

WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 5 MARCH 2020
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND
YORK INVESTMENT COMMITTEE HELD ON 5 FEBRUARY**
(Pages 1 - 8)
- 5. CAPITAL PROGRAMME UPDATE**
(Pages 9 - 26)
- 6. CAPITAL SPENDING AND PROJECT APPROVALS**
(Pages 27 - 60)
- 7. GRANT SUPPORT FOR FLOOD AFFECTED BUSINESSES**
(Pages 61 - 64)

Signed:



**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE
HELD ON WEDNESDAY, 5 FEBRUARY 2020 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Denise Jeffery (Chair)
Roger Marsh OBE DL (Deputy Chair)

Councillor Peter McBride
Councillor Alex Ross-Shaw
Councillor Andrew Waller
Councillor Darren Byford
Councillor Kim Groves

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

In attendance:

Melanie Corcoran
Dave Pearson
Lisa Childs
Helen Ellerton
Jess McNeill
Chris Moses
Andrew Norman
Heather Waddington
Justin Wilson
Vicky Dumbrell
John Huxall
Thomas Murphy
Michelle Unwin
Ben Kearns

West Yorkshire Combined Authority
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49. Apologies for Absence

Apologies for absence were received Councillor Jane Scullion and Councillor Jonathan Pryor.

50. Declarations of Disclosable Pecuniary Interests

Councillor Waller declared that he was a member of the Yorkshire Regional Flood and Coastal Committee

51. 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 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.

52. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 9 January

Resolved: That the minutes of the meeting of the West Yorkshire and York Investment Committee held on 9 January be approved.

53. Capital Spend and 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:

- York City Centre Access Improvements
- Leeds City Region Future Mobility Zone
- Hebden Bridge Flood Alleviation
- Corn Exchange Gateway
- Enterprise Zone: Parry Lane
- Leeds Inland Port
- Leeds Bradford Airport Parkway
- Network Navigation
- Moorthorpe Rail Car Park
- Superfast Broadband West Yorkshire and York Contract 3

Resolved:

- (i) That in respect of the York City Centre Access Improvements the Investment Committee recommended to the Combined Authority:
 - (a) That the York City Centre Access Improvements scheme

- proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).
- (b) That an indicative approval to the total project value of £8.1 million is given from the West Yorkshire-plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.
 - (c) That development costs of £355,000 be approved in order to progress the scheme to activity 3 (outline business case).
 - (d) That the Combined Authority enters into a Funding Agreement with City of York Council for expenditure of up to £355,000 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 point 4 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 set out in this report.
- (ii) That in respect of the Leeds City Region Future Mobility Zone the Investment Committee recommended to the Combined Authority:
- (a) That the Future Mobility Zone (FMZ) programme proceeds through Decision Point 2 and work commences on the development of business cases for individual packages
 - (b) That an indicative approval to £30.793 million, which will be funded from the Local Transport Plan (£2.75 million), the Leeds Public Transport Investment Programme (£0.763 million) and the Department for Transport FMZ fund (£27.28 million) is given with full approval to spend being granted as individual scheme or packages have progressed through the Assurance Process to Decision Point 5. The total programme cost is £32.01 million, including £1.22 million from District Partners.
 - (c) That an approval for development funding of £2.01 million be made to enable initial work on outline business cases for individual packages, subject to DfT funding being announced.
 - (d) That future programme approvals are made in accordance with the assurance 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
- (iii) That in respect of the Hebden Bridge Flood Alleviation Scheme the Investment Committee recommended to the Combined Authority:

- (a) That the Hebden Bridge Flood Alleviation Scheme proceeds through decision point 3 and work commences on activity 4 (full business case)
 - (b) That development costs of £1.9 million are approved in order to progress the scheme to activity 4 (full business case) from the Local Growth Fund. The total project value is £27.283 million.
 - (c) That the Combined Authority enters into a Funding Agreement with the Environment Agency for development expenditure of up to £1.9 million from the Local Growth fund.
 - (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 outlined in this report.
- (iv) That in respect of the Corn Exchange Gateway the Investment Committee recommended to the Combined Authority:
- (a) That the Corn Exchange Gateway project proceeds through decision point 3 and work commences on activity 4 (FBC).
 - (b) That an indicative approval to the Combined Authority's contribution of £24.7 million be given, with £18.6 million to be funded through the Leeds Public Transport Investment Programme and £6.1 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 (FBC with finalised costs). The total project value is £25.6 million.
 - (c) 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.
- (v) That in respect of the Enterprise Zone: Parry Lane the Investment Committee recommended to the Combined Authority that:
- (a) That the EZ Parry Lane scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (b) That the total cost of the scheme is £18.88 million. An indicative approval to the Combined Authority's contribution of £8.081 million 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 (full business case with

- finalised costs).
- (c) That development costs of £540,000 are approved in order to progress the scheme to decision point 4 (full business case).
 - (d) That approval is given to enter into a Funding Agreement with the City of Bradford District & Metropolitan Council in order to assist in the development of the full business case for up to £540,000.
 - (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.
- (vi) That in respect of the Leeds inland port project the Investment Committee recommended to the Combined Authority:
- (a) That the Leeds Inland Port project proceeds through decision point 3 and work commences on activity 4 (Full business case).
 - (b) That an indicative approval to the Combined Authority's contribution of £3.17 million be given, to be funded 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 (FBC with finalised costs). The total project value is £3.37 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.
- (vii) That in respect of the Leeds Bradford Airport Parkway the Investment Committee recommended to the Combined Authority:
- (a) That the Leeds Bradford Airport Parkway project proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (b) That an Indicative approval to the total project value of £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).
 - (c) That the development costs of £4.5 million are approved in order to progress the scheme to decision point 4 (Full business case),

taking the total project approval to £5 million.

- (d) That future approvals be made in accordance with the assurance pathway and approval route outlined in this report, including at decision point 4 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team (subject to the scheme remaining within the tolerances outlined in this report), with decision point 5 approval through a delegation to the Investment Committee following a recommendation by the Combined Authority's Programme Appraisal Team.
- (viii) That in respect of the Network Navigation scheme the Investment Committee recommended to the Combined Authority:
- (a) The Network Navigation (Leeds) scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (Full Business Case plus cost).
 - (b) An indicative approval to the total project value of £1.8 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).
 - (c) Development costs of £150,000 are approved in order to progress the scheme to decision point 5 (Full business case with finalised costs), taking the total project approval to £250,000.
 - (d) 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 the Moorthorpe Rail Car Park project the Investment Committee recommended to the Combined Authority:
- (a) That the Moorthorpe Rail Car Park project proceeds through decision point 5 and work commences on activity 6 (Delivery).
 - (b) That approval to the total project value of £778,551 million is given from the West Yorkshire plus Transport Fund.
 - (c) That approval for the Combined Authority to enter into a Section 56 Funding Agreement with Arriva Rail North for expenditure of up to £635,000 million from the West Yorkshire plus Transport Fund.
 - (d) That approval for the Combined Authority to enter into a Basic Asset Protection Agreement with Network Rail for £32,000.
 - (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.

- (x) That in respect of the Superfast West Yorkshire and York Contract 3 the Investment Committee approved:
 - (a) That the change request to the SBWYY Contract 3 project to deliver the rural element at the total project value to £7.276 million.
 - (b) That an indicative approval to the total project value of £7.276 million from the funding sources outlined in this report for which the Combined Authority is the accountable body is given, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs)
 - (c) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

54. Assurance Framework

The Committee considered a report providing an update on the changes to the Leeds City Region Assurance Framework.

The key changes were listed at 2.6 in the submitted report.

Members noted that the amended Assurance Framework would be submitted to the Combined Authority for approval at its meeting on the 6 February.

Resolved:

- (i) That the changes made to the Local Assurance Framework, as set out in the submitted report, be noted.
- (ii) That the substantive form of the draft updated Assurance Framework document be approved.

55. ESIF SUD

The Committee considered a report on an outline application for Sustainable Urban Development (SUD), part of the European Structural and Investment Funds (ESIF) and provided advice regarding the application.

Resolved: That the Investment Committee recommend to the Managing Authority that the outline application progress to a full application, and that the applicant strengthen the bid in light of the enhanced guidance provided by the Investment Committee in its role as Intermediate Body.

56. Minutes of the Business Investment Panel held on the 3 December

Resolved: That the minutes of the Business Investment Panel held on 3 December be noted



Report to: West Yorkshire and York Investment Committee

Date: 5 March 2020

Subject: Capital Programme Update

Director: Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper

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

1 Purpose of this report

1.1 To update the Committee on progress made on the implementation of the West Yorkshire Combined Authority’s capital programme. This report provides an update on:

- the position on the Growth Deal spend and forecast as at Quarter 3 2019/20 and of the independent evaluation of the Growth Deal.
- preparation for the Transforming Cities Fund announcement.
- the Leeds Public Transport Investment Fund (LPTIP).

2 Information

Capital Programme

2.1 Table 1 below sets out the latest outturn forecast and actual spend at quarter 3 2019/20.

Table 1

Capital Programme	Revised Forecast 2019/20	Actual at Quarter 3 2019/20	%	Year End Forecast 2019/20	%
Growth Deal (including West Yorkshire Transport Fund)	£105,430,000	£31,466,000	29.8%	£81,558,000	77.4%
Leeds Public Transport Investment Programme	£59,954,000	£26,021,852	43.4%	£40,751,719	68.0%
Local Transport Plan	£12,752,000	£5,376,110	42.2%	£12,752,000	100.0%
Highways Maintenance (including Pot Hole funding)	£30,989,000	£27,202,049	87.8%	£30,989,000	100.0%
Other Transport Funding	£10,841,000	£3,422,558	31.6%	£8,129,894	75.0%
Economic Development Miscellaneous	£1,615,000	£454,562	28.1%	£647,417	40.1%
Corporate Projects	£6,041,649	£1,608,615	26.6%	£2,253,300	37.3%
Total	£227,622,649	£95,551,745	42.0%	£177,081,330	77.8%

2.2 Expenditure on quarter 3 remains lower than would normally be expected at this time of year at 42%. It is likely that year end spend will be lower than the revised forecast (in the table above) on a number of programmes as follows:

- Growth Deal and Leeds Public Transport Investment Programme are detailed below.
- **Local Transport Plan** – this is the first year of the second phase (2019-2022) of the five-year programme (2017-2022). The programme was reviewed, and new projects were agreed by the Combined Authority in April 2019. Partner council projects were approved as a programme by the Investment Committee in November 2019 and are spending well at 49%. Combined Authority projects are currently progressing through the assurance process, and actual expenditure is currently 18% of forecast for the year. Expenditure will increase once these projects receive approval and commence delivery.
- **Economic Development Miscellaneous** – the majority of forecast spend within this category related to the new Broadband Contract 3. The tender award has been delayed with the contract due to be signed in 2020/21.
- **Corporate Projects** – this includes two projects: Wellington House Accommodation and Corporate Technology Programme (CTP). CTP is now fully in delivery and is spending well. The Accommodation project has been delayed after the contractor went into administration in December 2019.

Growth Deal

Expenditure and Forecast Expenditure

2.3 Expenditure on the Growth Deal programme at quarter 3 2019/20 is at 65% of the total forecast for the programme (£336.09 million expenditure of £516.35 million). The level of expenditure up to quarter 3 is lower than forecast and based on the current forecast for quarter 4 it is likely that spend for this financial year will be lower than was originally expected at the start of the year. Whilst the economic development elements of the programme have delivered well (see section 2.6 to 2.12 below), the development and

delivery of the Transport Fund has been challenging and there is an ongoing concern regarding achievement of the forecast Transport Fund expenditure by March 2021. However, there is confidence that the remaining programme will be delivered over the next 5 to 10 years, which is well within the original agreed programme. The Growth Deal quarter 3 dashboard is attached at **Appendix 1**.

Expenditure Risk and Mitigation

2.4 In order to drive delivery and to improve forecasts the review of the Transport Fund was completed with formal agreement by this Committee in January 2020 and approval by the Combined Authority in February 2020. One purpose of this review was to balance the Transport Fund to the £1 billion available and to update annual spend forecasts. The revised forecast expenditure for 2019/20 within this review showed a reduction from the £77 million forecast at the beginning of the year to £50 million. Whilst this forecast has dropped further to £45.66 million in 2019/20, the current forecast of Transport Fund spend to the end 2020/21 is £284 million (against target of £280.90 million). It is expected that there will be some slippage and a factor reduction of 20% has been applied on forecast for 2020/21 giving total expected spend of circa £253 million.

2.5 Therefore, contingency schemes are being developed for 2020/21 delivery:

- Further flood resilience schemes costed at approximately £13 million which include:
 - Leeds Flood Alleviation Scheme (FAS): Natural Flood Management (NFM) as it provides a significant carbon savings, is deliverable and does not require significant funding.
 - York FAS - F4, F5 Tang Hall Beck & Osbaldwick Beck as it provided additional outputs and will deliver habitat and biodiversity improvements.
- Clean Growth and carbon off setting schemes including energy efficiency / fuel poverty in housing schemes and tree planting schemes, work is currently being undertaken on this to determine the viability of this.
- £2 million for Brexit business support activity.
- Additional £3 million of over-programming from the Local Growth Deal (Business Growth Programme) to fund grants to flood affected businesses. Please refer to separate report to this meeting (Item 7 - Grant support for flood affected businesses)
- Part fund the LEP Future Funding Investment to support businesses through with loans to work alongside returned Growing Places Fund. Activity is currently being undertaken on this to determine the timescale and scale of the funding required.

All of these proposals can be managed within existing borrowing as agreed by the Combined Authority meeting on 29 June 2018, although the aim is not to over-spend but achieve full spend of the £516.35 million available.

Growth Deal Economic Development

- 2.6 As a whole the Economic Development projects have demonstrated strong performance and full spend of the £235.45 million available is forecast, due to the decision to over programme and the flexibility to change the projects within the programme.
- 2.7 **Priority 1 Growing Business** is currently over-programmed by £20 million (rising to £23 million if grant to support flood affected businesses is agreed). Over-programming was introduced across the Growth Deal in 2018 to mitigate areas of identified risk to delivery of the programme spend and key outputs. Additional funding has been approved for the Business Growth Programme (£7 million). A proposal for further over-programming for this project, to support grants to businesses hit by the recent floods, is being put forward for consideration at this meeting. Additional over-programming was agreed for a new project, the Institute for High Speed Rail phase 1, £9.25 million was approved in December 2019 with a further £3.80 million coming forward in 2020 for phase 2. A further approval for the Resource Efficiency Fund to match European Regional Development Fund (ERDF) of £0.62 million (in Priority 3 Clean Energy) will allow continued support for businesses seeking to save resources.
- 2.8 All Growth Deal grant on the Skills Capital programme (**Priority 2 Skilled People and Better Jobs**) has now been spent with only Kirklees College - Dewsbury Learning Quarter still on site. The original allocation of £78 million is over-programmed by £8 million.
- 2.9 **Priority 3 Clean Energy and Economic Resilience** is a small but high priority element of the Growth Deal programme. The majority of the five projects now included in this priority were not included in the original submission as these proved unviable. Three of the projects are complete with two European match funded projects, the Energy Accelerator and the Resource Efficiency Fund 2 now in delivery.
- 2.10 **Priority 4a Housing and Regeneration** has proved the most difficult of the economic development projects to deliver as it has focussed on sites and buildings that require significant work in order to become viable, with outputs being delivered towards the end of the programme. It includes 14 approved projects with a further five currently progressing through the assurance process. Grant has been fully expended on four of these projects. Despite the challenges, housing is now being delivered on key sites, in particular New Bolton Woods in Bradford and Leeds Brownfield, with other sites now ready to progress: Halifax Beech Hill (where demolition and remediation is now complete) or being marketed and Leeds Redhall (which was held up awaiting works to commence on the East Leeds Orbital Route). Key regeneration schemes will be completed over the next year including York Guildhall and Halifax Northgate House. An exciting new programme (brought forward as

part of the call for projects) bringing derelict mills in Bradford and Wakefield forward for development, has now commenced.

- 2.11 **Priority 4c Economic Resilience Programme**, Government agreed grant for the Flood Resilience programme and the Enterprise Zones programme in January 2017 (as part of Growth Deal 3). Of the allocation of £20 million on Flood Resilience £16 million has been approved for seven projects, five on site and two complete, with approval of a further £1.9 million on 6 February 2020 for development costs of a project at Hebden Bridge and further schemes will be brought forward.
- 2.12 **Priority 4d Enterprise Zone Development** a total of £22.14 million has been approved for six Enterprise Zone projects, with a further approval due on 21 February 2020 through managing director delegation allowing the Combined Authority to purchase land at Langthwaite Business Park and infrastructure works are expected to start on site at Parry Lane in June 2020.

West Yorkshire plus Transport Fund

- 2.13 Although the Transport Fund is over-programmed the development and delivery of the programme has been challenging and there has been ongoing concern regarding achievement of the Transport Fund allocation of £280.90 million by March 2021.
- 2.14 Having said this, the conclusions of the independent review of the Transport Fund undertaken by SQW in 2019 have proved very positive. It reported that 7 projects had been completed: Wakefield Eastern Relief Road, Aire Valley Park and Ride, York Outer Ring Road Phase 1, A629 Phase 1, Wakefield City Centre Phase 1 – Kirkgate, Rail Park and Ride projects at South Elmsall and Fitzwilliam. The report highlighted significant improvements made in partnership working, local capacity and capability, and community and stakeholder consultation and engagement.
- 2.15 Further projects have been completed since the review including Leeds New Station Street, Rail Park and Ride at Garforth and Mirfield A, with East Leeds Orbital Route Ring Road advanced junctions work almost complete.
- 2.16 The following projects are on site or due to commence before the end of 2019/20: East Leeds Orbital Route, A650 Hard Ings Road (Keighley), Castleford Station Gateway, Glasshoughton South East Link Road, Bradford Harrogate Road / Newline, the UTM and Rail Park and Ride projects at Hebden Bridge, Mytholmroyd and Steeton and Silsden.

Annual Performance Review

- 2.17 The Growth Deal Annual Performance Review meeting took place on 21 January 2020. LEP's are rated under three categories: Governance, Strategy and Delivery. The result of the review and the rating for each category will be notified in March 2020.

Independent Review of the Transport Fund 2019

- 2.18 As previously reported, the independent review of the Transport Fund was completed in 2019 and the final report submitted to Government. The challenge session to consider this review and the report was held on 30 January 2020. The session was constructive and positive in terms of the progress made (from a standing start) in the first five years. Formal feedback is expected before the end of March 2020 and this will confirm if Transport Fund funding income from April 2021 will continue to be granted.

Preparation for Transforming Cities Fund (TCF) Announcement

- 2.19 A Programme level Strategic Outline Business Case was submitted to Department for Transport (DfT) on 28 November 2019 for up to £480 million of funding through the Transforming Cities Fund. Following this submission preparations are underway by the Combined Authority and partner councils in anticipation of a funding announcement expected in March 2020. The programme will be a range of transport infrastructure projects focussing on public transport, cycling and walking, which will build on the existing portfolio of transport projects across the region.
- 2.20 In recognition of the constrained timelines for delivery of this programme by March 2023, it has been essential to progress a number of activities 'at risk' (prior to the DfT announcement), which has been enabled by the release of £3 million of funding from the Transport Fund as approved by the Combined Authority at its meeting in August 2019.
- 2.21 This funding is being utilised by the Combined Authority and partner councils to progress development work on the packages of projects that will be brought forward for delivery through the Assurance Framework. All packages of projects have already completed strategic assessments and have been approved at decision point one of the assurance process. Strategic outline cases for all projects are now being developed by partner councils and the Combined Authority. Along with direct funding awards to partner councils, £1.3 million of the £3 million has been used by the Combined Authority to appoint an initial strategic development partner to provide support to partner councils on their strategic outline cases where gaps in resource capacity has been identified and at a programme level, including activities such as programme reviews, framework for prioritisation, cost control, risk management, procurement strategy and governance.
- 2.22 Programme governance arrangements are being established that will allow for impartial reprioritisation of the programme should the funding awarded from DfT not align to one of the scenarios bid for. A financial baselining exercise is being completed by the Combined Authority, to aid the prioritisation and gauge the cost profile of TCF projects.
- 2.23 Alongside the activities described above an organisational design and recruitment strategy has been developed for the Combined Authority. This process reflects the potential magnitude and impact of the TCF Programme across the whole organisation, which is expected to double the forecast spend across the Transport Portfolio for the lifetime of the programme. Partner councils are being asked to undertake similar resourcing plans, and it

is anticipated that this will be formed of a mix of in-house resource supplemented with technical expertise from consultancy where required. A number of the partner councils already have development (and delivery) partners in place that they can utilise to carry out this additional work.

Leeds Public Transport Investment Programme (LPTIP)

- 2.24 The latest spend forecast on LPTIP for 2019/20 is £40.75 million which, if achieved, will take total expenditure on the programme to circa £54.12 million by the end of the year. The current end date for spend on the programme is 31 March 2021 and discussions have taken place with Government regarding carry over of a small proportion of funding into 2021/22 for projects which are contractually committed prior to 31 March 2021. In order to ensure delivery, the LPTIP programme is being managed through over-programming. The programme dashboard attached at **Appendix 2** shows over-programming up to £215 million with funding available of £183.27 million (£173.50 million from Government, £8.80 million from Leeds City Council and £0.97 million from the Combined Authority).
- 2.25 Projects continue to progress through the assurance process but in order to drive spend Leeds City Council continues to deliver some projects at risk.
- 2.26 The Combined Authority and Leeds City Council are working together to determine which projects in the programme will be brought forward to full business case but will not progress further until additional funding is identified. A report will be brought to a future meeting of the Investment Committee setting out these proposals.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 No external consultations have been undertaken.

7 Recommendations

- 7.1 It is recommended that the Investment Committee notes the progress made in implementing the Combined Authority capital programme including the Growth Deal and Leeds Public Transport Investment Programme and the preparation in anticipation of the announcement on the Transforming Cities Fund.

8 Background Documents

8.1 None.

9 Appendices

9.1 Appendix 1 – Growth Deal Dashboard Quarter 3 2019/20

9.2 Appendix 2 – Leeds Public Transport Investment Programme Dashboard
Quarter 3 2019/20

2019/20 Q3 Growth Deal Financial Dashboard (to 31/12/2019)
All figures in £ million

Target	105.434	31.466	Actual To date 2019/20
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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG
Priority 0	Growth Deal Programme Delivery Costs				Green
	Priority 1 - Balance				
	Priority 0 - Total				
Priority 1 - Growing Business	Access to Capital Grants Programme	15.700	15.700	15.700	Green/Amber
	Business Expansion Fund - Digital Inward Investment Fund	1.000	2.500	2.500	Amber
	Business Expansion Fund - Strategic Inward Investment Fund	12.450	10.950	10.950	Red
	Business Growth Programme	27.000	34.000	34.000	Green/Amber
	Huddersfield Incubation and Innovation Programme	2.922	2.922	2.922	Green
	Institute for High Speed Rail and System Integration		13.047	9.252	Green
	Leeds University Innovation Centre	3.000	3.000	3.000	Green/Amber
	Priority 1 - Over-programming/balance				
	Priority 1 - Growing Business Total	62.072	82.119	78.324	
Priority 2 - Skilled People and Better Jobs	Bradford College	0.250	0.250	0.250	Green
	Calderdale College	4.977	4.977	4.977	Green
	Kirklees College - Dewsbury Learning Quarter	11.120	11.121	11.971	Amber
	Kirklees College - Process Manufacturing Centre	3.100	3.101	3.101	Green
	Leeds City College - Printworks	9.000	8.998	8.998	Green
	Leeds City College - Quarry Hill	33.400	39.900	39.900	Amber
	Leeds College of Building	11.900	13.350	13.350	Green
	Selby College	0.690	0.694	0.694	Green
	ShIPLEY College - Mill	0.120	0.119	0.119	Green
	ShIPLEY College - Salt Building	0.300	0.300	0.300	Green
	Wakefield College	3.300	3.327	3.327	Green
	Priority 2 - Loans				
	Priority 2 - Skilled People and Better Jobs Total	78.157	86.137	86.987	
	Priority 3 - Clean Energy and Economic Resilience	Energy Accelerator	1.200	0.820	0.820
Leeds District Heat Network		4.000	4.000	4.000	Green
Resource Efficiency Fund		0.600	0.720	0.720	Green
Resource Efficiency Fund 2		0.560	0.617	0.617	
Tackling Fuel Poverty			6.000	5.669	Green
Priority 3 - Balance /Over-programming		6.440			
Priority 3 - Clean Energy and Economic Resilience Total		12.800	12.157	11.826	
Priority 4a - Housing and Regeneration	Barnsley Town Centre	1.760	1.757	1.757	Green/Amber
	Bradford - One City Park	5.200	5.200	5.200	Amber
	Bradford Odeon	0.330	0.358	0.358	Amber
	City Centre Heritage Properties - Bradford		7.400		Amber
	Dewsbury Riverside		4.612		Amber
	East Leeds Housing Growth - Brownfield Sites	1.100	1.100	1.100	Green
	East Leeds Housing Growth - Red Hall	4.000	4.000	4.000	Green/Amber
	Halifax - Beech Hill	1.000	2.197	1.400	Green/Amber
	Halifax Living Programme (Phase 1)	0.764	0.830		Amber
	Halifax Town Centre (Northgate House)	1.300	3.000	3.000	Green/Amber
	Kirklees Housing Sites	1.000	1.000	1.000	Green/Amber
	Leeds - Bath Road	0.580	0.575	0.575	Amber
	New Bolton Woods	3.600	3.960	3.960	Green
	Wakefield City Centre - South East Gateway/Rutland Mill	6.505	2.890		Amber
	Wakefield Civic Quarter	1.100	1.100	1.061	Green
	York Central	1.700	2.550	2.550	Amber
	York Guildhall	2.350	2.348	2.348	Green

Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	Forecast Spend 2019/20	Actual & Forecast Total Spend 2019/20	In Year RAG	2020/21 Forecast	Total to 2020/21
5.443	2.000	1.537	1.063	2.600	Green	2.750	10.793
5.443	2.000	1.537	1.063	2.600		2.750	9.443
10.786	2.341	1.685	0.656	2.341	Green	2.572	15.700
0.055	0.458	0.197	0.261	0.458	Amber	1.987	2.500
1.559	0.800	0.191	0.609	0.800	Red	2.591	4.950
21.020	4.911	2.329	1.300	3.629	Green/Amber	9.352	34.000
2.922					Green		2.922
	4.300		4.880	4.880	Green	8.167	13.047
3.000					Green		3.000
39.342	12.810	4.402	7.707	12.108		24.669	62.072
0.250					Green		0.250
4.977					Green		4.977
9.797	0.658		0.657	0.657	Amber	0.667	11.121
3.101					Green		3.101
8.998					Green		8.998
39.843	0.057		0.057	0.057	Amber		39.900
13.351		(0.001)	0.001	0.000	Green		13.351
0.694					Green		0.694
0.119					Green		0.119
0.300					Green		0.300
3.327					Green		3.327
84.757	0.715	(0.001)	0.715	0.714		0.667	78.157
0.218	0.196		0.030	0.030	Red	0.572	0.820
4.000					Green		4.000
0.612	0.104	0.108		0.108	Green		0.720
						0.617	0.617
5.668	0.002	0.002		0.002	Green		5.670
							0.974
10.498	0.302	0.110	0.030	0.140		1.188	12.800
1.757					Green		1.757
0.400					Green	4.800	5.200
0.280	0.077	0.077		0.077	Green		0.358
	0.300		0.400	0.400	Green	7.000	7.400
	1.700				Green	4.612	4.612
1.100					Green/Amber		1.100
4.000					Green/Amber		4.000
1.181	0.219	0.219		0.219	Green		1.400
					Amber/Red		
1.358	1.642	0.115	0.350	0.465	Green/Amber	1.177	3.000
0.604	0.096				Green		0.604
0.575					Green		0.575
3.600					Green	0.360	3.960
					Green	2.890	2.890
1.056	0.044		0.044	0.044	Green		1.100
2.550					Green/Amber		2.550
1.801	0.547	0.547		0.547	Green		2.348

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	Priority 4a - Balance	9.411											(1.153)	
	Priority 4a - Housing and Regeneration Total	41.700	44.876	28.308		20.262	4.625	0.957	0.794	1.752		20.839	41.700	
Priority 4b - West Yorkshire + Transport Fund	A6110 Leeds Outer Ring Road	17.800	11.990	0.286	Amber	0.030	0.116	0.096	0.144	0.240	Amber	0.280	0.550	
	A62 - A644 (Wakefield Road) Link Road	69.270	69.300	0.965	Amber/Red	0.733	0.476	0.194	0.084	0.278	Amber/Red	0.647	1.658	
	A62 - A644 (Wakefield Road) Link Road (Combined Authority)					0.044		(0.044)		(0.044)				
	A629 (Phase 1A) - Jubilee Road to Free School Lane	8.160	8.640	8.640	Green/Amber	8.640					Green/Amber		8.640	
	A629 (Phase 1A) - Jubilee Road to Free School Lane (Combined Authority)					0.000							0.000	
	A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	18.900	27.840	5.670	Amber	2.111	2.000	0.235	0.634	0.869	Green/Amber	5.510	8.490	
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements	40.930	50.584	3.247	Amber	2.615	0.338	0.253	0.120	0.373	Green/Amber	17.274	20.262	
	A629 (Phase 2) - Eastern Gateway and Station Access Improvements (Combined Authority)					0.126								0.126
	A629 (Phase 2) - Halifax Bus Station		0.566	0.566	Amber		0.065	0.161	0.232	0.393	Green	0.173	0.566	
	A629 (Phase 4) - Ainley Top	30.000	25.920	7.085	Green/Amber	0.556	0.500	0.129	0.048	0.177	Green/Amber	0.704	1.437	
	A629 (Phase 4) - Ainley Top (Combined Authority)													
	A629 (Phase 5) - Ainley Top into Huddersfield	12.088	12.090	4.418	Green	1.168	2.282	0.437	1.673	2.110	Green	2.849	6.127	
	A629 (Phase 5) - Ainley Top into Huddersfield (Combined Authority)													
	A641 Bradford - Huddersfield Corridor	75.550	75.540	0.794	Amber	0.270	0.644	0.126	0.241	0.368	Green	0.367	1.005	
	A65 - Leeds Bradford International Airport Link Road	35.690	75.000	1.785	Red	1.391	0.460	0.179	0.071	0.250	Red	0.150	1.791	
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	10.250	9.334	9.334	Green	3.610	2.891	2.297	1.185	3.482	Green	1.320	8.412	
	A650 Hard Ings Road (Phase 1) - Hard Ings Road Only (Combined Authority)													
	A650 Tong Street	7.070	20.000	0.185	Amber	0.249	0.030	0.021	0.018	0.039	Amber		0.287	
	A650 Tong Street (Combined Authority)					-0.064								(0.064)
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	28.830	8.640	9.597	Green	8.635	0.025					Green	0.962	9.597
	Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride (Combined Authority)			0.341		0.340		0.001			0.001			0.341
	Bradford Forster Square Station Gateway	17.030	17.320	3.671	Green	0.360	0.216	0.051	0.134	0.185	Green	0.437	0.983	
	Bradford Forster Square Station Gateway (Combined Authority)					0.057		(0.006)			(0.006)			0.051
	Bradford Interchange Station Gateway (Phase 1)	10.880	5.650	0.293	Green	0.197	0.082	0.052	0.012	0.064	Green	0.177	0.439	
	Bradford Interchange Station Gateway (Phase 1) (Combined Authority)					0.014								0.014
	Bradford to Shipley Corridor	47.900	47.900	3.979	Green	1.261	0.448	0.607	0.132	0.739	Green	0.376	2.376	
	Calder Valley Line - Elland Station		2.638	0.700	Green/Amber	0.110	0.350	0.077	0.110	0.187	Amber	0.441	0.738	
	Calder Valley Line - Elland Station (Combined Authority)		15.672	1.435		0.348	0.533	0.044	0.051	0.095		2.288	2.731	
	Castleford Growth Corridor Scheme	37.520	6.870	1.839	Green/Amber	0.171	1.111	0.042	0.029	0.071	Green/Amber	2.692	2.934	
	Castleford Station Gateway	4.500	2.840	2.836	Green/Amber	0.257	2.075	0.056	0.254	0.310	Green/Amber	2.269	2.836	
	CityConnect Phase 3 Canals													
	CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4													
	CityConnect Phase 3 Cooper Bridge		1.862	0.365	Green/Amber			0.015		0.015	Amber	0.350	0.365	
CityConnect Phase 3 Huddersfield Town Centre											0.000	0.000		
CityConnect Phase 3 Leeds		6.504	0.100	Green/Amber			0.055		0.055	Green/Amber		0.055		
CityConnect Phase 3 West Yorkshire Combined Authority		3.687	0.695		0.000	0.774	0.013	0.027	0.040		0.020	0.060		
Clifton Moor Park and Ride	9.760			N/A							N/A			
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	2.500	0.180	0.180	Green/Amber	0.235						Green		0.235	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12) (Combined Authority)					-0.121								(0.121)	
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	3.150	4.210	0.809	Green	0.273	0.180	0.237	0.087	0.324	Green	1.836	2.433		
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15) (Combined Authority)					-0.020								(0.020)	
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	8.500	9.660	0.947	Green/Amber	0.293	0.102	0.182	0.509	0.692	Amber	3.051	4.036		

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	Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10) (Combined Authority)					0.003							0.003
	Corridor Improvement Programme - Bradford - A650 Shipley Airedale - A647 Leeds Road	10.300		0.277	N/A						N/A		
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	6.020	5.800	0.942	Green/Amber	0.207	0.450	0.455	0.120	0.575	Green/Amber	2.159	2.941
	Corridor Improvement Programme - Calderdale - A58 - A672 Corridor (Combined Authority)					0.008		(0.000)		(0.000)			0.007
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	5.090	4.950	0.790	Green/Amber	0.146	0.414	0.311	0.111	0.422	Green/Amber	1.723	2.291
	Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor (Combined Authority)					0.008		(0.000)		(0.000)			0.007
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor	7.500	7.500	0.855	Green	0.406	0.462	0.449	0.109	0.559	Amber	6.942	7.906
	Corridor Improvement Programme - Kirklees - A62 Smart Corridor (Combined Authority)					0.045		(0.038)		(0.038)			0.006
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	4.900	4.900	0.250	Green/Amber	0.147	0.308	0.084	0.024	0.109	Green/Amber	1.040	1.296
	Corridor Improvement Programme - Kirklees - Holmfirth Town Centre (Combined Authority)												
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	8.200	8.200	2.234	Green/Amber	0.275	0.859	0.143	0.090	0.233	Green	3.965	4.473
	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors (Combined Authority)												
	Corridor Improvement Programme - Leeds - Dawsons Corner	15.000	14.480	2.607	Amber/Red	0.523	2.772	0.169	0.131	0.300	Amber	4.380	5.203
	Corridor Improvement Programme - Leeds - Dyneley Arms	8.000	2.480	0.775	Green	0.269	1.737	0.079	0.071	0.150	Green	1.550	1.969
	Corridor Improvement Programme - Leeds - Dyneley Arms (Combined Authority)					0.026							0.026
	Corridor Improvement Programme - Leeds - Fink Hill	0.950	3.980	0.519	Green/Amber	0.123	0.729	0.121	0.109	0.230	Green	2.540	2.893
	Corridor Improvement Programme - Wakefield - A650 Newton Bar	4.230	11.310	0.205	Green/Amber	0.142	2.299	0.063	0.071	0.135	Green/Amber	2.173	2.450
	Corridor Improvement Programme - Wakefield - A650 Newton Bar (Combined Authority)												
	Corridor Improvement Programme - Wakefield - Owl Lane	2.560	0.054	0.075	N/A	0.054	0.001	0.001		0.001	N/A	2.507	2.561
	Corridor Improvement Programme - Wakefield - Owl Lane (Combined Authority)												
	Corridor Improvement Programme (Phase 1)		0.008	0.408	Green	0.008	0.100		0.100	0.100	Green	0.158	0.266
	Corridor Improvement Programme (Phase 2)		0.650		N/A						N/A		
	Corridor Improvement Programme (Phase 3)		46.818		N/A						N/A		
	Glasshoughton Southern Link Road	7.090	5.968	5.968	Green	0.807	4.885	2.602	0.635	3.237	Green	0.915	4.959
	Glasshoughton Southern Link Road (Combined Authority)					4.493		(2.602)	(0.635)	(3.237)		(1.256)	(0.000)
	Halifax Station Gateway	10.600	10.600	1.355	Amber	0.564	0.500	0.604	0.188	0.791	Green/Amber	0.551	1.906
	Halifax Station Gateway (Combined Authority)					0.002							0.002
	Harrogate Road - New Line	4.920	7.670	2.875	Green	2.796	2.439	0.323	1.665	1.988	Green	1.963	6.746
	Harrogate Road - New Line (Combined Authority)					0.004							0.004
	Huddersfield Station Gateway (Phase 1)		5.500	0.115	Green	0.010	0.170	0.098	0.040	0.138	Green/Amber	4.852	5.000
	Huddersfield Station Gateway (Phase 1) (Combined Authority)					0.001							0.001
	Huddersfield Station Gateway (Phase 2)		5.000	0.022	Amber	0.022		0.012	0.004	0.016	Amber	0.008	0.046
	Huddersfield Station Gateway (Phase 2) (Combined Authority)					0.030							0.030
	Leeds City Centre Network and Interchange Package	36.500	66.800	3.774	Amber	1.678	3.524	0.461	0.289	0.750	Amber	8.900	11.328
	Leeds ELOR and North Leeds Outer Ring Road	73.260	90.330	90.330	Amber	22.830	21.237	6.161	7.471	13.632	Amber	50.858	87.320
	Leeds ELOR and North Leeds Outer Ring Road (Combined Authority)					0.001							0.001
	Leeds Inland Port		3.170		Green/Amber		1.077				Green/Amber		
	Leeds Station Gateway - Leeds Integrated Station Masterplan	0.400	0.400	0.400	Green	0.312	0.024		0.030	0.030	Green	0.058	0.400
	Leeds Station Gateway - New Station Street	1.590	2.120	2.120	Green	0.722	1.395	0.922	0.295	1.217	Green		1.939
	M62 Junction 24A	18.510	0.060	0.070	Amber	0.044		0.008	0.007	0.016	Amber		0.060
	Mirfield to Dewsbury to Leeds (M2D2L)	12.510	12.500	0.535	Green/Amber	0.210	0.425	0.056	0.275	0.330	Green/Amber	5.620	6.160
	Mirfield to Dewsbury to Leeds (M2D2L) (Combined Authority)					0.010							0.010
	Parking Extensions at Rail Stations (PEARS)			0.138	Green	0.138					Green		0.138

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	Rail Parking Package - Apperley Bridge	1.200	1.200	0.113	Green/Amber		0.423				Amber	0.113	0.113
	Rail Parking Package - Ben Rhydding	2.101	2.080	0.150	Green/Amber						Red	0.150	0.150
	Rail Parking Package - Fitzwilliam	0.700	0.492	0.701	Green	0.492					Green		0.492
	Rail Parking Package - Fitzwilliam (Combined Authority)												
	Rail Parking Package - Garforth	0.830	1.129	1.129	Green/Amber	0.044	0.780	0.735	0.351	1.085	Green/Amber		1.129
	Rail Parking Package - Guiseley	7.000	6.970	0.143	Amber/Red		0.113				Amber	0.143	0.143
	Rail Parking Package - Hebden Bridge	0.650	0.884	0.884	Amber	0.018	0.522	0.218		0.218	Amber	0.648	0.884
	Rail Parking Package - Mirfield A	0.310	0.220	0.309	Green	0.170		0.050		0.050	Green		0.220
	Rail Parking Package - Moorthorpe	1.100	1.080	0.111	Green/Amber	0.018	0.250	0.026	0.080	0.106	Green	0.952	1.076
	Rail Parking Package - Mytholmroyd	3.640	3.952	3.952	Green/Amber		1.508	0.132	1.445	1.577	Green/Amber	2.375	3.952
	Rail Parking Package - Normanton	1.440	1.440	2.296	Amber				0.100	0.100	Red	1.366	1.466
	Rail Parking Package - Outwood	1.100	1.540	0.210	Green/Amber	0.051	0.392	0.025	0.128	0.154	Amber/Red	0.550	0.755
	Rail Parking Package - Outwood (Combined Authority)					-0.042		0.042		0.042			
	Rail Parking Package - Shipley	2.550	2.550		Amber						Amber/Red	2.550	2.550
	Rail Parking Package - South Elmsall	0.610	0.605	0.670	Green	0.605					Green		0.605
	Rail Parking Package - Steeton and Silsden	2.530	3.879	3.879	Green/Amber		0.230		0.200	0.200	Amber	3.679	3.879
	Rail Parking Package (Phase 1)		4.400	1.701	Green	1.209	0.569	0.054	0.247	0.301	Green	0.270	1.780
	Rail Parking Package (Phase 2)		23.330	2.016	Amber/Red	0.033	2.010	0.065	0.030	0.095	Amber/Red	0.178	0.306
	South East Bradford Access Road	46.310	46.300	1.304	Green	0.144	0.121	0.020	0.029	0.048	Green	0.280	0.472
	South East Bradford Access Road (Combined Authority)					-0.084							(0.084)
	Thorpe Park Station	10.060	10.050	0.500	Amber	0.287					Amber		0.287
	Transformational - A6120 Leeds Northern Outer Ring Road Improvements		0.393	0.393	Green/Amber			0.086	0.079	0.165	Green	0.228	0.393
	Transformational - Bradford Interchange Station Gateway (Phase 2)		0.512	0.512	Green	0.024	0.159	0.048	0.021	0.069	Green		0.093
	Transformational - Bradford Interchange Station Gateway (Phase 2) (Combined Authority)					0.008		(0.003)		(0.003)			0.005
	Transformational - Kirklees Transport Model	0.167	0.167	0.167	Green				0.090	0.090	Green	0.077	0.167
	Transformational - LCR Inclusive Growth Corridor Plans		7.030	2.395	Amber	0.580		0.167	0.589	0.756	Green/Amber	0.636	1.971
	Transformational - Leeds Transport Model		0.600								(blank)		
	Transformational - NE Calderdale Transformational Programme Study		0.400	0.400	Green	0.174	0.195	0.031	0.196	0.226	Green		0.400
	Transformational - North Kirklees Orbital Route Feasibility Study		0.248	0.248	Green/Amber	0.131	0.046	0.067	0.050	0.117	Green/Amber		0.248
	Transformational - North Kirklees Orbital Route Feasibility Study (Combined Authority)					0.010							0.010
	Transformational - South Featherstone Link Road Feasibility Study	0.284	0.284	0.284	Green	0.131	0.046	0.023		0.023	Green	0.031	0.184
	Transformational - South Featherstone Link Road Feasibility Study (Combined Authority)					0.023							0.023
	Transformational - York Northern Outer Ring Road Dualling Feasibility Study	0.300	0.295	0.295	Green	0.271		0.024		0.024	Green		0.295
	Transforming Cities Fund Development Funding		3.000	3.000	Green/Amber			0.116	1.135	1.251	Green/Amber	1.749	3.000
	Wakefield City Centre Package (Phase 1) - Kirkgate	5.400	5.556	5.556	Green	5.526		0.030		0.030	Green		5.556
	Wakefield City Centre Package (Phase 1) - Kirkgate (Combined Authority)												
	Wakefield City Centre Package (Phase 2) - Ings Road	3.360	4.530	0.270	Green/Amber	0.065	0.287	0.030	0.033	0.063	Green/Amber	1.016	1.144
	Wakefield City Centre Package (Phase 2) - Ings Road (Combined Authority)					0.003							0.003
	Wakefield Eastern Relief Road	29.400	37.593	37.593	Green/Amber	35.907		0.087	0.393	0.480	Green	1.012	37.399
	Wakefield Eastern Relief Road (Combined Authority)												
	West Yorkshire Integrated UTMC	7.260	0.450	0.450	Amber	0.277	0.173	0.057	0.025	0.082	Green	0.070	0.429
	West Yorkshire Integrated UTMC (Combined Authority)												
	West Yorkshire Integrated UTMC (Phase A) - Bradford		0.632	0.632	Green			0.033	0.142	0.175	Green	0.457	0.632
	West Yorkshire Integrated UTMC (Phase A) - Calderdale		0.351	0.351	Green/Amber				0.075	0.075	Green	0.268	0.343
	West Yorkshire Integrated UTMC (Phase A) - Kirklees		0.587	0.587	Green	0.023			0.120	0.120	Green	0.387	0.530
	West Yorkshire Integrated UTMC (Phase A) - Leeds		1.514	1.514	Green/Amber						Green	1.560	1.560
	West Yorkshire Integrated UTMC (Phase A) - Wakefield		0.760	0.760	Green				0.075	0.075	Green	0.671	0.746

2019/20 Q3 Growth Deal Financial Dashboard (to 31/12/2019)
All figures in £ million

Target	105.434	31.466	Actual To date 2019/20
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SEP Priority	Project Name	Original Allocation	Indicative Funding	Full Funding Approval	Overall RAG
	West Yorkshire Integrated UTMC (Phase B) - Programme Line		2.216	1.225	Green/Amber
	West Yorkshire Plus Transport Fund Delivery - Programme Line				
	York Central Access Road and Station Access Improvements	27.000	39.790	3.280	Amber
	York Northern Outer Ring Road	37.600	2.940	2.450	Green/Amber
	York Northern Outer Ring Road - Future Phases		26.303		
	York Northern Outer Ring Road - Phase 1 (Wetherby Road)		3.866	3.866	Green
	York Northern Outer Ring Road - Phase 2 (Monks Cross)		3.585	3.585	Amber/Red
	York Northern Outer Ring Road - Phase 2 (Monks Cross) (Combined Authority)		2.571		
	York Northern Outer Ring Road - Phase 3		2.174		Green/Amber
	Priority 4b - Over-programming				
	Priority 4b - West Yorkshire + Transport Fund Total	927.309	1,102.473	277.940	
21	Priority 4c - Economic Resilience Programme				
	Flood Alleviation - Brighouse and Clifton	1.800	1.500		Amber
	Flood Alleviation - Hebden Bridge	1.800	1.900		Green
	Flood Alleviation - Kirklees	0.300	0.300		Amber
	Flood Alleviation - Leeds (FAS1)	3.787	3.787	3.787	Green
	Flood Alleviation - Leeds (FAS2)	3.900	3.900	3.900	Green
	Flood Alleviation - Mytholmroyd	2.500	2.500	2.500	Green/Amber
	Flood Alleviation - Skipton	1.500	1.500	1.500	Green
	Flood Alleviation - Wyke Beck	2.558	2.558	2.558	Green/Amber
	Leeds City Region Flood Resilience Programme				
	Natural Flood Management - Colne and Calder	1.299	1.299	1.299	Amber
	Natural Flood Management - Upper Aire	0.388	0.388	0.388	Green/Amber
	Priority 4c - Balance of Funding	0.168			
	Priority 4c - Economic Resilience Programme Total	20.000	19.632	15.932	
Priority 4d - Enterprise Zone Development	EZ - Bradford - Gain Lane		9.877	9.877	Green/Amber
	EZ - Bradford - Parry Lane		4.250		Amber/Red
	EZ - Bradford - Staithgate Lane		0.085	0.085	Amber/Red
	EZ - Calderdale - Clifton Business Park		3.356	3.356	Amber
	EZ - Kirklees - Lindley Moor East				Amber
	EZ - Leeds - Aire Valley	10.000	4.589	4.589	Amber/Red
	EZ - Programme	10.000	22.782	1.533	Green/Amber
	EZ - Wakefield - Langthwaite Business Park Extension		1.800		Amber
	EZ - Wakefield - South Kirkby Business Park		2.826	2.675	Green/Amber
	Priority 4d - Over-programming				
Priority 4d - Enterprise Zone Development Total	20000000.00	49.565	22.114		
Grand Total		1,162.038	521.432		

Cumulative Actual Spend Prior to 2019/20	Agreed Annual Forecast 2019/20	Actual Spend 2019/20	Forecast Spend 2019/20	Actual & Forecast Total Spend 2019/20	In Year RAG	2020/21 Forecast	Total to 2020/21
2.943							2.943
1.995	2.910	0.249	1.678	1.927	Amber	25.366	29.287
2.005	0.445	0.445		0.445	Green/Amber	2.450	4.900
						10.376	10.376
3.528	0.071	0.324	0.013	0.337	Green		3.866
0.044	1.843	0.099		0.099	Red	3.443	3.585
2.356		(0.099)		(0.099)		(2.258)	
	2.534		2.174	2.174	Amber		2.174
							(109.980) #
129.921	77.130	19.170	26.494	45.664		206.572	272.177
					Amber	1.500	1.500
					Green	1.900	1.900
					Amber		
3.787					Green		3.787
	2.302	3.690	0.210	3.900	Green		3.900
2.500					Green		2.500
1.500					Green		1.500
1.718	0.840	0.840		0.840	Green/Amber		2.558
0.148	0.657	0.173	0.051	0.224	Green/Amber	0.928	1.299
	0.201	0.112	0.071	0.182	Green/Amber	0.206	0.388
							0.668
9.652	4.000	4.814	0.332	5.146		4.533	20.000
			3.240	3.240	Green	6.637	9.877
					Amber	1.250	1.250
	0.085	0.065	0.020	0.085	Amber/Red		0.085
0.136	0.200	0.152	0.106	0.258	Amber/Red	2.570	2.964
					Amber		
4.370	0.219				Red	0.219	4.589
0.247	3.349	0.260	0.088	0.348	Green/Amber	0.937	1.533
					Amber	1.800	1.800
					Green/Amber	2.675	2.675
							(4.772)
4.753	3.853	0.477	3.454	3.931		16.087	20.000
304.629	105.434	31.466	40.590	72.055		277.307	516.350

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Leeds Public Transport Investment Programme Dashboard Quarter 3 2019/20

Packages and schemes	Baseline budget (m)	Total Actual 17/18	Total Actual 18/19	Actual (Q1/Q2/Q3) 2019/20	Q4 Est Spend 2019/20	Total Est 2019/20	Total 20/21	Total 21/22 & On	Total Actual and Projected DFT	Description
Bus priority										
A660	£50.32	£60,741	£404,097	£539,576	£301,377	£840,954	£3,662,252	£431,956	£5,400,000	A series of bus priority measures which address traffic hotspots, to improve bus journey times along the corridor and encourage modal shift.
A660 LWR Lawnswood RDBT		£1,022	£202,909	£259,864	£286,205	£546,069	£0	£0	£750,000	Improving bus journey times by investing in the Lawnswood roundabout; this will include; baseline modelling, feasibility design and production of an Outline Business Case. This initial funding approval is for scheme feasibility development, including internal and external resource. Only proceeding to OBC as part of LPTIP. delivery now outside the programme.
A61 North		£28,897	£847,857	£536,216	£649,962	£1,186,178	£1,255,067	£0	£3,318,000	A series of bus priority measures which address traffic hotspots, to improve bus journey times along the corridor and encourage modal shift. This includes the extension of bus lanes, the reallocation of road space to provide shared bus/cycle lanes and key junction improvements.
A58		£29,089	£488,267	£353,523	£398,279	£751,802	£11,660,407	£1,606,436	£14,536,000	Investment at key traffic hotspots to improve bus journey times along the corridor; this includes new bus lanes, bus signal prioritisation, segregated cycle tracks, new pedestrian crossings, widening footways, extended bus stops and waiting areas.
A647		£34,623	£844,195	£1,370,965	£1,768,863	£3,139,827	£11,544,321	£367,034	£15,930,000	A647 is main corridor between Armley G through Stanningley towards Bradford (around Dawsons corner). Improvements include extended bus lanes (both directions) and conversion of HOV lane to bus lane. Priority signals and junction improvements. Relocation of some bus stops. Bus gate on Gloucester Terrace. Ledgard way junction (Mikes carpets) will have improved pedestrian and cycling facilities, and some gaps in the cycle superhighway will be filled in.
A61 South		£85,194	£135,092	£1,836,712	£2,647,848	£4,484,560	£9,877,554	£3,664,600	£18,247,000	To provide a high quality bus priority corridor from the Stourton Park & Ride into the city centre, improvements along the A61(s) corridor from the junction with M621 to Meadow Lane. Bus priority measures, bus lanes and junction improvements. Dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.
A65		£0	£0	£28,731	£370,757	£399,488	£737,567	£71,945	£1,209,000	Upgrade of existing fixed time junctions and pedestrian crossings to dynamic adaptive MOVA control. 11 junctions between A65 junction with A58 and Kirkstall Forge. Supports LPTIP programme to improve efficiency of public transport.
Taken to Design Freeze		£181,361	£0	£3,111,305	£-3,111,305	£0	£1,023,134	£0	£1,204,495	Funding available for schemes which are designed to OBC but not progressing to delivery under LPTIP
Sub total	£50.32	£420,927	£2,922,417	£8,036,892	£3,311,986	£11,348,878	£39,760,302	£6,141,971	£60,594,495	
Park and Ride										
Stourton	£23.00	£555,484	£894,364	£6,369,782	£3,302,374	£9,672,156	£21,449,435	£4,418,562	£36,990,000	A new 1200 space park and ride adjacent to M621 junction 7. Works to HE Junction 7. P&R bus service procurement – includes additional walking and cycling measures. ERDF funding being drawn down to support delivery of solar canopies and electric vehicle charging points.
Temple Green Extension		£0	£1,448,656	£203,950	£343,156	£547,105	£4,950,239	£440,000	£7,386,000	388 further spaces as an expansion of the existing P&R facility.
Alwoodley Gates	£15.00	£29,182	£225,029	£249,222	£-121,178	£128,045	£0	£0	£382,256	Feasibility for P&R site in the north of the city. Delivery of preferred site location. Funded up to OBC but not progressing as part of LPTIP
Elland Road	£2.50	£51,974	£215,701	£3,591,069	£1,492,249	£5,083,318	£969,006	£0	£6,320,000	Further expansion of Elland Road P & R. to include an additional 550 spaces and bus priority measures.
Sub total	£40.50	£636,640	£2,783,749	£10,414,023	£5,016,601	£15,430,624	£27,368,680	£4,858,562	£51,078,256	
City Centre Gateways										
Woodhouse Lane	£42.70	£22,785	£67,643	£936	£-936	£0	£0	£0	£90,429	Simplifying the road layout to reduce congestion, upgrading the pedestrian environment, improving signage and legibility and redesigning configuration and quality of bus stops. Woodhouse Lane & Albion Street schemes are funded to OBC only, and will not be delivered as part of LPTIP.
Albion Street		£19,211	£67,478	£0	£0	£0	£0	£0	£86,689	Developed to initial options analysis and SOBC only. Not progressing as part of LPTIP
Infirmiry Street		£19,076	£67,037	£541,332	£-541,332	£0	£8,902,000	£0	£8,988,112	Changes to the existing highway alignment to facilitate 2 way operation for buses and hackney carriages along infirmiry street. Park row to become one way south bound. Wider footways will be created and a segregated cycle facility.
Corn Exchange		£21,124	£162,887	£621,479	£545,156	£1,166,635	£13,155,355	£7,000,000	£21,506,000	The scheme will deliver a series of improvements to bus, pedestrian and cycling infrastructures as well as enhancements to the public realm. Improved pedestrian crossings and footpath widening as well as protected cycle lanes and cycle crossings. provision of new green infrastructure and enhanced townscape.
The Headrow		£20,153	£1,138,223	£3,214,777	£4,353,949	£7,568,725	£14,029,902	£0	£22,757,003	Improvements to bus waiting facilities, pedestrian and cycling measures and public realm along this key strategic city centre corridor.
Sub total	£42.70	£102,349	£1,503,267	£4,378,524	£4,356,837	£8,735,361	£36,087,256	£7,000,000	£53,428,233	
Total Bus Infrastructure Prog	£133.52	£1,159,917	£7,209,434	£22,829,438	£12,685,424	£35,514,863	£103,216,238	£18,000,533	£165,100,984	

Leeds Public Transport Investment Programme Dashboard Quarter 3 2019/20

Packages and schemes	Baseline budget (m)	Total Actual 17/18	Total Actual 18/19	Actual (Q1/Q2/Q3) 2019/20	Q4 Est Spend 2019/20	Total Est 2019/20	Total 20/21	Total 21/22 & 0n	Total Actual and Projected DFT	Description
Management Costs										
Programme management		£0	£78,365	£143,147	£29,716	£172,863	£83,000	£30,000	£364,228	
Programme management		£198,770	£175,682	£523,309	£515,636	£7,672	£135,673	£0	£517,797	
Programme PR, Comms and Marketing		£20,000	£120,133	£104,235	£37,645	£66,590	£119,199	£84,054	£409,976	
Programme PR, Comms and Marketing		£101,699	£39,140	£127,410	£87,211	£40,199	£42,176	£0	£223,214	
Monitoring evaluation and benefits realisation		£26,000	£59,483	£50,992	£3,962	£54,954	£143,761	£0	£284,198	
Monitoring evaluation and benefits realisation		£30,461	£0	£6,998	£5,474	£1,524	£88,508		£120,493	
Package management		£0	£0	£61,233	£0	£61,233	£0	£0	£61,233	
Package management	£3.18	£102,351	£0	£125,121	£95,111	£30,010	£0	£0	£132,360	
Legal		£15,000	£0	£4,302	£0	£4,302	£0	£0	£19,302	
Legal		£2,474	£5,953	£0	£24,047	£24,047	£15,000	£0	£47,475	
Finance management		£5,000	£30,000	£20,973	£0	£20,973	£0	£0	£55,973	
Finance management		£25,200	£36,000	£18,000	£18,000	£36,000	£36,000	£0	£133,200	
Assurance of programme		£46,500	£156,938	£160,004	£0	£160,004	£0	£0	£363,442	
WYCA Pan Programme Costs		£0	£0	£0	£250,000	£250,000	£250,000	£40,000	£540,000	
Sub total	£3.18	£573,455	£701,693	£1,345,724	£415,352	£930,371	£913,317	£154,054	£3,272,890	
Total	£184.10	£3,217,349	£10,146,899	£26,021,852	£14,729,867	£40,751,719	£133,258,967	£28,398,396	£215,773,329	

Leeds City Council
West Yorkshire Combined Authority

	£1,939,728	£7,888,855	£24,152,208	£12,378,622	£36,530,830	£107,843,471	£18,332,325	£172,535,210
	£1,277,621	£2,258,044	£1,869,644	£115,343	£4,220,889	£25,415,496	£10,066,071	£43,238,120
TOTAL	£3,217,349	£10,146,899	£26,021,852	£8,797,404	£40,751,719	£133,258,967	£28,398,396	£215,773,329

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Report to: West Yorkshire and York Investment Committee

Date: 5 March 2020

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Helen Feltrup / Craig Taylor

1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Investment Committee has delegated decision making authority, this was approved by the Combined Authority on 13 December 2018. Where Investment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.

2 Integrated Clean Growth

- 2.1 Through the Assurance Framework and other internal decision-making procedures, the Combined Authority will review and embed clean growth considerations into our activities.
- 2.2 Building 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), the Combined Authority are now in the process of procuring expert advice to frame and develop a robust quantifiable methodology for assessing all new scheme's predicted carbon emissions / wider clean growth impacts. This will include a review of existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- 2.3 The development of the specification for the work (which has benefitted from active engagement and input from Leeds City Region local authorities) will allow the Combined Authority to map and detail the emissions footprint of the 180+ projects in the West Yorkshire Plus Transport Fund and LCR Local

Growth Fund pipeline and provide technical advice and training support to project sponsors in the design and development of future investments. This will ensure that the business cases for these reflect the LCR Climate Emergency and that we can evidence that they will reduce carbon emissions (both directly and indirectly).

- 2.4 A tender has now been issued to the market with the intention of appointing a successful consultant (or consortium) by the end of the financial year. It should be noted that LCR local authority officers will be involved in the evaluation of tender responses working alongside Combined Authority officers. It is anticipated that the technical work will be completed by September 2020, with the training and support elements running throughout the year across a longer timeline.
- 2.5 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports.

3 Report

- 3.1 This report presents proposals for the progression of two 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 £17.917 million when fully approved, of which the total value of £17.917 million will be funded by the Combined Authority. Further details on the schemes are summarised below and can be found as part of this report.

<u>Scheme</u>	<u>Scheme description</u>
<p>A647 Corridor Leeds</p>	<p>The scheme consists of a series of improvements along the A647 corridor that extends from Armley Gyratory and Leeds Road Gyratory and includes Stanningley Road including:</p> <ul style="list-style-type: none"> • extending sections of existing bus lanes and the conversion of existing High Occupancy Vehicle lanes to dedicated bus lanes with bus priority measures at traffic signals • improvements to the Armley Road/Ledgard Way junction and Pickering Street, reducing delays to general traffic and improving safety for all users • new/improved crossings, widening of footways and the relocation/reorganisation of bus stops • segregated lanes to complement the Leeds Bradford cycle superhighway <p>The scheme supports Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It is part of the Leeds Public Transport Investment Programme (LPTIP) and will be funded through devolved Department for Transport funding.</p> <p><u>Impact</u></p> <p>The scheme aims to promote modal shift from car to bus, taking up to 210,000 car kilometres off the road network following</p>

	<p>completion, helping to reduce levels of greenhouse gas emissions on a key transport corridor with adjacent residential and education uses. Measurable outcomes and benefits include:</p> <ul style="list-style-type: none">• a reduction in bus journey times, both inbound and outbound, improved journey time reliability and improved levels of patronage and user satisfaction• improved facilities for cyclists and pedestrians, including accessibility of bus stops• improved road safety with a reduction in the severity of accidents• increased capacity in the overall transport network and expanded labour market catchments <p>The forecast benefit cost ratio (BCR) ranges from 5:96:1 (the 'core' scenario) to 6.67:1 (the 'adjusted' scenario when wider economic benefits are accounted for) which represents very high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 and commence work on activity 5 (full business case with finalised costs)</p> <p>Total value - £15.93 million</p> <p>Total value of Combined Authority funding - £15.93 million</p> <p>Funding recommendation sought - £0</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p>Rail Parking Package</p> <p>Normanton</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver an extended car park at Normanton rail station, increasing the free rail car parking capacity to 173 spaces.</p> <p>The scheme will also deliver enhanced drainage infrastructure, CCTV, low energy lighting and provision of electrical ducting for two future electric charging bays.</p> <p>The scheme is to be wholly funded by the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>The scheme will increase the parking capacity by 121 spaces, enabling additional users' access to secured parking at the rail station, and to onward travel by rail, supporting the transport fund policies and strategies. This will include provision of an additional seven blue badge bays, taking the total provision to eight spaces.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 2.3:1, judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme supports the inclusive growth principle of a better quality of life by increasing the access to jobs, education, and retail through a more sustainable transport mode, and in the process reducing road traffic congestion, supporting ambitions to improve air quality.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case plus costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £1.987 million</p> <p>Total value of Combined Authority funding - £1.987 million</p> <p>Funding recommendation sought - £1.987 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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3.2 Since the Investment Committee's meeting on 5 February 2020, 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. These schemes have a total combined funding value of £89.358 million when fully approved, of which the total value of £75.172 million will be funded by the Combined Authority.

<p><u>Scheme</u></p> <p>South Kirkby Business Park Enterprise Zone</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>This scheme is part of the Leeds City Region Enterprise Zone Programme, funded through the Local Growth Deal fund and involves a 2.64 hectare extension at plot 3 on South Kirkby Business Park Enterprise Zone site.</p> <p><u>Decision</u></p>
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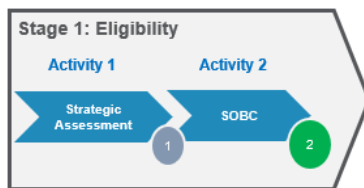
	<p>The Managing Director approved this decision point 5 approval on 24 January 2020, giving full approval to the Combined Authority's contribution of £2.674 million towards a total project value of £7.780 million and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u> Stourton Park & Ride Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a new park & ride site capable of accommodating up to 1200 vehicles. The site will be fully electric, with solar panel provision to operate the site and support charging to run the fully electric bus services to/from Leeds city centre.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 31 January 2020, giving full approval to the Combined Authority's contribution of £35.67 million towards a total project value of £38.5 million and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u> Harrogate Road-New Line Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme will improve the existing Harrogate Road – New Line junction at Greengates, Bradford including widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists.</p> <p>This scheme is majority funded (62%) by the West Yorkshire Plus Transport Fund and also match-funded by Bradford Council (22%) and Section 106 (16%) funding.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 7 February 2020, giving full approval to the Combined Authority's contribution of £7.665 million towards a total project value of £12.327 million and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u> A61 South Corridor Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme consists of a series of improvements along the A639 and A61 between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.</p> <p>The scheme is majority funded from Leeds Public Transport Investment Programme with Leeds City Council contributions.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £18.037 million towards a total</p>

	<p>project value of £18.247 million and work commences on activity 6 (delivery)</p>
<p><u>Scheme</u> A65 Signals Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme aims to improve journey times for bus services and general traffic and increase bus use through the installation of new controls at 11 signal junctions along the corridor from Kirkstall (B6157 Savins Mill and Wyther Lane) to the A58 Inner Ring Road.</p> <p>The scheme is funded from Leeds Public Transport Investment Programme and Leeds City Council S106 contributions.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £956,000 towards a total project value of £1.209 million and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u> Infirmiry Street Gateway Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme forms a component part of the Bus Infrastructure package of the Leeds Public Transport Investment Programme, delivering the changes necessary to both Infirmiry Street and Park Row to facilitate adaptation of bus routes, primarily the anticipated City Square closure.</p> <p>The scheme is to be fully funded by the Leeds Public Transport Investment Programme</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £8.90 million towards a total project value of £8.90 million and work commences on activity 6 (delivery).</p>
<p><u>Scheme</u> Stourton Park & Ride Electric Buses Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will provide five electric double deck buses to be used on the route between the new Stourton Park and Ride site, charge facilities at the operator depot and a rapid charger at Stourton Park and Ride.</p> <p>The scheme will be funded through the Leeds Public Transport Investment Programme, DfT Ultra Low Emissions Buses (ULEB) funding and private sector match.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £1.270 million towards a total project value of £2.395 million and work commences on activity 6 (delivery).</p>

4 Information

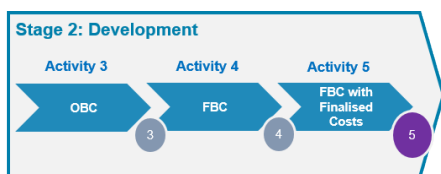
- 4.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway 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.
- 4.3 There are no schemes requiring consideration at this assurance stage.

Projects in Stage 2: Development



- 4.4 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	A647 Corridor
Stage	2 (development)
Decision Point	4 (full business case)

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

Background

- 4.5 This scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), a £183.5 million programme using devolved Department for Transport (DfT) funding supplemented with contributions from Leeds City Council (LCC) and the Combined Authority. This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times and usage and improve health outcomes by reducing overall transport emissions.
- 4.6 The A647 is one of five key corridors in Leeds where investment in bus, walking and cycling infrastructure aims to promote modal shift from cars to bus, by improving bus journey times and reliability and upgrading cycling and pedestrian facilities. The A647 corridor extends from the Armev Gyratory and the Leeds Road Gyratory and includes the B6157 Stanningley Road / Bradford Road through Stanningley.
- 4.7 The A647 Corridor scheme consists of a series of improvements along the corridor including: -

- Extending sections of existing bus lanes and the conversion of existing High Occupancy Vehicle (HOVs) lanes to dedicated bus lanes with bus priority measures at traffic signals
 - Improvements to the Armley Road / Ledgard Way junction and Pickering Street, reducing delays to general traffic and improving safety for all users
 - Improvements to pedestrian facilities, including new / improved crossings, widening of footways and the relocation / reorganisation of bus stops
 - Additional enhancements to the cycle facilities, including segregated lanes to complement the Leeds Bradford cycle superhighway
- 4.8 The primary objective of the scheme is to increase bus patronage and improve bus journey times which support the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan. It will also support the delivery of Priority 1 (Growing Businesses, Priority 2 (Skilled People and Better Jobs), and Priority 3 (Clean Energy and Environmental Resilience).
- 4.9 The LPTIP programme received decision point 2 approval from the Combined Authority on 29 June 2017 and the A647 Corridor scheme received decision point 3 approval from the Combined Authority on 14 February 2019.
- 4.10 LCC is the promoter for LPTIP with WSP as development partner and BAM are the appointed contractor for the programme. The A647 Corridor scheme complements improvements proposed for Armley Gyratory and Dawsons Corner with support from the West Yorkshire plus Transport Fund (WY+TF).
- 4.11 A summary of the scheme's business case and location map is included in **Appendix 2**.

Clean Growth / Climate Change Implications

- 4.12 The scheme aims to promote modal shift from car to bus, taking up to 210,000 car kilometres off the road network following completion, helping to reduce levels of greenhouse gas emissions on a key transport corridor with adjacent residential and education uses.

Outputs, Benefits and Inclusive Growth Implications

- 4.13 The forecast outputs, benefits and inclusive growth implications are: -
- A reduction in bus journey times, both inbound and outbound, improved journey time reliability and improved levels of patronage and user satisfaction
 - Improved facilities for cyclists and pedestrians, including accessibility of bus stops
 - Improved road safety with a reduction in the severity of accidents

- Increased capacity in the overall transport network and expanded labour market catchments

4.14 The scheme represents very high value for money based on improved journey times for all users, including peak time reductions in bus journey time reductions of up to eight minutes, as well as potential reductions in the number and severity of accidents. The forecast benefit cost ratio (BCR) ranges from 5:96:1 (the 'core' scenario) to 6.67:1 (the 'adjusted' scenario when wider economic benefits are accounted for).

Risks

- 4.15 The key risks to the construction of the scheme and associated mitigating measures are:
- Unforeseen ground conditions leading to programme delay and cost increases – mitigated by ongoing site investigations during the detailed design process
 - Disruption to the highways network – mitigated by early phasing of works to manage interfaces with proposed Armley Gyrotory and Dawsons Corner schemes.

Costs

- 4.16 The current total forecast of the scheme is £15.930 million. The Combined Authority will fund 100% of these costs from the devolved Department for Transport LPTIP fund.
- 4.17 The cost has increased from £9.68 million at OBC stage. This increase is being managed at the LPTIP programme level.

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/03/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/04/2020

Other Key Timescales

- Construction commences – March 2020
- Construction complete – July 2021

Assurance Tolerances

Assurance tolerances
Any increase in the Combined Authority's costs will require further approval from the Investment Committee.
Timescale for completion to remain within 3 months of the timescale set out in this report.
A reduction in forecast benefits of more than 20% will required further approval from the Investment Committee.

Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Morgan Tatchell-Evans, Leeds City Council
Combined Authority case officer	Ian McNichol

Appraisal Summary

- 4.18 The scheme has a strong strategic case which has been further strengthened since decision point 3 with further evidence of stakeholder engagement in the scheme design process and the application of lessons learned from other similar bus infrastructure schemes. A contractor is appointed but further work is required before the next stage of the assurance process to secure the necessary land and highways consents.
- 4.19 The scheme potentially represents very high value for money based on improved journey times for all users, including peak time reductions in bus journey time reductions of up to eight minutes, as well as potential reductions in the number and severity of accidents.
- 4.20 The forecast capital cost of the scheme has increased by over 60% since decision point 3. The previous cost estimate was prior to contractor involvement and the increases are associated with design changes (i.e. full carriageway reconstruction of Pickering Street) and more detailed cost planning (i.e. increase in preliminary costs based on a 70-week construction programme).
- 4.21 The cost increase is beyond tolerances set at decision point 3 and therefore requires further approval from the Investment Committee.
- 4.22 The scheme has a clearly defined delivery plan with existing governance structure and experience project management team in place. The approach to risk is appropriate to the scale and complexity of the scheme and the programme appears reasonable.

Recommendations

- 4.23 That Investment Committee approves that:

- (i) The Leeds Public Transport Improvement Programme: A647 Corridor project proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) An indicative approval to the total project value of £15.93 million is given from 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) 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	Rail Parking Package - Normanton
Stage	2 (development)
Decision Point	5 (full business case with finalised costs)

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

Background

- 4.24 As part of the West Yorkshire plus Transport Fund (WY+TF), a programme of car park extensions at rail stations was identified to enhance connectivity to, from, and within West Yorkshire. This scheme is part of phase 1 of the programme.
- 4.25 The current car park at Normanton rail station can accommodate 52 vehicles. Capacity audits since 2014 reflect the car park reaches 99% capacity by 9.00am on most term time weekdays and given growth in rail demand is set to continue. This scheme provides opportunity to deliver a modern, fit for purpose car park that supports the growth.
- 4.26 The car park is to be constructed entirely within Network Rail land and will increase the free rail car parking offer to 173 spaces, including an additional

seven blue badge bays. Additionally, the scheme will deliver enhanced drainage infrastructure, CCTV, low energy lighting, provision of electrical ducting for two future electric charging bays, and installation of a Metro totem which will provide information to rail users on the location of the rail station within Normanton and real time updates on bus times to support multi modal journeys.

- 4.27 Scheme delivery will support Priority Area 4 'infrastructure for growth' of the Leeds City Region Strategic Economic Plan, with the increase to secure parking enhancing access via rail to employment, education, and retail opportunities across West Yorkshire and the City Region.
- 4.28 The scheme has come forward at full business with finalised costs (activity 5) with total scheme costs of £1.987 million to be funded from WY+TF.
- 4.29 A summary of the scheme's business case and location map is included in **Appendix 3**.

Clean Growth / Climate Change Implications

- 4.30 The scheme will contribute to the delivery of a low emission transport system with the station car park extension enabling a further 121 users to access free secure parking and complete onward journeys to employment, education, or retail via the rail network. This will support reducing road congestion levels and as a result carbon emissions.

Outputs, Benefits and Inclusive Growth Implications

- 4.31 The scheme outputs and benefits include:
 - To increase capacity through the provision of +121 parking spaces by Feb 2021, including an additional seven blue badge bays
 - To increase new rail user patronage at Normanton Rail station, to be measured by the Office for Rail and Road (ORR) footfall data and the Combined Authority's pre and post rail user surveys
 - Reduction in overall journey times through better access to the rail network as a result of more secure parking. To be measured by pre-construction and post one-year rail user surveys
 - Enhanced environment for rail users by converting neglected brownfield sites and tree cutback to improve user security
 - Enhance connectivity within Normanton as part of the Urban Renaissance programme through installation of Metro totem, providing multi modal information to users
 - The value for money assessment reflects the scheme as high value for money when judged against the Department for Transport's value for money criteria, with a benefit cost ratio of 2.3:1.
 - The scheme supports inclusive growth principle of a better quality of life by increasing the access to jobs, education, and retail through a more

sustainable transport mode, and in encouraging modal switch to rail, reduce carbon emissions, supporting improvement in air quality within the City Region.

Risks

4.32 The scheme risks include:

- Drainage – Given the site sits outside a high flood risk zone, there is a possibility the scheme will need to include an attenuation tank below the car park to collect rainwater before controlled release by Yorkshire Water to the main sewers. This has been included in the final tendered costs.
- Delays in tenants vacating Network Rail land - A sum for tenants' compensation and legal costs for Network Rail to serve notice to the tenants has been agreed between the Combined Authority and Network Rail and is affordable within the overall funding allocation. There is the possibility of a delay with the tenants vacating the land, which could impact on scheme delivery. Any delay is likely to be limited, as a result of the tenancy agreement in place and the Combined Authority entering into a Basic Asset Protection Agreement (BAPA) with Network Rail

Costs

4.33 The scheme costs are:

- The total forecast scheme cost is £1.987 million to be wholly funded by the WY+TF.
- The Combined Authority will enter into a Section 56 funding agreement with Northern Trains Limited for construction expenditure up to £1.635 million from the WY+TF.
- The Combined Authority entered into a Basic Asset Protection Agreement (BAPA) with Network Rail for £288,439. This included costs to serve notice to the tenants, the approval of the scheme design, and associated fees.
- The remainder of the funding is for programme and project management costs.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Investment Committee Decision: Combined Authority	16/04/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021

Other Key Timescales

- Approval and signing of the Section 56 agreement is forecast for April 2020.
- Construction commence is forecast for April 2020.
- Practical completion is forecast for February 2021.

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out.
That the delivery programme remains within 3 months of the timescales set out.

Project Responsibilities

Senior Responsible Officer	Dave Haskins
Project Manager	John Huxall
Combined Authority case officer	Asif Abed

Appraisal Summary

- 4.34 The business case adequately establishes the strategic drivers for investment, reflecting this scheme as one of 14 sites to be delivered through the West Yorkshire plus Transport Fund rail car park programme (phase 1), with the extension to the parking offer and improvement in facilities to encourage rail patronage and modal switch from the car for onward journeys.
- 4.35 Contractual arrangements and statutory regulations have been suitably established, whilst the value for money assessment reflects the scheme as high value for money, with a benefit cost ratio of 2.3:1.

Recommendations

- 4.36 The Investment Committee recommends to the Combined Authority Board that:
- (i) The Normanton Rail Car Park project proceeds through decision point 5 and work commences on activity 6 (Delivery).
 - (ii) Approval to the total project value of £1.987 million is given from the West Yorkshire plus Transport Fund.
 - (iii) The Combined Authority enters into a Section 56 Funding Agreement with Northern Trains Limited for expenditure of up to £1.635 million from the West Yorkshire plus Transport Fund.

- (iv) 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.

Projects in Stage 3: Delivery and Evaluation



- 4.37 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.
- 4.38 There are no schemes requiring consideration at this assurance stage

Decisions made through the delegation to the Managing Director

- 4.39 Since Investment Committee's meeting on 5 February 2020, decisions regarding the following schemes have been exercised. These decisions were made through the delegation to the Combined Authority's Managing Director or Director of Delivery following a recommendation from Combined Authority's Programme Appraisal Team. In order for a decision to be made through a delegation to the Managing Director or Director of Delivery, the scheme must remain within the assurance tolerances that have been approved at an earlier decision point. All the schemes outlined below have remained within their approved delegations unless stated otherwise below.

South Kirkby Business Park Enterprise Zone

- 4.40 This scheme is part of the Leeds City Region Enterprise Zone Programme, funded through the Local Growth Deal fund and involves a 2.64 hectare extension at plot 3 on South Kirkby Business Park Enterprise Zone site. The site is owned by a private sector developer (the scheme promoter) who is seeking to bring forward the development. A market viability assessment demonstrates high levels of demand from potential occupiers and end users for the completed units, however the cost of developing the proposed units exceeds the market value of these units when they are completed. The developer is therefore seeking to bridge this gap with funding from the Combined Authority.
- 4.41 The Managing Director approved this decision point 5 approval on 24 January 2020, giving full approval to the Combined Authority's contribution of £2.674 million towards a total project value of £7.780 million and work commences on activity 6 (delivery).

Stourton Park & Ride

- 4.42 This scheme will deliver a new park & ride site capable of accommodating up to 1200 vehicles. The site will be fully electric, with solar panel provision to operate the site and support charging to run the fully electric bus services to/from Leeds city centre. In addition to the parking provision, the site will also include electric charge points for vehicles, waiting facilities, cycle stands, cycle lockers, and mobility scooter lockers. Implementation of dedicated walking and cycling facilities will also be delivered through the scheme, to provide enhanced connectivity to/from the park & ride site and to the Leeds cycle network. The scheme will be funded through the Leeds Public Transport Investment Programme.
- 4.43 The Managing Director approved this decision point 5 approval on 31 January 2020, giving full approval to the Combined Authority's contribution of £35.67 million towards a total project value of £38.5 million and work commences on activity 6 (delivery).

Harrogate Road – New Line

- 4.44 This scheme will improve the existing Harrogate Road – New Line junction at Greengates, Bradford including widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists. As well as reducing congestion and improving journey times the project's wider benefits encompass enhanced facilities for pedestrians and cyclists, a reduction in the number and/or severity of accidents and improvements to air quality. The scheme is majority funded (62%) by the West Yorkshire Plus Transport Fund and also match-funded by Bradford Council (22%) and Section 106 (16%) funding.
- 4.45 The Managing Director approved this decision point 5 approval on 7 February 2020, giving full approval to the Combined Authority's contribution of £7.665 million towards a total project value of £12.327 million and work commences on activity 6 (delivery).

A61 South Corridor

- 4.46 This scheme consists of a series of improvements along the A639 and A61 in Leeds between M621 Junction 7 and the junction of A61 Great Wilson Street and Meadow Lane. It includes the provision of new bus lanes along the corridor (in both directions), bus priority measures at signals, improvements to the Thwaite Gate junction, dedicated walking and cycling facilities together with improvements to urban realm and green infrastructure.
- 4.47 The scheme supports the delivery of Priority 4 (Infrastructure for Growth) of the Strategic Economic Plan (SEP), increasing connectivity, improving access to jobs and services, reducing carbon emissions and supporting further economic growth in the Aire Valley and Southbank areas of Leeds. The scheme will be majority funded through the Leeds Public Transport Investment Programme.
- 4.48 The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £18.037 million towards a total project value of £18.247 million and work commences on activity 6 (delivery).

A65 Signals

- 4.49 This scheme aims to improve journey times for bus services and general traffic and increase bus use through the installation of new controls at 11 signal junctions along the corridor from Kirkstall (B6157 Savins Mill and Wyther Lane) to the A58 Inner Ring Road. It will be integrated into the Urban Traffic Management Control (UTMC) network to enable real-time management of traffic signals to respond to traffic conditions and is part of a long-term strategy of implementing adaptive traffic signal control on strategic routes across Leeds to enhance the benefits of the Leeds Public Transport Investment Programme.
- 4.50 The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of

£956,000 towards a total project value of £1.209 million and work commences on activity 6 (delivery).

Infirmary Street Gateway

- 4.51 This scheme forms a component part of the Bus Infrastructure package of the Leeds Public Transport Investment Programme, delivering the changes necessary to both Infirmary Street and Park Row to facilitate adaptation of bus routes, primarily the anticipated City Square closure. Infirmary Street, which is currently one-way eastbound, will become a two-way operation for buses and hackney carriages only. Park Row is to become a one-way south-bound operation for buses and hackney carriages only, with one running lane and the reallocation of bus bays. This will narrow the carriageway along Park Row, creating wider footways in areas with high pedestrian footfall and creating space for a segregated cycle facility on the northern side of the carriageway. The scheme is to be fully funded by the Leeds Public Transport Investment Programme.
- 4.52 The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £8.90 million towards a total project value of £8.90 million and work commences on activity 6 (delivery).

Stourton Park and Ride Electric Buses

- 4.53 This scheme will provide five electric double deck buses to be used on the route between the new Stourton Park and Ride site, charge facilities at the operator depot and a rapid charger at Stourton Park and Ride. The addition of the ultra-low emission double deck buses will enhance the £23 million 'low-energy' Stourton Park and Ride (P&R) site in south Leeds being delivered by Leeds City Council (LCC) as part of the LPTIP/Connecting Leeds Programme. The buses will achieve a minimum 30% reduction in 'well-to-wheel' carbon dioxide emissions compared with Euro VI, with potential for greater efficiency by using 1MW of solar energy produced on-site at the P&R. The scheme will be funded through the Leeds Public Transport Investment Programme, DfT Ultra Low Emissions Buses (ULEB) funding and private sector match.
- 4.54 The Managing Director approved this decision point 5 approval on 14 February 2020, giving full approval to the Combined Authority's contribution of £1.270 million towards a total project value of £2.395 million and work commences on activity 6 (delivery).

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

A647 Corridor Scheme

- 9.1 That Investment Committee approves that:

- (i) The Leeds Public Transport Improvement Programme: A647 Corridor project proceeds through decision point 4 and work commences on activity 5 (Full business case with finalised costs).
- (ii) An indicative approval to the total project value of £15.93 million is given from 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) 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.

Rail Parking Package - Normanton

- 9.2 The Investment Committee recommends to the Combined Authority Board that:

- (i) The Normanton Rail Car Park project proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Approval to the total project value of £1.987 million is given from the West Yorkshire plus Transport Fund.
- (iii) The Combined Authority enters into a Section 56 Funding Agreement with Northern Trains Limited for expenditure of up to £1.635 million from the West Yorkshire plus Transport Fund.
- (iv) 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.

10 Background documents

10.1 None as part of this report.

11 Appendices

Appendix 1 – Background

Appendix 2 – Business Case Summary – A647 Corridor

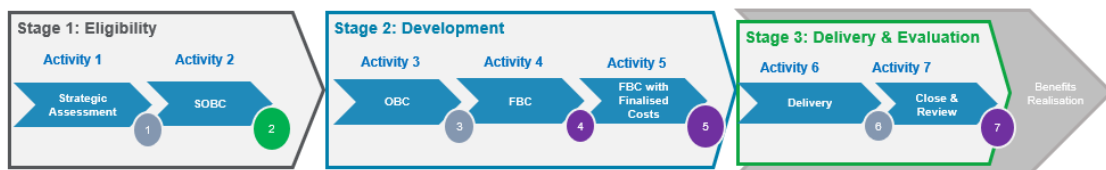
Appendix 3 – Business Case Summary - Rail Parking Package Normanton

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.

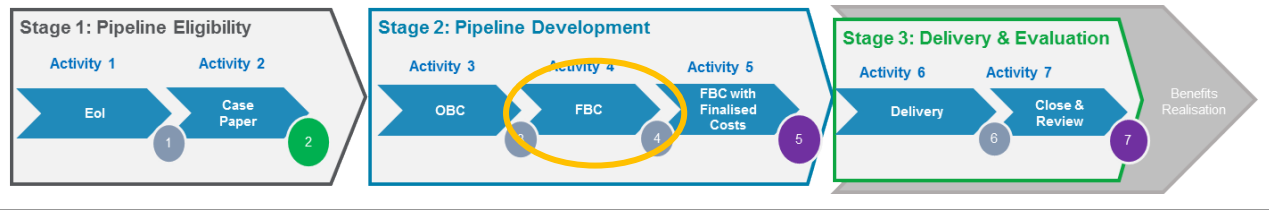
Tolerances

- 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

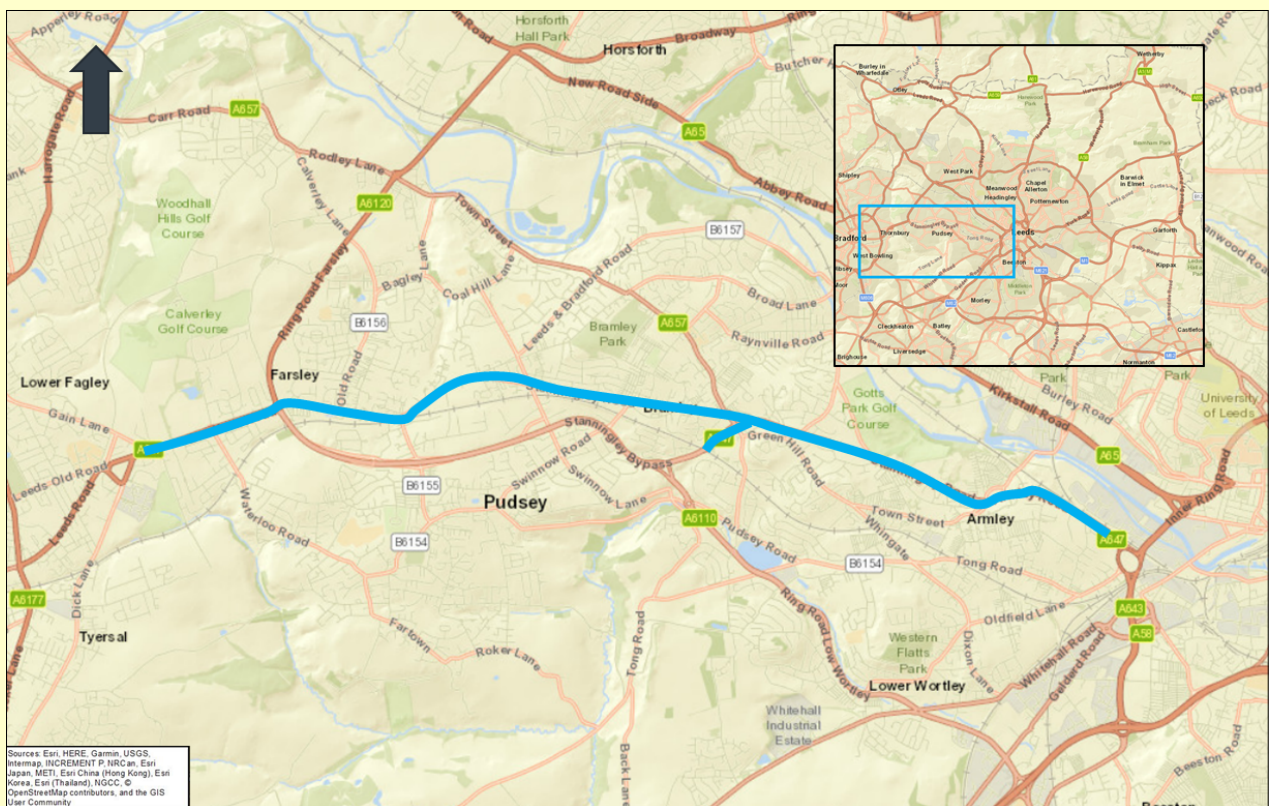
Name of Scheme:	Leeds Public Transport Improvement Programme (LPTIP): A647 Corridor	
PMO Scheme Code:	DFT-LPTIP-002D	
Lead Organisation:	Leeds City Council	
Senior Responsible Officer:	Gary Bartlett, Leeds City Council	
Lead Promoter Contact:	Morgan Tatchell-Evans	
Lead Appraiser:	Ian McNichol	
Applicable Funding Stream(s) – Grant or Loan:	Grant - Leeds Public Transport Improvement Programme (LPTIP)	
Growth Fund Priority Area (if applicable):	Priority 4 Infrastructure for Growth	
Approvals to Date:	Decision Point 2: Combined Authority 29 th June 2017 (LPTIP Programme) Decision Point 3: Combined Authority 14 th February 2019 (Scheme)	
Forecasted Full Approval Date (Decision Point 5):	April 2020	
Forecasted Completion Date (Decision Point 6):	July 2021	
Total Scheme Cost (£):	£15.930 million	
Combined Authority Funding (£):	£15.930 million	
Total other public sector investment (£):	£0	
Total other private sector investment (£):	Not applicable	
Is this a standalone Project?	Yes	
Is this a Programme?	No	
Is this Project part of an agreed Programme?	Yes – LPTIP Bus Delivery	

Current Assurance Process Activity:



Scheme Description:

The A647 corridor improvement scheme covers the section of the A647 between Armley Gyratory and the Leeds Road Gyratory in Bradford. It also includes the B6157 Stanningley Road/Bradford Road through Stanningley, as the principal route served by buses. The scheme extents are shown below:



The improvements include extending sections of bus lanes along the corridor (in both directions), converting existing High Occupancy Vehicle (HOV) lanes to bus lanes, a range of bus priority measures at signals and junction improvements to the Ledgard Way junction. Bus stops will be relocated to improve pick up and drop off along the corridor.

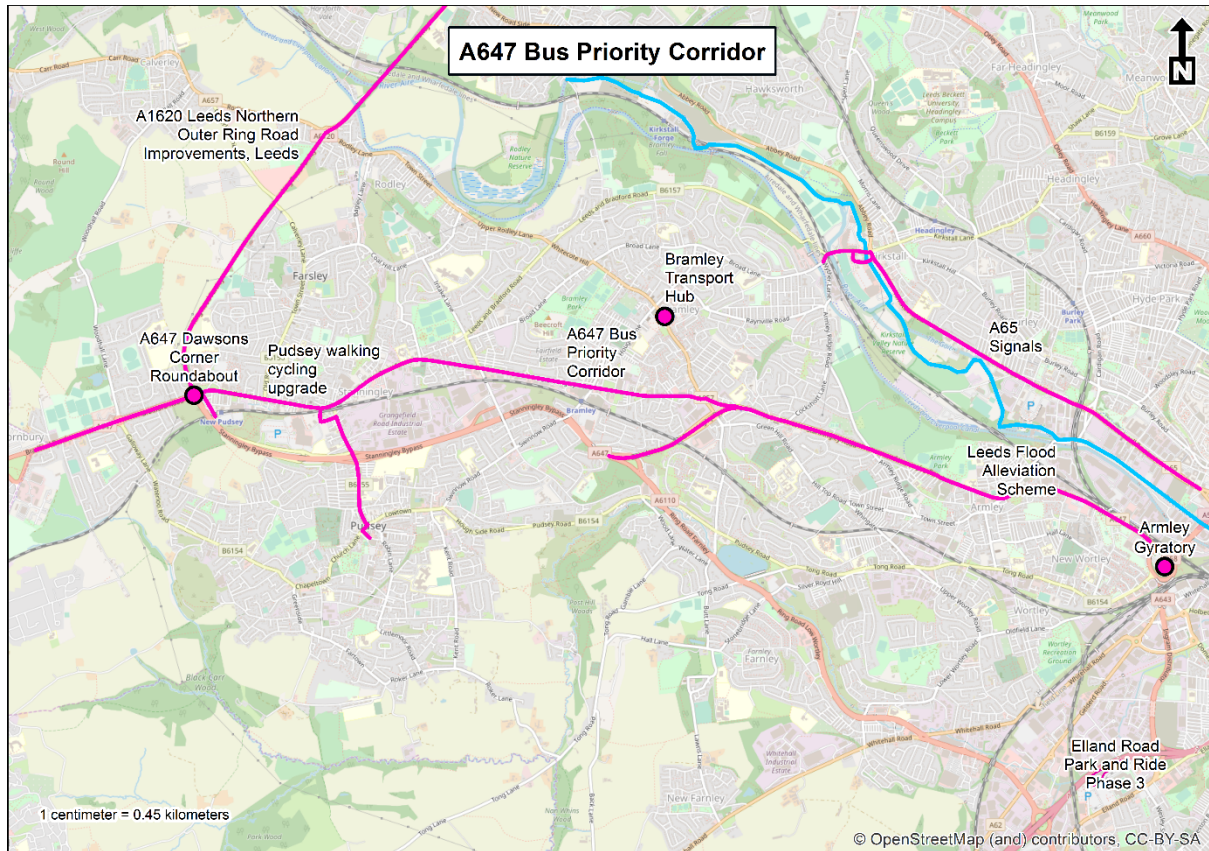
The scheme would save over eight minutes (inbound) and seven minutes (outbound) during the morning and afternoon peaks on a regular basis. The bus priority provided by the scheme will ensure a reduction in ad hoc delays experienced by buses at pinch points along the corridor, with journey time savings of up to 15 minutes.

Business Case Summary:	
Strategic Case	<p>The scheme is well linked to the regional economic and transport policy and plans, both in the wider City Region and locally in Leeds. It aligns with tackling transport challenges identified in the Strategic Economic Plan ~ impacting on economic growth, business productivity and environmental issues related to congestion and over-reliance on private cars.</p> <p>The strategic aim of the LPTIP (Connecting Leeds) programme is to reverse the declining trend in bus patronage by addressing congestion (and delays to buses) which is a key driver for this trend. The scheme objectives are to achieve 'good growth', enabling social inclusion and better economic outcomes for some of the most deprived areas in Leeds.</p>
Commercial Case	<p>The Commercial Case for the A647 Corridor provides evidence that the proposed scheme can be procured, implemented and operated in a viable and sustainable way.</p> <p>The procurement strategy builds on existing experience in the development, design, construction and management of similar improvements in Leeds. Leeds City Council is well placed to deliver the improvements on time and within budget, with an approach that will ensure final designs can deliver the scheme objectives and be delivered in the least disruptive way.</p> <p>The infrastructure improvements along the corridor will improve the quality of the transport network, leading to increases in the proportion of trips using buses as a mode of travel. This is supported by exemplar case studies from across the country and more locally, the A65 Quality Bus Corridor (QBC).</p> <p>In summary, the Commercial Case outlines the commercial requirements of a Full Business Case (FBC). It includes contractor/ delivery partner selection through an OJEU-led procurement exercise. The procurement lead, who will actively manage the Quantified Risk Assessment (QRA) and seek to promote value engineering through the NEC3 contract and risk allocation and transfer, has been identified.</p>
Economic Case	<p>The Economic Case determines if the proposed A647 corridor scheme is a viable investment, utilising the appraisal elements and methodology set out in the Appraisal Specification Report (ASR). The approach quantifies the following:</p> <ul style="list-style-type: none"> • General traffic user benefits – travel time, vehicle operating costs, greenhouse gases and indirect taxation; • Existing bus user benefits – travel time; • New bus user benefits - travel time; • Improved bus journey time reliability benefits – travel time; • Decongestion benefits (marginal external costs) – travel time, vehicle operating costs accidents, greenhouse gases, noise, local air quality and indirect taxation; • Accident savings/benefits; • Construction disbenefits – travel time, vehicle operating costs, greenhouse gases and indirect taxation, construction disbenefits;

	<p>The economic appraisal for the A647 corridor comprises an assessment of the overall, net, monetised, economic worth of the scheme.</p> <p>The current adjusted Benefit Cost Ratio (BCR) for the preferred option is 6.67:1. This represents high value for money.</p> <p>The increase in BCR from the Outline Business Case, despite an increase in cost, reflects additional bus and highways benefits</p>
Financial Case	<p>The Financial Case for the A647 corridor provides a breakdown of the expected project cost components and time profile for the transport investment. It considers if the capital costs are affordable from public accounts at the times when the costs will arise.</p> <p>The total project outturn capital cost for the preferred option at Full Business Case is £15.93 million (an increase from the £9.68 million at OBC). It will be wholly funded through the West Yorkshire Combined Authority LPTIP funding stream. An additional cost has been included for monitoring and evaluation and is based on 1.5% of the scheme costs. The Full Business Case provides a detailed commentary on the cost increase between Outline Business Case and Full Business Case.</p>
Management Case	<p>The scheme will be managed as part of the overarching programme, Leeds Public Transport Investment Programme (LPTIP). The A647 Corridor Scheme sits within the management and governance structures established to support the delivery of the LPTIP programme.</p> <p>The management case demonstrates that the following components have been appropriately assessed at this Full Business Case (FBC) stage:</p> <ul style="list-style-type: none"> • Project planning; • Governance structure; • Delivery constraints and risk management; • Communications and stakeholder management; • Monitoring and evaluation; • Benefits realisation and assurance. <p>Alongside this, scheme risks are continuously monitored throughout the scheme lifetime.</p>

Location map:

The following location map shows the location of the A647 Corridor Scheme:



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

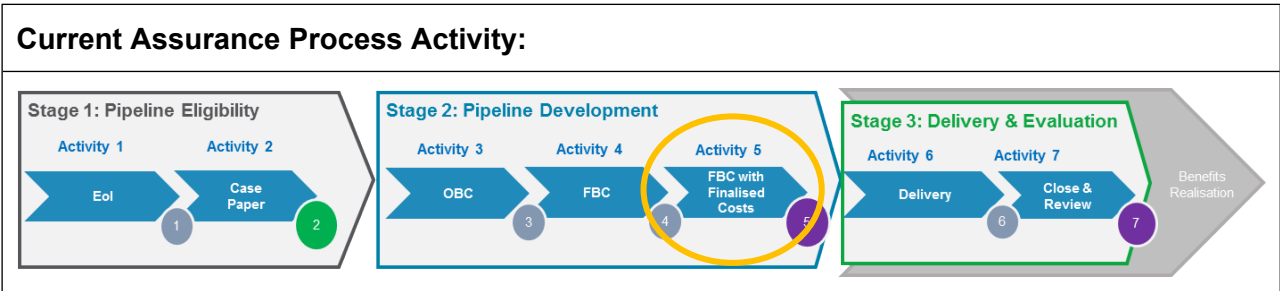
For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>

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Section A: Scheme Summary

Name of scheme:	Rail Parking Package – Normanton
PMO scheme code:	WYTF-PA4-039h
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Dave Haskins
Lead promoter contact:	John Huxall
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	Grant – West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 Infrastructure for Growth
Approvals to date:	<p>Programme Mandate March 2014: £176,500 for all sites including Normanton.</p> <p>Gateway 1 - Tranche 2 February 2016: £732,339 for seven sites including Normanton.</p> <p>Change Request - SLT 8 February 2019: Approval of £288,439 for the Combined Authority to enter into a Basic Asset Protection Agreement with Network Rail and to cover Network Rail costs to serve notice to two tenants.</p>
Forecasted full approval date (decision point 5):	April 2020
Forecasted completion date (decision point 6):	February 2021
Total scheme cost (£):	£1.987 million
Combined Authority funding (£):	£1.987 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – the West Yorkshire-plus Transport Fund Rail Car Park Programme (Phase 1)



Scheme Description:

The scheme is being delivered as part of the West Yorkshire-plus Transport Fund Rail Car Park Programme (Phase 1).

The scheme will deliver:

- An additional 121 car parking spaces adding to the existing 52 spaces, taking the total capacity to 173 spaces (including an extra seven Blue Badge car parking spaces).
- CCTV provision.
- Low-energy lighting.
- Enhanced Sustainable Urban Drainage Systems (SuDS) infrastructure, with fuel and oil interceptors.
- Provision for two Electric Vehicle charging bays.
- Installation of Metro totem.
- Access widening works.

Business Case Summary:

Strategic Case

For supply to meet demand, and to encourage commuters to access the rail network, a strategic package of car park extensions at West Yorkshire rail stations has been identified.

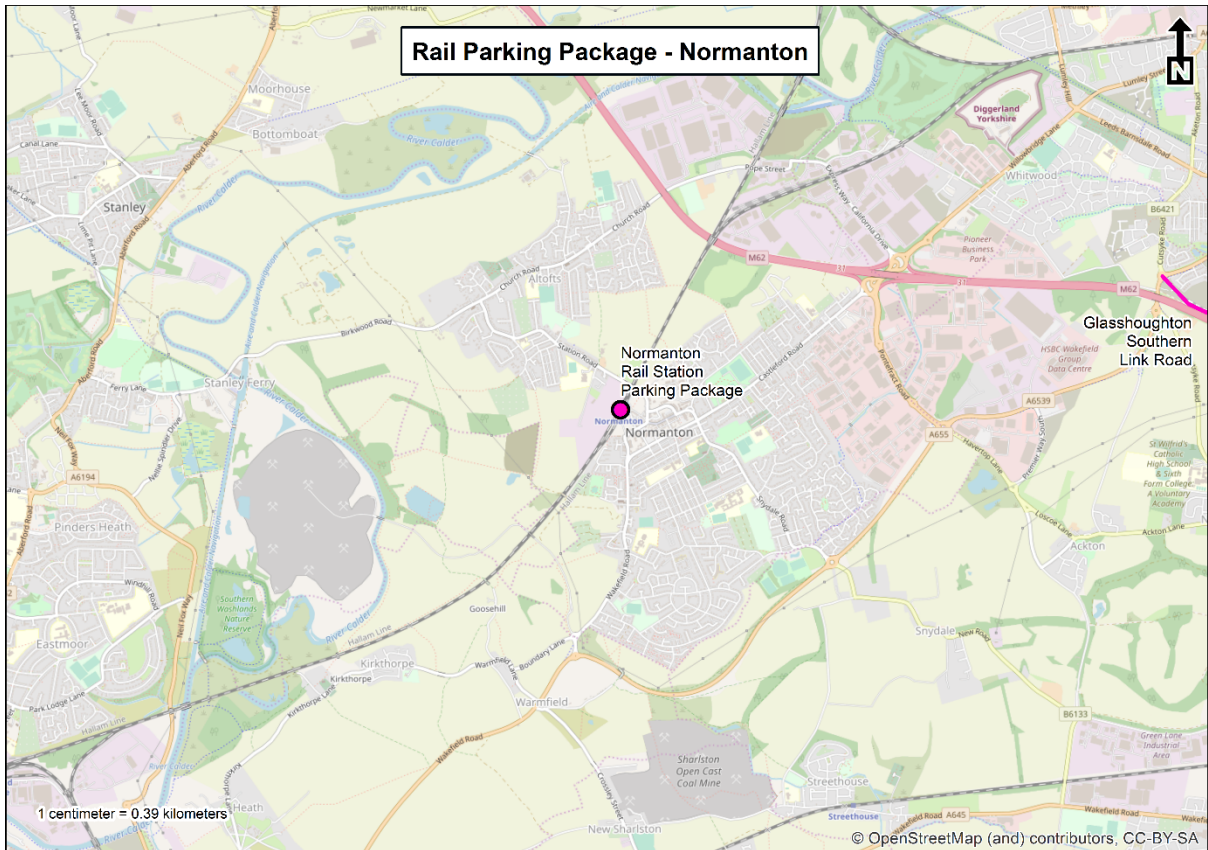
The programme supports the delivery of the West Yorkshire-plus Transport Fund policies and strategies of encouraging modal switch from the car to public transport, supporting a reduction to congestion levels on the road network and as a result, reducing carbon emissions.

The programme also supports the Leeds City Region Strategic Economic Plan’s priority area 4 ‘Infrastructure for Growth’ of, with scheme delivery to enhance connectivity to employment, education and retail, via a more

	sustainable mode of travel.
Commercial Case	<p>A demand forecasting assessment was undertaken to inform the scheme design / preferred option.</p> <p>Procurement of the contractor has been undertaken by Arriva Rail North and a preferred contractor has been recommended. The Combined Authority will enter into a Section 56 Funding Agreement with Northern Trains Limited and Northern Trains Limited will enter into contract with the preferred contractor.</p> <p>The Combined Authority has already entered into a Basic Asset Protection Agreement (BAPA) with Network Rail. Network Rail is the landowner therefore the scheme is to be delivered under permitted development.</p> <p>Following decision point 5 approval, this will allow the relocation of two tenants in order to progress the scheme through the Network Rail approval process, allowing the designs to be submitted and approved formally.</p>
Economic Case	<p>Programme-level options were considered during the feasibility study and the preferred option selected.</p> <p>The approach to forecasting and demand response involved the use of Passenger Demand Forecasting Handbook (PDFH - the low growth scenario) alongside 2011 Census Travel to Work data.</p> <p>The approaches to determining monetised benefits and monetised costs of the scheme were developed in line with WebTAG guidance.</p> <p>The value for money assessment reflects the scheme as 'high' value for money with a benefit cost ratio of 2.3:1 when judged against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The total scheme cost is estimated at £1.987 million. This includes contractor and Combined Authority contingency. The scheme is to be wholly funded by the West Yorkshire-plus Transport Fund.</p> <p>The Combined Authority to enter into Section 56 Funding Agreement with Northern Trains Limited to the value of £1.635 million.</p> <p>Northern Trains Limited to cover maintenance and ongoing operational costs at no charge to the Combined Authority, given the anticipated increase in rail revenue as a result of the scheme.</p>
Management Case	<p>The scheme business case has been developed by the Combined Authority with governance arrangements in place.</p> <p>The scheme is being delivered and regulated through GRIP (Governance for Railway Investment Projects).</p> <p>Commencement of works is expected in April 2020, with practical completion forecast for February 2021.</p>

Location map:

The following location map shows the location of the Rail Parking Package - Normanton scheme:



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

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



Report to: West Yorkshire and York Investment Committee

Date: 5 March 2020

Subject: **Grant support for flood affected businesses**

Director: Brian Archer, Director of Economic Services

Author(s): Lorna Holroyd and Lynn Cooper

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

1. Purpose of this report

- 1.1 To update the Investment Committee on the impact of Storm Ciara on businesses, the associated flooding and the response by partners.
- 1.2 To seek approval for the Business Growth Programme (BGP) to be allocated an additional £3 million of over-programming from the Local Growth Deal to fund grants to flood affected businesses.

2. Information

Support for businesses

- 2.1 It is estimated that following Storm Ciara on 9 February 2020, up to 800 businesses have been flooded across Calderdale, with parts of Wakefield (Horbury, 30-40 firms) and Bradford (Shipley, Bingley Keighley and Haworth – 80-90 firms) districts also severely impacted. Work is ongoing by the district partners to determine the nature of the businesses affected in terms of size and sector, and to develop a package of appropriate support.

- 2.2 As with Storm Eva in 2015, it is proposed to support businesses that have been flooded with two funding schemes: - an Emergency Response Fund and a Business Recovery Fund.
- 2.3 It is proposed that an additional £3 million of Local Growth Deal funding is assigned to the BGP to fund both the Emergency Response Fund and the Business Recovery Fund. Initially, £1.25 million will be allocated to the Emergency Response Fund and £1.75 million to the Business Recovery Fund, although it is proposed that there is flexibility in terms of moving amounts between the two schemes based on need and demand.
- 2.4 The additional funding will be funded through over-programming of the Growth Deal. The Combined Authority agreed that borrowing of up to £90 million could be used to support new projects, identified under the call for projects in 2018 and existing projects, with the capacity to spend. The purpose of over-programming the Growth Deal is to ensure full spend of the grant available and mitigate other areas of the programme which may underspend.
- 2.5 LEP Board approved the creation of the two funds at its meeting on 25 February 2020.

Emergency Response Fund

- 2.6 The provisional allocation is £1.25 million and it will be used to provide grants of up to £2,500 for flooded businesses to support the cost of immediate emergency actions to resume / continue trading. This can include: - clean-up and repair costs, the replacement of white goods and other small items of equipment/kit, and the replacement of essential stock.
- 2.7 The grants will be delivered and monitored by the relevant partner councils, with regular reporting to the Combined Authority.

Business Recovery Fund

- 2.8 The provisional allocation is £1.75 million which will be used to provide grants of up to £50,000 (with 50% match-funding required from the applicants) for flooded businesses to replace damaged equipment and machinery, and to renovate and/or refurbish premises. The funding will be used for capital costs not covered by insurance, including where the applicant has not been able to secure flood insurance.
- 2.9 The grants will be delivered and monitored directly by the Combined Authority, but in close partnership with the partner councils. The SME Growth Managers in the affected districts will provide additional wraparound support for the applicants.
- 2.10 Flexibility between the two funds will be required in order to meet changing need and demand within districts, particularly if further serious flooding occurs.

Combined Authority Investment in Flood Risk Management

- 2.11 Since the Boxing Day floods of 2015, the Combined Authority has invested £20 million from the Leeds City Region Growth Deal, alongside over £170 million of partner match funding for the City Region. This investment has supported schemes in Leeds City Centre, Skipton and Mytholmroyd to safeguard up to 1,385 businesses and at least 11,100 jobs from the risk of flooding. The Leeds and Skipton schemes completed in 2017 and 2018 respectively, and the works in Mytholmroyd are now due to complete during summer 2020.
- 2.12 The Combined Authority is also investing a further £2.6 million in the Wyke Beck Flood Alleviation Scheme in East Leeds, £3.9 million in phase two of the Leeds Flood Alleviation Scheme and £1.7 million in natural flood management schemes in the Colne, Calder and Upper Aire catchment areas. A further £1.9 million was approved by the Investment Committee (5 February) to help start a £27.2 million scheme in Hebden Bridge being led by the Environment Agency which will reduce the risk of flooding from a 20% risk to a 2% risk in any given year.

3. Financial Implications

- 3.1 It is proposed that the new schemes are funded through an additional £3 million of over-programming from the Local Growth Fund to the Business Growth Programme taking the full approval up to £37 million.

4. Legal Implications

- 4.1. It has not been possible to provide the statutory 28 days' notice of the key decision being considered due to the exceptional circumstances and the fact that it was not possible to pre-empt that this decision would be required. However, in accordance with the Combined Authority's Access to Information Annex to the Procedure Standing Orders part 1 section 7C – General Exception, the Chair of the Overview and Scrutiny Committee has been notified, notification has been published on the Authority's website and 5 clear days has elapsed following the day of publication of the notice. Accordingly, as set out in the rules of General Exception, the decision may now be made.
- 4.2 The current Service Legal Agreements that exist between the Combined Authority and the partner councils related to funding for the SME Growth Managers during 2019/20 will be amended to incorporate allocations on the Emergency Response Fund. These were originally signed by the Combined Authority Managing Director and senior officers at the respective partner councils.

5. Staffing Implications

- 5.1 The schemes will be managed through existing staffing resource at the Combined Authority and in the partner councils.

6. External Consultees

6.1 No external consultations have been undertaken.

7. Recommendations

7.1 It is recommended that the Investment Committee:

- i. Approve an additional £3 million to be allocated to the Business Growth Programme from over-programming of the Local Growth Deal in order to fund the new schemes taking the full approval to the scheme to £37 million.
- ii. Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in the previous Business Growth Programme (Growth Deal 3 Allocation) Decision Point 5 approval. This will be subject to the scheme remaining within the tolerances outlined in that report.

8. Background Documents

None.

9. Appendices

None.