrated Transport Block - Districts' Programmes

- 9.3 That Investment Committee recommends to the Combined Authority that:
 - (i) The Integrated Transport Block 2019-2022 West Yorkshire Districts programme project proceeds through decision point 2 and 5 and work commences on activity 6 (delivery).
 - (ii) An approval to the total project value of £26.9 million is given from the Local Transport Plan Integrated Transport Block fund.
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 6 and 7 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.

10 Background documents

10.1 None as part of this report.

11 Appendices

- 11.1 Appendix 1 Background
- 11.2 Appendix 2 Leeds City Region Skills for Growth business case summary
- 11.3 Appendix 3 White Rose Station business case summary
- 11.4 Appendix 4 LTP-Integrated Transport Block Districts' Programmes business case summary
- 11.5 Appendix 4A LTP Schemes broken down by Local Authority



Appendix 1 (Background to the report)

Subject: Capital Spending and Project Approvals

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:	Leeds City Region Skills for Growth
Location of Scheme:	Leeds City Region
PMO Scheme Code:	
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Michelle Burton
Lead Promoter Contact:	Jane Green
Combined Authority Lead/ Programme Manager:	Jane Green
Case Officer:	Heather Briggs
Applicable Funding Stream(s) – Grant or Loan:	ESIF- grant
Growth Fund Priority Area (if applicable):	Priority 2: Skilled People, Better Jobs
Combined Authority approvals to date:	Activity 1: MD approval 5 September 2019
Forecasted Full Approval Date (Decision Point 5):	20 December 2019
Forecasted Completion Date (Decision Point 6):	December 2022
Total Scheme Cost for the preferred way forward (£):	£2.929 million
WYCA Funding (£):	ESIF- £1.464 million Local Skills Funding- £964,925
Total other public sector investment (£):	N/A
Total other private sector investment (£):	Business Sponsorship- £500,000

Is this a standalone Project?	No
Is this a Programme?	Yes

Δ 1

Scheme Description

The programme will provide a bespoke and tailored offer to businesses, in order to enable them to interact with education in the most appropriate and mutually beneficial way. The programme will create meaningful employer encounters and actively target areas of disadvantage and connect businesses to underrepresented groups within education who may otherwise not gain the opportunity to engage. The local delivery will include Business Partnership Advisers to provide advice that reflects the different offers available in different Local Authority areas in order to effectively support employers based on need. The model will be tailored to respond to significant variation in the scale and approaches of the different LAs, in terms of the resource and models they have in place to support engagement with businesses, schools, colleges and universities.

The Skills for Growth programme builds upon the Combined Authority's experience of delivering services and skills programme and will build on the track record of current programmes linking closely with other business-facing services and products to support businesses to engage with the full breadth of the education landscape in order to improve the relevance of education and training provision.

The main focus of the programme will be to:

- Respond to and engage with businesses to identify issues, concerns, gaps and future needs in relation to skills gaps and recruitment issues
- Involve more employers in awareness raising of their business/ sector with future employees
- Link businesses and a range of learning providers including further and higher education institutions to facilitate understanding by both parties of each other's work, priorities and barriers to engagement and then to facilitate collaborative working.
- Facilitate providers rationalising their curriculum provision to respond to business skills gaps and recruitment issues
- Research, plan and implement a range of projects which bring educations and businesses together, which might include company visits, work experience, industrial placements, internships etc.

The programme aims to:

- Increase the number of businesses offering work inspiration opportunities
- Have improved connections between businesses and education resulting in fewer businesses reporting skills shortages
- More young people being informed about options including apprenticeships as a career route
- More young people benefitting from business interventions

A.2

Business Case Summary

Strategic Case

Research from the Education and Employers Taskforce indicates that poor careers education and support limits aspirations, lowers expectations and probability of success for all ages, particularly those who live in areas of deprivation, or whose ethnicity or gender is under represented in certain occupations. It is therefore vital that young people have more encounters with employers. This will benefit both the individuals and business who will be able to ensure that the right skills are developed to all them to succeed.

The programme fits with the Leeds City Region Strategic Economic Plan priority 2: Skilled People, Better Jobs. The programme will shape support for people to access a pipeline of new job opportunities and equip people with the skills needed to progress in work, including low paid workers and those in receipt of in-work benefits.

The LCR Skills for Growth programme will build on the track record of current skills programmes, linking closely with other business-facing services and products, to support businesses to engage with the full breadth of the education landscape in order to improve the relevance of education and training provision. Currently there is no impartial voice supporting businesses to engage with education and access this area of skills development.

Economic Case

Four options have been considered drawing on experience of delivering other Employment and Skills programmes:

- Do nothing
- Small scale Skills for Growth programme
- Ambitious Skills for Growth programme
- Deliver Skills for Growth programme through an external provider.

The ambitious Skills for Growth programme has been identified as the preferred way forward.

The outcomes of the programme include:

- Enable 300 SMEs to engage with educations establishments ranging from supporting employer engagement, influencing the curriculum or offering an industrial placement programme
- Create 300 employer led projects and businesses engagement activities that will impact and engage 1,000 individuals
- Develop teaching resources for 3 key sectors linked to regional LMI to provide differentiated resources for a range of audiences including SEND, university and primary audiences
- Reach 8,000 individuals through a regional Skills Show to highlight practical skills required in key priority sectors and showcase the work of the programme, targeting 30% attendance from disadvantaged and underrepresented groups

Commercial Case

Evidence from current programmes show a demand for engagement with education. The current Enterprise Advisor Network has engaged with 125 businesses focused on supporting schools which demonstrates that businesses recognise the benefits of engaging with education.

An OJEU procurement exercise will be undertaken to procure subcontractors for the delivery of the Skills Show. The process will be led by the Combined Authority's Procurement team and administration of the framework will be handed over to the Employment and Skills team once they are in place.

Financial Case

The total cost of the preferred way forward is estimated to be £2.929 million. The programme will be funded through 3 funding sources:

- ESIF- applied for
- Local Skills Funding- secured
- Business sponsorship- unsecured

The outcome of the ESIF bid is expected to be confirmed by the early November 2019.

Management Case

The programme will be managed by the Combined Authority's Employment and Skills team using MSP and PRINCE 2 methodologies.

For successful delivery of the programme, 8 new Business Partnership Advisers will be recruited along with a Project Manager/ Team Leader to oversee the programme. A Contract Manager and Officer

currently in post are available to enable successful procurement of the Skills Show element. Recruitment to the programme will commence once the outcome of the ESIF bid is known.

It is estimated that the full business case with finalised costs will be approved on 20 December 2019 in order for delivery of the programme to commence from April 2020, once recruitment has finalised. The programme will run until December 2022.

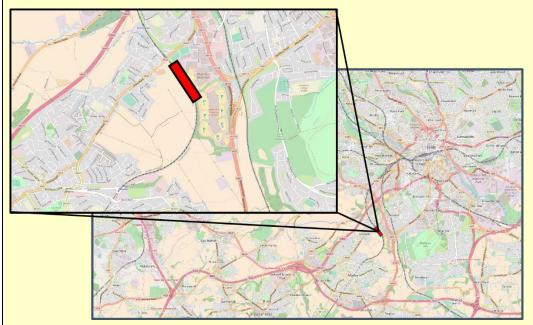
Section A: Scheme Summary

Name of scheme:	White Rose Station
PMO scheme code:	DFT-LPTIP-005f
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Liz Hunter, Head of Transport Policy
Lead promoter contact:	Peter Coello, Project Manager
Case officer:	Heather Briggs
Applicable funding stream(s) – Grant or Loan:	LPTIP- £5 million grant funding
Growth Fund Priority Area (if applicable):	The scheme will contribute to delivery of all four LCR Strategic Economic Plan (2016) Priority Areas (listed below). Section 2.1.2 describes how. • Priority Area 1 – Growing Businesses • Priority Area 2 – Skilled People, Better Jobs • Priority Area 3 – Clean Energy & Environmental Resilience Priority Area 4 – Infrastructure for Growth
Approvals to date:	The LPTIP Programme case paper was approved by Investment Committee on 16 June 2017, and formally approved by the Combined Authority Board on 29 June 2017.
Forecasted full approval date (decision point 5):	July 2021
Forecasted completion date (decision point 6):	February 2023
Total scheme cost (£):	£21.953 million
Combined Authority funding (£):	£5 million- LPTIP
Total other public sector investment (£):	TBC
Total other private sector investment (£):	TBC

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes- Leeds Public Transport Investment Programme (LPTIP)

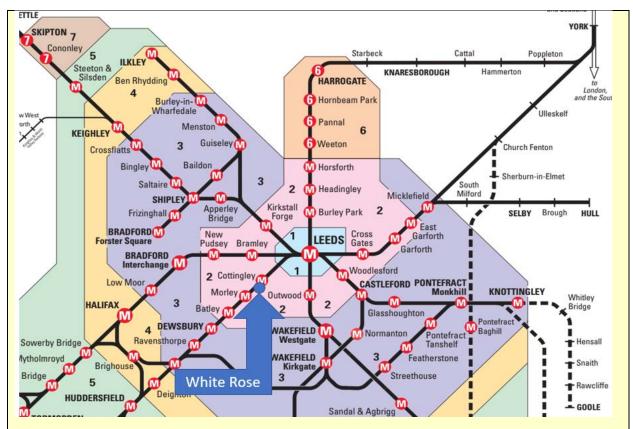
Scheme Description:

The proposed station is situated on the Leeds – Huddersfield Line in Millshaw, Leeds. It is located on the northwest boundary of the Millshaw Park Industrial Estate between Churwell Viaduct to the north and Walkers Bridge to the south.



The new station would be located approximately 700 metres south of the existing Cottingley station on the Leeds to Dewsbury section of the main Trans-Pennine railway line in south Leeds.

The proposed station sits between Morley and Cottingley on the Transpennine route:



The new station development includes:

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

And will:

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

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

Business Case Summary:

Strategic Case

The area in the vicinity of the proposed White Rose Station is a microcosm of Leeds and its economic challenges. There are pockets of persistent deprivation that have not benefited proportionately from the city's recent growth trajectory and there are significant development opportunities that are constrained by a congested transport network. The proposed White Rose station presents an opportunity to address both of these challenges, creating a virtuous circle wherein the White Rose Office

Park extension is unlocked and allowed to thrive, creating more jobs locally for residents and generating new rail demand to help sustain an increased 2tph level of service. This improved rail service would in turn increase residents' access to Huddersfield, Dewsbury and Leeds, multiplying employment and leisure opportunities for residents of south west Leeds.

A public engagement exercise was undertaken during 2018. **71% of respondents said they were either Happy or Very Happy about the proposals for the rail station.**

The public engagement demonstrated strong support the new station at White Rose. In addition, there is an opportunity to maximise the benefits of the station through improved walking and cycling access, as well as integrating rail with the bus services that serve White Rose.

Commercial Case

Demand forecasts predict that there would initially be 343,000 trips made through the new station per year. Of this, 179,000 (52%) are users that are new to rail, the remainder (164,000 representing 48%) being abstracted from existing stations. Furthermore, Combined Authority growth forecasts predict increases in passenger demand of 67% by 2043, indicating this strong base demand can be expected to grow significantly over time.

The above demand forecast has not taken into account the further expansion of White Rose Shopping Centre, redevelopment of Millshaw Park Industrial Estate and potential new housing in the immediate vicinity as it does not yet have committed status. The proposed developments are however a subject of a sensitivity test, results of which are reported in the Economic Case.

Economic Case

An appraisal specification report (ASR) has been developed in consultation with the Combined Authority to agree the principles of the modelling and appraisal approach for the OBC. The ASR, which confirms that the approach to modelling and appraisal is consistent with DfT's WebTAG.

For White Rose a trip-end model has been developed which uses trip rates at existing 'comparator' stations to forecast demand at the new stations.

Overall, the new station at White Rose would be expected to generate significant new rail demand (approaching 200,000 passengers a year), generating substantial revenues and reducing traveller journey times and car use.

The scheme has a forecast benefit cost ration of 3.2:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.

Financial Case

The total project capital cost is estimated to be £21.953m.

The Combined Authority contribution for this scheme is £5 million which will be funded from the Leeds Public Transport Improvement Programme (LPTIP). This funding is to undertake detailed designs and approval to final business case with finalised costs (FBC+) only.

A funding strategy to deliver the project is currently being developed and will be presented in the final business case (FBC). This will include developer contributions and other public sector match funding (currently being applied for).

The OBC sets out the headline risks, most of which relate to construction phase risks that would affect delivery programme and construction cost. These risks have been itemised and quantified and an appropriate allowance made in the scheme cost estimate and will be individually managed on an ongoing basis through the Combined Authority's risk management process. In most cases further survey work and design will mitigate much of this risk.

The station is expected to generate surplus fares revenues (of £735k over 3 years following opening) over and above the cost of operating the station, and hence there may be an opportunity, through negotiation with the operator and Rail North Partnership, to offset the capital investment made by the Combined Authority

Management Case

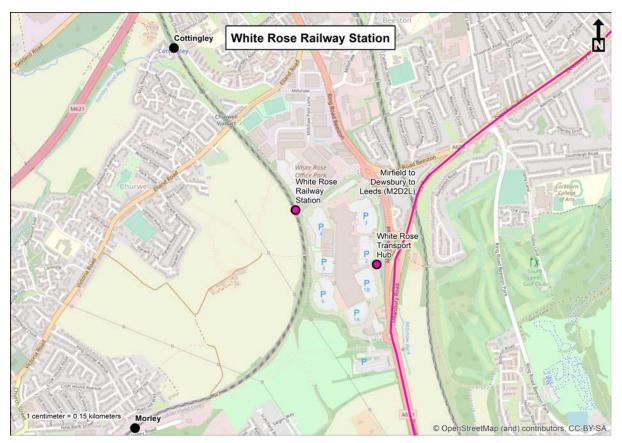
Executive responsibility for CA's contribution to the development of White Rose station falls under the Rail Package of the Leeds Public Transport Improvement Programme (LPTIP).

The CA have to date led on the development of White Rose station through to OBC and GRIP 3 'Approval in Principle' stage. The CA is collaborating extensively with the developer, Transport for the North, Rail North Partnership, DfT, Network Rail and Arriva Rail North to ensure the scheme satisfies key stakeholder requirements.

It is proposed that the developer leads on the detailed designs and therefore a funding agreement is required between the Combined Authority and the developer. The funding agreement will clearly set out the requirements of the Combined Authority and any clawback requirements.

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/growing-the-economy/leeds-city-region-infrastructure-map/

Section A: Scheme Summary

Name of Scheme:	Integrated Transport Block – 2019-2022 – West Yorkshire Districts
Location of Scheme:	West Yorkshire – various locations in all districts
PMO Scheme Code:	LTP-ITB-001
Lead Organisation:	West Yorkshire Combined Authority
Senior Responsible Officer:	Alan Reiss – Director of Policy, Strategy and Communications
Lead Promoter Contact:	Steve Heckley - Policy Manager - Head of Transport Strategy Implementation
Combined Authority Lead/ Programme Manager:	Ambrose White – Policy Officer, (Policy, Strategy and Communications)
Case Officer:	Paul Coy – Project Officer – Feasibility and Assurance
Applicable Funding Stream(s) – Grant or Loan:	Grant: Department for Transport (DfT) Local Transport Plan (LTP) Integrated Transport Block (ITB) grant.
Growth Fund Priority Area (if applicable):	N/A
Combined Authority	Combined Authority Approval 6 April 2017 (Item 14)
approvals to date:	Combined Authority Approval 25 April 2019 (Item 9)
Forecasted Full Approval Date (Decision Point 5):	November 2019.
Date (Decision Foint 3).	The Combined Authority agreed (25 April 2019) a proportionate approach to assurance for the partner councils Integrated Transport Block programmes.
	For the LTP partner council programme the Combined Authority PMO specified a requirement for a Strategic Outline Case to cover decision point 2 and 5 simultaneously given the fixed nature of the funding and advance stage of delivery planning for the bulk of partner council programmes.
	The Combined Authority agreed that approval for LTP programmes is delegated to Investment Committee.
Forecasted Completion	30 March 2022
Date (Decision Point 6):	Financial performance monitored by the Combined Authority PMO on a quarterly basis throughout delivery period.
	Outcomes and impacts monitored on an annual basis by Combined Authority Research and Intelligence team, reporting to Programme Board (West Yorkshire Chief Highways Officers / Heads of Transport) and the Combined Authority Transport Committee.

Total Scheme Cost for the preferred way forward (£):	The total cost for the scheme is £26.9 million.
WYCA Funding (£):	Yes - Local Transport Plan Integrated Transport Block (ITB) grant Combined Authority Approval agreed (6 April 2017) a 5 year programme for use of Integrated Transport Block with a detailed programme for Year 1 (2017-18) and Year 2 (2018-19) and an indicative allocation programme for Year 3-Year 5 (2019-2022) Combined Authority agreed (25 April 2019) a detailed 3 year programme for use of Integrated Transport Block in 2019/20 to 2021/22. The total Integrated Transport Block grant to the Combined Authority in this period is expected to be £39.3 million (based on the confirmed Department for Transport allocation for 2019-20). This approval includes a 3 year total of £26.9 million to pass to West Yorkshire partner councils to fund their local programmes.
Total other public sector investment (£):	There is no other public sector investment.
Total other private sector investment (£):	N/A

Is this a standalone Project?	No – The Combined Authority agreed (25 April 2019) that each partner council would detail their works at a programme level (as opposed to individual standalone projects)
Is this a Programme?	Yes
Is this Project part of an agreed Programme?	No – this is a programme.

A.1 Scheme Description

The scheme is a 3 year programme to the value of £26.9 million of local transport improvements delivered from 1st April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department for Transport (DfT). This is a continuation of an ongoing five year programme, focussing on years 3, 4 and 5 (2019-22). Years 1 (2017-18) and 2 (2018-19) have been delivered.

Integrated Transport Block funding is granted to local transport authorities to deliver smaller scale improvements to transport networks and facilities. Spending of this fund is at local discretion, but expected to be steered by the adopted, statutory local transport plan (LTP) and its policies and strategies.

The Integrated Transport Block grant is paid to the Combined Authority and then allocated between the five West Yorkshire partner councils and the Combined Authority and a range of investment needs.

The Integrated Transport Block programme supports delivery of the West Yorkshire Transport Strategy 2040 (the statutory LTP adopted in 2017 by the Combined Authority). The Transport Strategy is a single plan with multiple funding streams, including Department of Transport provided Integrated

Transport Block and Highway Maintenance block grant allocations, alongside the larger West Yorkshire-plus Transport Fund. (Local Growth Funds and any other grant or aligned partner funding that become available)

The Integrated Transport Block programme is a collection of a large number of generally small schemes, in scale and cost, the majority of which are business as usual.

The approach to allocation of Integrated Transport Block funds is an inclusive, collaborative process, with programmes developed with the input of all partners. The Combined Authority's Transport Committee oversees the development and delivery of the Integrated Transport Block. District Transport Portfolio holders were also involved in the process

Programmes are shaped around the West Yorkshire Transport Strategy's six core themes:

- Inclusive Growth, Environment and Wellbeing
- Road Network
- Places to Live and Work
- One System Public Transport
- Smart Futures
- Asset Management and Resilience

The scheme for 2019-2022 is a refinement of the programme delivered in the previous two years, 2017-19.

The overall programme for 2019-2022 was agreed by the Combined Authority meeting of 25th April 2019.

A.2 Business Case Summary

Strategic Case

The Integrated Transport Block programme 2019-22 for the 5 partner councils is a delivery programme for the West Yorkshire Transport Strategy 2040 and Leeds City Region, Strategic Economic Plan (SEP). The programme delivers small scale, locally responsive transport improvements, complementing larger schemes and programmes delivered by the Combined Authority and partners by filling the gaps not addressed by other funding allocations.

The programme was developed within the framework of the Combined Authority's Transport Strategy's objectives, policies and targets and has strategic alignment with Strategic Economic Plan (SEP) Priority 3 (Clean Energy & Environmental Resilience) and Priority 4 (Infrastructure for Growth). The programme will contribute to achievement of Transport Strategy targets to increase the number of trips made by sustainable transport, and to reduce the damaging impacts of road transport on communities and the environment.

The programme for 2019-22 is a continuation of, and refinement of the delivered Integrated Transport Block programme for years 1 & 2 (2017-19). Interventions are largely business as usual, with low delivery risk. The Combined Authority (25 April 2019) agreed the Integrated Transport Block programme for 2019-22 was appropriate use of Integrated Transport Block with good strategic fit.

Economic Case

The Integrated Transport Block programme 2019-22 is a collection of a many, small scale transport improvement projects. Integrated Transport Block programmes and their component schemes have historically not been subject locally to value for money assessment. (DfT national VfM assessment (2016) of ITB spend recognised that as schemes are small it is not proportionate for local authorities to develop business cases to determine the vfm of ITB schemes, nevertheless DfT's analysis found that typical ITB funded small transport schemes were likely to provide good value for money)

None of the 2019-22 programme components are Major Schemes greater than £5m costs. The largest single individual schemes will be the Healthy Street Demonstration Projects with maximum Integrated Transport Block expenditure of £1m – an intention of delivering a programme of Demonstration

Projects is to understand the benefits and develop an appraisal approach to inform the development and prioritisation of future programmes.

Other Integrated Transport Block programme components are significantly smaller in scale and costs. These have been assessed on the basis of their strategic fit and delivery against local community and political priorities. Where appropriate to scale of programme/project, value for money assessment will be made on the basis of Journey Time Savings and/or Non-User Benefits (e.g. Accidents, Local Air Quality, Greenhouse Gas Benefits etc).for example, Safer Roads interventions constitute the largest programme area. There is an established methodology for calculating monetised benefits of accident reduction schemes. Reductions in costs associated with traffic collisions will be evidenced.

Commercial Case

The programme largely consists of business as usual schemes, for which there is a good record in delivery.

Much delivery is undertaken by in-house teams – but there are a variety of procurement approaches available and in use. Where external suppliers are required for elements of scheme delivery, the market appetite to deliver the schemes within the 2019-22 Integrated Transport Block programme is expected to remain as in previous years of the Integrated Transport Block programme. For the majority of these schemes, partners have frameworks in place for consultancy support or construction contractors, or have term contracts with minor works contractors. Some elements of some schemes may require procurement to be carried out outside of framework arrangements or existing contracts, but there are no anticipated problems with market appetite to submit competitive tenders.

Financial Case

Integrated Transport Block grant is an established government grant, paid directly to Local Transport Authorities without specific grant conditions or constraints. Integrated Transport Block funding for 2019/20 is confirmed via Department for Transport grant letter. Integrated Transport Block funding for 2020/21 is announced as indicative allocation, expected to be confirmed by Department for Transport in April 2020. Integrated Transport Block funding for 2021/22 is expected to remain at the same level as previous (informal advice from Department for Transport, to be confirmed). The Combined Authority meeting of 25 April 2019 agreed the Integrated Transport Block programme 2019-22 was affordable.

All partners work within the agreed funding allocations. The advice from Combined Authority Portfolio Management Office was that the programme should be developed without additional contingency i.e. over-programming.

Management Case

The individual partner councils will have responsibility to manage and deliver their respective programmes, detailed in appendices. The West Yorkshire Combined Authority will monitor expenditure through the Portfolio Management Office with reporting to the Project Board of West Yorkshire Chief Highways Officers with escalation to Transport Committee. The Combined Authority will monitor Integrated Transport Block programme outputs in its PIMS system and outcomes against Transport Strategy Key Performance Indictors through the Research and Intelligence team.

Bradford ITB Programme 2019-22

			Allocation			
Programme Area	Project	Description	2019/20	2020/21	2021/22	Total For 3 years
			£ (thousands)	£ (thousands)	£ (thousands)	£ (thousands)
MAINTAINING & ENHANCING ASSETS	Maintenance and operational improvements	Maintenance and operational improvements Plus additional investment to renew the traffic signal asset and address life-expired UTMC equipment on WY KRN	529	529	529	1587
SAFE, HEALTHY STREETS	Accident reduction (KSI) - Engineering works	Evidence led, targetted KSI accident reduction schemes	932	932	932	2796
	Local traffic mangement, Accessibility improvements, Education Training & Promotion	Community driven initiatives to: - Reduce impacts of car traffic on residential areas - Facilitate safe motorcycling and cycling & walking (including development/delivery of				
	Healthy Streets Demonstration Project	Shipley Market Square	100	450	450	1000
IMPROVING PUBLIC TRANSPORT	Local Bus Hotspots	Small scale interventions (Locations not in Transforming Cities Fund corridors)	166	166	168	500
PROGRAMME MANAGEMENT AND DEVELOPMENT	Major Roads bid development Local Roads priorities feasibility	Small scale feasibility funding to enable initial development of schemes	33	67	100	200
TOTAL			1,760	2,144	2,179	6,083

Calderdale ITB Programme 2019-22

Programme Area	Investment Priorities		Allocation			
			2019/20	2020/21	2021/22	Total For 3 years
Programme Area	Project	Description				
			£	£	£	£
		Maintananae and aparational improvements	(thousands) 161	(thousands) 161	(thousands)	(thousands) 483
MAINTAINING &	Maintenance and operational	Maintenance and operational improvements Plus additional investment to renew the traffic	101	101	101	403
ENHANCING ASSETS	improvements	signal asset and address life-expired UTMC				
21417414011407400210		equipment on WY KRN				
	Accident reduction (KSI) -	Evidence led, targetted KSI accident	365	365	365	1095
	Engineering works	reduction schemes				
		Community driven initiatives to:				
	Local traffic mangement,	- Reduce impacts of car traffic on residential				
0.155 1.511 7.11/ 0.555555	, , , , , , , , , , , , , , , , , , , ,	areas				
SAFE, HEALTHY STREETS	Education Training &	- Facilitate safe motorcycling and cycling &				
	Promotion	walking (including development/delivery of schemes identified through LCWIP)				
	Healthy Streets Demonstration	scrientes identified through LCVVIF)	100	450	450	1000
	1 7	Park Ward/West Halifax	.00	.00	.00	
	.,					
IMPROVING PUBLIC		Small scale interventions	166	166	168	500
TRANSPORT	Local Bus Hotspots	(Locations not in Transforming Cities Fund				
		corridors)				
PROGRAMME	Major Roads bid development Local Roads priorities	Small apple faceibility funding to enable initial	33	67	100	200
MANAGEMENT AND	feasibility	Small scale feasibility funding to enable initial development of schemes				
DEVELOPMENT	Todolomity	development of solicines				
Ŋ			825	1,209	1,244	3,278

Kirklees ITB Programme 2019-22

Programme Area	Investment Priorities		Allocation				
Programme Area	Project	Description	2019/20 £ (thousands)	2020/21 £ (thousands)	2021/22 £ (thousands)	Total For 3 years £ (thousands)	
MAINTAINING & ENHANCING ASSETS	Maintenance and operational improvements	Maintenance and operational improvements Plus additional investment to renew the traffic signal asset and address life-expired UTMC equipment on WY KRN	391	391	391	1,173	
	Accident reduction (KSI) - Engineering works	Evidence led, targetted KSI accident reduction schemes	761	761	761	2283	
SAFE, HEALTHY STREETS 57	Local traffic mangement, Accessibility improvements, Education Training & Promotion	Community driven initiatives to: - Reduce impacts of car traffic on residential areas - Facilitate safe motorcycling and cycling & walking (including development/delivery of schemes identified through LCWIP)					
	Healthy Streets Demonstration Project	New Mill Junction	100	450	450	1,000	
IMPROVING PUBLIC TRANSPORT	Local Bus Hotspots	Small scale interventions (Locations not in Transforming Cities Fund corridors)	166	166	168	500	
PROGRAMME MANAGEMENT AND DEVELOPMENT	Major Roads bid development Local Roads priorities feasibility	Small scale feasibility funding to enable initial development of schemes	33	67	100	200	
			1,451	1,835	1,870	5,156	

Leeds ITB Programme 2019-22

Programme Area	Investment Priorities		Allocation			
Programme Area	Project	Description	2019/20	2020/21	2021/22	Total For 3 years
· ·		·	£	£	£	£
			(thousands)	(thousands)	(thousands)	(thousands)
MAINTAINING & ENHANCING ASSETS	Maintenance and operational improvements	Maintenance and operational improvements to traffic management equipment Plus additional investment to renew the traffic signal asset and address life-expired UTMC equipment on WY KRN	897	897	897	2691
	Accident reduction (KSI) - Engineering works	Evidence led, targetted KSI accident reduction schemes	679	679	679	2036
SAFE, HEALTHY STREETS	Local traffic mangement, Accessibility improvements, Education Training & Promotion	Community driven initiatives to e.g.: - Reduce impacts of car traffic on residential areas - Facilitate safe motorcycling and cycling & walking (including development/delivery of schemes identified through LCWIP)	679	679	679	2036
	Healthy Streets Demonstration Project	· ·	100	450	450	1000
PROGRAMME MANAGEMENT AND DEVELOPMENT	Major Roads bid development Local Roads priorities feasibility	Small scale feasibility funding to enable initial development of schemes	33	67	100	200
			2,387	2,771	2,804	7962.0

Wakefield ITB Programme 2019-22

			Allocation			
Programme Area	Project	Description	2019/20	2020/21	2021/22	Total For 3 years
			£ (thousands)	£ (thousands)	£ (thousands)	£ (thousands)
MAINTAINING & ENHANCING ASSETS	Maintenance and operational improvements	Maintenance and operational improvements Plus additional investment to renew the traffic signal asset and address life-expired UTMC equipment on WY KRN	322	322	322	966
SAFE, HEALTHY STREETS	Accident reduction (KSI) - Engineering works	Evidence led, targetted KSI accident reduction schemes	585	585	585	1755
59	Local traffic mangement, Accessibility improvements, Education Training & Promotion	Community driven initiatives to: - Reduce impacts of car traffic on residential areas - Facilitate safe motorcycling and cycling & walking (including development/delivery of schemes identified through LCWIP)				
	Healthy Streets Demonstration Project	Horsefair, Pontefract	100	450	450	1000
IMPROVING PUBLIC TRANSPORT	Local Bus Hotspots	Small scale interventions (Locations not in Transforming Cities Fund corridors)	166	166	168	500
PROGRAMME MANAGEMENT AND DEVELOPMENT	Major Roads bid development Local Roads priorities feasibility	Small scale feasibility funding to enable initial development of schemes	33	67	100	200
			1,206	1,590	1,625	4,421

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Report to:	West Yorkshire and York Investment Committee		
Date:	7 November 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?		□ Yes	⊠ No
Is the decision eligible for call-in by Scrutiny?		⊠ Yes	□ No
Does the report contain confidential or exempt information or appendices?		⊠ Yes	□ 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 a full application (Kirkstall Flood Alleviation Scheme) 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 for projects 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 were considered by the Investment Committee at its meeting in September 2019 and selected by the Combined Authority at its meeting on the 10th October 2019. The remaining one full application is 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. The two outline applications received were presented to the Investment Committee for advice at its meeting in September 2019 and selected by the Combined Authority at its meeting on the 10th October 2019.
- 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 closed 31 October 2019. The call value was for £6.8 million. Applications received will be presented to the Investment Committee for advice in due course.
- 2.6 The assessments of the full application, round 2, is attached to this report as **Exempt Appendix 2** together with a covering note (**Exempt Appendix 1**). The Investment Committee is requested to consider the content of the full assessment and the recommended conditions and provide advice to the Combined Authority, in its role as Intermediate Body, at its meeting on 12 December 2019.

Selection process and full 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.
- 2.8 The IB has already assessed the full application 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 applicant to consider when developing their full application.
- 2.9 The Investment Committee is asked to advise the IB on whether the proposal set out at full application continues 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.
- 2.10 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).
- 2.11 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.
- 2.12 The overall summary of the full assessment indicates the scoring criteria is considered to be met by the project. The project is 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

2.13 In line with the agreed IB Conflict of Interest Statement and Operating Protocol the application has 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.

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 Appendix 1-2 is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person

(including the 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 full application, Round 2, 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 - 2:

Exempt Appendix 1 - Summary
Exempt Appendix 2 - Kirkstall Road Corridor FAS full appraisal

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Agenda Item 7
Appendix 1

Document is Restricted



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Agenda Item 7
Appendix 2

Document is Restricted



Agenda Item 8



MINUTES OF THE MEETING OF THE BUSINESS INVESTMENT PANEL HELD ON THURSDAY, 5 SEPTEMBER 2019 AT COMMITTEE ROOM A WELLINGTON HOUSE, LEEDS

Present:

Councillor Judith Blake CBE (Chair)
Councillor Jane Scullion
Councillor Graham Swift
Colin Glass OBE
Marcus Mills

Leeds City Council
Calderdale Council
Harrogate Borough Council
Murray Harcourt
Principle Group

In attendance:

Phil Cole
Alan Reiss
Henry Rigg
Vincent McCabe
Chris Brunold
Alexander Clarke
Neill Fishman
Lorna Holroyd
Lauren Thomas
Janette Woodcock

Leeds City Council
West Yorkshire Combined Authority

11. Apologies for absence

Apologies for absence were received from Councillor Shabir Pandor, Councillor Peter McBride, Councillor Alex Ross Shaw, Councillor Darren Byford, Jonathon King, Michael Allen, Gareth Yates and Simon Wright.

12. Declarations of disclosable pecuniary interests

There were no declarations of disclosable pecuniary interests.

13. 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 Appendices 1 & 2 of Agenda Item 6, Appendices 1 & 2 of Item 7 and Appendix 1 of Agenda Item 8 on the grounds that they are likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there

would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

14. Minutes of the meeting of the Business Investment Panel held on 12 July 2019

Resolved: That the minutes of the Business Investment Panel held on 12 July 2019 be approved and signed by the Chair.

15. Strategic Inward Investment Fund

The Panel considered a report which outlined the current position regarding 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

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

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

16. Business Growth Programme

The Panel considered a report to outline the current position regarding progress in committing grants through the Leeds City Enterprise Partnership (the LEP) Business Growth Programme (BGP)

The Business Investment Panel was asked to note the changes to the programme criteria, as outlined in section 3 of the report and consider the recommendation to deliver a second round of the Productivity pilot, as outlined in Section 4

Panel Members also considered the application outlined in paragraph 5.1 of the report and detailed in exempt appendices 1 and 2.

Resolved:

- (i) That the Panel noted the changes to the programme criteria.
- (ii) That the Panel considered and provided feedback to the recommendation to deliver a second round of the Productivity Pilot.
- (iii) That the Panel considered the application outlined in 5.1 and recommended the project be approved subject to conditions being met by the applicant..

17. Growing Places Fund loans

The Panel considered a report which provided an update on the progress in committing loans through the Leeds City 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.

18. Future Plans, Grants and Loans

The Panel was provided with an update on work on future plans for grants and loans. A verbal update was given at the meeting on progress of the first phase of this work.

Following discussions at the Business Investment Panel on 30 April and 12 July 2019, work on developing options for a new fund that responds to current market needs for business investment has progressed and further information was provided at Exempt Appendix 1.

Resolved:

- (i) That the Panel noted the update and progress on work and future plans.
- (ii) That the Panel noted the information provided in Exempt Appendix 1.
- (iii) That the Panel discussed and provided feedback to inform future activities.

19. Date of next meeting

The next meeting of the Business Investment Panel will be 9 October 2019 at 2pm, in Committee Room A, Wellington House Leeds.

