
Report to: West Yorkshire and York Investment Committee

Date: 9 January 2019

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Cath Pinn

1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The report presented in Item 5 of this Investment Committee meeting outlines the revisions to the Investment Committee's terms of reference that were approved by the Combined Authority on 13 December 2018. This revision authorises the Investment Committee to make decisions on behalf of the West Yorkshire Combined Authority, in relation to progressing the schemes under the Leeds City Region Assurance Framework (the Assurance Framework) in accordance with each scheme's bespoke assurance pathway and approval route. Appendix 2 of the report in Item 5 also sets out amendments to the current bespoke assurance pathway and approval routes for specified schemes, so that the Investment Committee may now make decisions in respect of those schemes.
- 1.3 This is the first report considered by Investment Committee that can now make use of this delegation. Where Investment Committee are asked to make an approval decision, this will be highlighted in the summary table, and made clear in the recommendations.
- 1.4 This report presents proposals for the progression of one scheme through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. This scheme has a total combined funding value of £20.7 million when fully approved, of which the total value of £20.7 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £500,000 is sought as part of this report for the development and

delivery of this scheme. Further details on the scheme are summarised below and can be found as part of this report.

Scheme	Scheme description	Decision sought
Headrow City Centre Gateway Leeds	<p>The scheme comprises a set of significant on-street enhancements to bus, pedestrian and cycling infrastructure and public realm in Leeds City Centre to the north of the city centre's main pedestrian area.</p> <p>Improvements will be made to the Headrow, Westgate, Vicar Lane, New Briggate, Cookridge Street, Harrison Street, Eastgate and parts of some adjacent streets.</p> <p>The scheme is to be funded through the devolved Department for Transport funding forming the Leeds Public Transport Investment Programme.</p> <p>The benefit cost ratio (BCR) is 1.14:1, with an adjusted BCR of 1.26:1 taking in to account bus based wider economic impacts.</p> <p>The scheme's wider social benefits include improved public health and quality of life through delivering better connectivity, reducing journey times, encouraging active travel, and reducing carbon emissions.</p>	<p>Approval to proceed through decision point 3 and work commences on activity 4 full business case.</p> <p>Total value - £20.7 million</p> <p>Total value of Combined Authority funding - £20.7 million</p> <p>Funding recommendation sought - £500,000</p> <p>A recommendation to the Combined Authority is sought as part of this report</p>

- 1.5 This report also presents recommendations for the following schemes that have had change requests assessed in line with the Combined Authority's assurance process. These schemes have a total combined funding value of £22,961 million when fully approved, of which £22.711 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £113,000 is sought as part of this report for the development and delivery of this scheme. Further details on the schemes summarised below can be found as part of this report.

Scheme	Scheme description	Decision sought
Bradford Interchange Station Gateway – Phase 1	To deliver an improved gateway environment at Bradford Interchange which	Activity 3 (outline business case) change request to approve an increase in

Scheme	Scheme description	Decision sought
	<p>will improve the customer experience and the pedestrian environment.</p>	<p>development costs from £180,000 to £293,000. There is no change to the total project costs.</p> <p>To approve a timeframe extension for the delivery of this project from September 2020 to October 2021.</p> <p>As a result of the timeframe change the scheme has now exceeded its defined tolerances.</p> <p>Total Value - £5.65million</p> <p>Total value of Combined Authority funding - £5.65million</p> <p>Funding Recommendation sought - £113,000</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
<p>Bradford Forster Square Station Gateway</p>	<p>To deliver an improved gateway environment at Bradford Forster Square which will improve the customer experience and the pedestrian environment.</p> <p>For information, DfT have requested “small bid” submissions to the Transforming Cities Fund and a bid of £4m is proposed to be submitted for Bradford Forster Square Station Gateway to enhance accessibility and therefore enable the delivery of the Bradford Forster Square masterplan ambition.</p>	<p>Activity 4 (full business case) change request to approve an increase the delivery timeframe from March 2021 to December 2021.</p> <p>As a result of this change the scheme has now exceeded its defined tolerances.</p> <p>There is no change to the total project costs.</p> <p>Total Value - £17.311million</p> <p>Total value of Combined Authority funding - £17.061million</p> <p>Funding Recommendation sought - None</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report</p>

- 1.6 Since the Investment Committee’s meeting on 5 December 2018, the following change requests and decision points have been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director. Under the delegation a total expenditure of £32,500 has been approved.

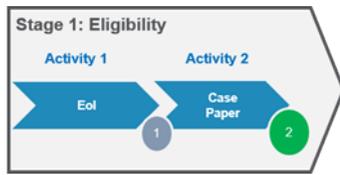
Scheme	Scheme description	Decision
Kirklees College - Dewsbury Learning Quarter	The Kirklees College: Dewsbury Learning Quarter scheme consists of the refurbishment and fit out of Pioneer House in Dewsbury to provide new teaching space, plus a new build Springfield Centre at the former Safeway site, close to Pioneer House, which will provide additional new purposely built teaching facilities, comprising of a 16-18 provision centre and a construction and motor vehicle training facility.	Activity 6 (delivery) change request to increase the timeframe for delivery from September 2018 to September 2020. There is no change to the total project costs.
Bradford Odeon	To enable the transformation of the vacant Bradford Odeon building in Bradford City Centre into a 3,000 capacity world class live music/ performance venue through funding enabling demolition works.	Change request to increase the Combined Authority grant funding from £325,000 to £357,500 (additional £32,500). The Combined Authority contribution is £357,500.

2 Information

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

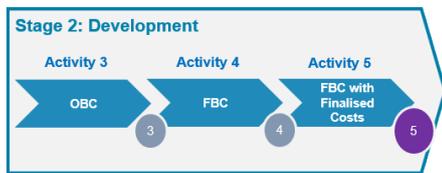
Programmes and projects for consideration

Projects in stage 1: Eligibility



2.2 No projects at stage 1.

Projects in Stage 2: Development



2.3 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	Headrow City Centre Gateway, Leeds
Stage	2 (Development)
Decision Point	3 (Outline business case)

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input 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:	

Background

2.4 This scheme presented for decision point 3 approval (outline business case) forms part of the Leeds Public Transport Investment Programme (LPTIP). The programme received decision point 2 approval from the Combined Authority on 29 June 2017, following recommendation by Investment Committee on 16 June 2018.

2.5 The programme is comprised of the following packages:

- Bus Priority Corridors
- Bus Park and Ride
- City Centre Gateways
- Rail
- Bus Transformation
- Mass Transit

2.6 The Headrow Gateway scheme is one of four projects proposed for delivery within the LPTIP City Centre Gateway package. The proposal seeks to make required changes to the current transport network and public realm provisions to ensure economic potential of the city is not held back. By addressing the identified shortcomings, will enhance the sustainable transport offer in the city centre and improve public realm which will foster economic growth and improve the environment.

2.7 The scheme comprises of the following interventions:

- Changes to highway geometry with removal of central reserve.
- Applying general restrictions to traffic moving through the gateway.
- Footway widening.
- Provision of new green infrastructure.
- Provision of new public open spaces.
- Improved pedestrian crossings.
- Provision of new protected cycle lanes.
- Removal or relocation of some on-street parking, loading and taxi provision.
- Public realm enhancement.
- Bus re-routing.

2.8 As part of the scheme, improvements will be made to the Headrow, Westgate, Vicar Lane, New Briggate, Cookridge Street, Harrison Street, Eastgate and parts of some adjacent streets.

2.9 The scheme supports delivery of Priority 4 'Infrastructure for Growth' of the Leeds City Region Strategic Economic Plan (SEP), by creating additional capacity to enable development, and helping to achieve the Leeds City Region SEP principle of 'Good Growth'.

2.10 The LPTIP programme was given decision point 2 (case paper) approval by the Combined Authority in June 2017, with an indicative LPTIP programme approval of £183.266 million and £15.310 million to fund project development

costs of individual schemes as they come forward at outline business case (decision point 3).

- 2.11 Within the aforementioned programme approval, the City Centre Gateway package received an indicative allocation of £29 million towards scheme costs, with approval of £600,000 towards Headrow Gateway project development costs to outline business case (decision point 3).
- 2.12 The Headrow Gateway scheme is now presented at outline business case (decision point 3) and seeks to progress to full business case (decision point 4).
- 2.13 Given the Headrow Gateway scheme is requesting £20.7 million of the allocated £29 million, the scheme promoter has provided a statement on LPTIP Programme affordability - stating it is not feasible to develop all projects concurrently, therefore prioritised schemes have been brought forward. In addition feedback from the extensive consultation undertaken has driven which schemes come forward first. With respect to the City Centre Gateway package, the Headrow Gateway scheme received a greater positive reaction than the other corridor proposals and is seen as the core Gateway scheme.
- 2.14 A summary of the scheme's business case and location map is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 2.15 The forecast outputs, benefits and inclusive growth implications are:
 - Increase overall bus patronage by 100% by 2026.
 - Improve end to end bus journey times and bus punctuality through reducing cross-city journey times through the Gateway by 20% by 2020.
 - 50% improvement to bus punctuality through the Gateway.
 - Improve air quality in the Gateway through reducing carbon emissions - indicator to be tracked.
 - Improve facilities for cyclists and pedestrians.
 - Improve connectivity between bus and rail services in the city.
 - A value for money benefit to cost ratio of 1.14:1 with an adjusted benefit to cost ratio of 1.26:1 taking in to account bus based wider economic impacts.
 - Through improving the transport network and connectivity, will better connect people to job and education across the city.
 - Through enhancements to public realm and green infrastructure, improved facilities for cyclists and pedestrians encouraging active travel, and reduced bus journey times, will improve quality life.

Risks

2.16 The key risks to the project and the related mitigation are:

- Unanticipated statutory diversions causing additional costs and delays to the delivery programme, to be mitigated through early information gathering and research relating to utilities.
- Objections from the Hackney Carriage trade to the removal of their ranks are upheld, requiring changes to scheme design. Additional costs will be incurred to cover changes to design and mitigation measures. Early engagement has been had with further consultation scheduled for early 2019.

Costs

2.17 The project costs can be summarised as:

- The current total cost forecast for the scheme at decision point 3 is £20.7 million.
- The Combined Authority will fund £20.7 million from the devolved Department for Transport Leeds Public Transport Investment Programme Fund.
- The Combined Authority of June 2017 at decision point 2 (case paper) approved £600,000 to fund project development costs to Outline Business Case (decision point 3).
- The scheme now seeks a further £500,000 at outline business case (decision point 3) to fund project development costs to full business case with finalised costs (decision point 5) taking total project development costs funding sought to £1.1 million, which represents 5.3% of total scheme costs.
- The Combined Authority will need to enter in to an addendum to the existing Funding Agreement to the value of £1.1 million.

Timescales

- Outline business case (decision point 3) - February 2019.
- LCC executive board approval - March 2019.
- Full business case (decision point 4) - April 2019.
- Full business case with finalised costs (decision point 5) - July 2019.
- Construction commences - August 2019.
- Construction complete (decision point 6) - June 2020.

Assurance pathway and approval route

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

Assurance Tolerances

Project tolerances
<p>Combined Authority costs should remain within 10% of the costs set out in this report.</p> <p>That programme timescales should remain within 3 months of the timescales set out in this report.</p>

Project responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds City Council
Project Manager	Gwyn Owen, Leeds City Council
Combined Authority case officer	Asif Abed

Appraisal summary

- 2.18 The strategic case for the Headrow Gateway scheme has a clear fit with the Leeds City Region Strategic Economic Plan, specifically in delivery against Priority 4 'Infrastructure for Growth' - improving connectivity by enhancing the transport network, reducing congestion and carbon emissions, and encouraging active travel through improved cycling and pedestrian facilities. This will also deliver consequential benefits to priority 1 growing businesses, priority 2 skilled people and better jobs, and priority 3 clean energy and environmental resilience.
- 2.19 The core benefit to cost ratio of 1.14:1 and the adjusted benefit to cost ratio of 1.26:1 both indicate a low value for money scheme. The scheme however as alluded to above will deliver a number of wider outputs and benefits, which reflects the need to consider the strategic context of the scheme as important.

- 2.20 It is recommended the scheme promoter at full business case (decision point 4) demonstrates a robust strategy with board approval to delivering the other three schemes profiled within the LPTIP City Centre package, given the Headrow Gateway scheme will expend £20.7 million of the £29 million allocated.
- 2.21 The Combined Authority will act as the accountable body, providing approval to fund the scheme through the Leeds Public Transport Investment Fund.
- 2.22 Leeds City Council will be the delivery lead with WSP as development partner, and Sisk+Capita appointed as delivery partners (detailed design and delivery).
- 2.23 The scheme will continue reporting to the Leeds Public Transport Investment Programme Board, managed by the Combined Authority.

Recommendations

- 2.24 That Investment Committee recommends to the Combined Authority that:
- (i) The Headrow Gateway scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £20.7 million is given from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Development costs of £500,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project approval to £1.1 million.
 - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1.1 million from the Leeds Public Transport Investment Fund.
 - (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Bradford Interchange Station Gateway – Phase 1
Stage	2 (Development)
Decision Point	Change Request - activity 3 (outline business case) A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report

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

Background

- 2.25 Approximately 9 million passenger journeys pass through Bradford Interchange annually with 6 million bus passengers and 3 million rail users using the station. The site, particularly in the area of the rail station element, the shared concourse and main point of entry from Bridge Street is unattractive and not fit for purpose as the gateway into the city of Bradford. Further the ability for passengers to interchange between the two transport modes is impeded by the multi-level nature of the site.
- 2.26 Since 2014 Bradford Council has engaged in masterplanning exercises to attempt to determine the best way to improve this station environment. This masterplanning work has produced suggested schemes that can be broken down into three long term programme areas:
- Phase 1 (up to 2026) - proposals that would be both appropriate spend of West Yorkshire plus Transport Fund monies (circa £10-£15million) and non-abortive works prior to any more ambitious works as part of Phases 2 and 3 below. The intent of Bradford Council is for Phase 1 works to be funded and delivered as part of the West Yorkshire plus Transport Fund.
 - Phase 2 (2026 to 2035) – A more comprehensive reorientation of the interchange environment. Whilst option development for this phase is ongoing, the goal is to create a high quality gateway into the city that enhances the user experience and merits a station of this size and a city as large as Bradford.
 - Phase 3 (2035+) – Northern Powerhouse Rail (NPR). The masterplanning work has made a significant contribution towards the

advocacy work to bring a NPR station to Bradford city centre. As such this phase is dependent upon the outcome of national discussions as to the future and routing of NPR and has been produced based on assumptions of major national level infrastructure funding coming to the city. Phase 3 is not the subject of the expression of interest.

2.27 This project focuses on phase 1 in order to deliver an improved gateway environment on arrival into the City of Bradford.

2.28 A location map for the scheme is included in Appendix 3.

Description of Change Request

2.29 Due to the complexity of the scheme and due to previous spend of £45,000 not being included in the original request made to the Combined Authority, an increase in development costs has been requested as the £180,000 of development funds approved in 2017 has now been spent. Bradford Council are requesting an additional £113,000 to re-cover the funds spent in 2016/17 (£45,000) and an additional £68,000 to complete the feasibility study for the relocation of vehicular movements and to conclude the intermodal survey.

2.30 Due to a shortage of resource the outline business case submission has been delayed by nine months. This has also affected the full business case and full business case cost submissions by twelve months which has in turn meant a thirteen month delay in the completion of this project (from September 2020 to October 2021).

Outputs, benefits and inclusive growth implications

2.31 The forecast outputs, benefits and inclusive growth implications are:

- Pedestrianisation of the station frontage and creation of improved public realm.
- Improved station concourses.
- Creation of a new taxi turn-around.
- Creation of a new drop off area.
- Accessibility improvements and an enhanced user experience.

Risks

2.32 The key risks to the project and the related mitigation are:

- Unable to obtain full funding. This will be mitigated by close monitoring of project costs to ensure they do not exceed the allocation from the Transport Fund.
- Urgent maintenance is necessary to the bus station to maintain safety or structural integrity. This will be mitigated through early investigations into the designs.

Costs

2.33 The project costs can be summarised as:

- The expression of interest for this project provided an estimated cost of £5.65 million.
- An original allocation of £80,000 was provided to Bradford Council as requested in the expression of interest to develop the outline business case.
- A further £100,000 was provided in March 2018.
- This change request asks for an additional £113,000 to be provided to cover an increase in development costs and to enable the completion of the feasibility study and outline business case. This funding will be taken from the original £5.65 million allocation.

Timescales

- The outline business case for this project was originally estimated to be submitted in September 2018. The new estimate for the outline business case is June 2019 for submission.
- This delay has led to an overall completion delay of 13 months, from September 2020 to October 2021.
- Further information regarding the timescales for this project will be provided with the outline business case.

Assurance pathway and approval route

Assurance pathway	Approval route
Activity 3 change request (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee
Activity 3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee
Activity 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Assurance Tolerances

Project tolerances
That the Combined Authority costs should remain within 10% of the costs outlined in this report.
That timescales should remain within 1 month of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Richard Gelder, Bradford Council
Project Manager	Simon Collingwood, Combined Authority
Combined Authority case officer	Heather Briggs

Appraisal summary

- 2.34 This project has a clear rationale and strategic fit with the Leeds City Region Strategic Economic Plan and local policies and strategies.
- 2.35 The change request asks for further development funding of £113,000 to enable studies to be concluded and to cover the increase in development costs. The development funds will be taken from the allocated £5.65 million budget for this project.
- 2.36 Due to a lack of resources the programme timeframe has been delayed which has resulted in a thirteen month delay in the completion of the project.

Recommendations

- 2.37 That Investment Committee approves that:
- (i) The change request to the Bradford Interchange Phase 1 project to increase development funds by £113,000 from £180,000 to give a total of £293,000 is approved.
 - (ii) The Combined Authority enters into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council for additional expenditure of up to £293,000 from the West Yorkshire plus Transport Fund.
 - (iii) The project delivery completion date timeframe extension from September 2020 to October 2021 (thirteen months) is approved.
 - (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report to include delegation to Investment Committee at decision point 3, and delegation to the Combined Authority's Managing Director at decision points 4 and 5. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Bradford Forster Square Station Gateway
Stage	2 (Development)
Decision Point	Change Request - activity 4 (Full business case) A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report

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

Background

- 2.38 Bradford Forster Square station serves the Airedale and Wharfedale lines with services running from the station to Leeds, Skipton and Ilkley including the key heritage visitor destinations of the Saltaire World Heritage Site, Keighley and Worth Valley Railway and Haworth.
- 2.39 The station has limited facilities, comprising:
- Three rail platforms which are electrified.
 - A small newsagent's.
 - A waiting area and ticket office in one building.
 - A lift tower and stairwell providing access to the City Centre.
 - A station car park with 84 parking spaces.
- 2.40 Bradford Council, the Combined Authority and Network Rail have been working in partnership to deliver the Bradford Forster Square redevelopment project. The partnership has ensured funding availability and land ownership can be used collaboratively to regenerate the site and will work together to ensure highway, planning and rail operational controls and requirements are managed and effectively resolved to bring this comprehensive regeneration and enhancement project to fruition.
- 2.41 This project aims to provide:
- An enclosed station with green roof.

- Configuration of the turning loop and drop-off/ pick-up space to provide enhanced circulation space for pedestrians.
- Reconfiguration of the train station car park with relocation of accessible parking.
- A secure waiting environment for passengers.
- Waiting space on the concourse for passengers.
- Two lifts connecting to School Street to ensure connectivity to the city centre.
- Toilet facilities within the main station building.

2.42 For information, DfT have requested “small bid” submissions to the Transforming Cities Fund by 04 January 2019. Therefore, a bid of £4m is proposed to be submitted for Bradford Forster Square Station Gateway to enhance accessibility and therefore enable the delivery of the Bradford Forster Square masterplan ambition.

2.43 A location map for the scheme is included in Appendix 3

Description of Change Request

2.44 A change request is sought for a delay to the programme from March 2021 to December 2021. This is based on the worst case estimated construction period of 18 months. The Design and Build contract will be tendered with a completion date of June 2021, based on an estimated 12 month construction period but the change request is to account for the worst case of 18months.

2.45 Although the FBC submission has slipped by 14 months the overall programme to completion has slipped by 4 months due to the decision to contract through “Design and Build” which will facilitate overall delivery as there will be no tendering of the main construction contract

2.46 The delay is due to additional time required to develop and agree the procurement route. There was insufficient expertise to write the Invitation to tender (ITT) at CBMDC, which has had to be procured externally. The decision to procure and appoint a consultant to write the ITT took approx. 4 months which has impacted on the programme overall.

Outputs, benefits and inclusive growth implications

2.47 The forecast outputs, benefits and inclusive growth implications are:

- Create an attractive gateway and welcoming atmosphere and environment.
- Provide a modern station building with all the associated facilities.
- Improve security at the station.
- Provide better connectivity with the city centre and the wider city environment.

Risks

2.48 The key risks to the project and the related mitigation are:

- Potential for disruption during construction works. This will be mitigated by detailed planning being performed and include the involvement of the Councils Highways department to agree traffic management.
- Award of planning consent. This will be mitigated by early submissions being fulfilled.

Costs

2.49 The project costs can be summarised as:

- The outline business case for this project provided an estimated total cost of £17.311 million.
- The Combined Authority are funding £17.061 million from the West Yorkshire-plus Transport Fund for this project.
- Bradford Council have contributed £250,000 for this project.
- This change request does not ask for additional funding to be provided.

Timescales

- The outline business case for this project estimated that delivery would be completed by March 2021.
- The delay has caused the delivery completion date to be readjusted to December 2021.

Assurance pathway and approval route

Assurance pathway	Approval route
Activity 4 change request (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee
Activity 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Assurance Tolerances

Project tolerances

That the Combined Authority costs should remain within 5% of the costs outlined in this report.

That timescales should remain within 1 month of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Richard Gelder, Bradford Council
Project Manager	Simon Collingwood, Combined Authority
Combined Authority case officer	Heather Briggs

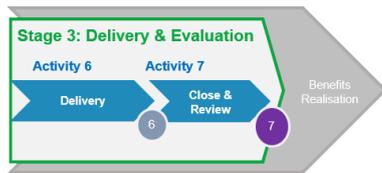
Appraisal summary

- 2.50 There is a clear and concise need for this scheme to meet rising passenger use and to providing a welcoming and secure environment.
- 2.51 The delays have impacted on the full business case and full business case with finalised costs being submitted which has impacted on the overall delivery timeframe.

Recommendations

- 2.52 That Investment Committee approves that:
- (i) The change request to the Bradford Forster Square Station Gateway project to increase delivery timeframe from March 2021 to December 2021 is approved.
 - (ii) The Combined Authority enters into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council amending the programme dates as detailed.
 - (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation



2.53 There are no projects for consideration at stage 3 for this meeting.

Decisions made through the delegation to the Managing Director

2.54 Since Investment Committee's meeting on the 5 December 2018, decisions regarding the following schemes has been exercised. This decision was made through the delegation to the Combined Authority's Managing Director 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, the scheme must remain within the assurance tolerances that have been approved at an earlier decision point. All the schemes outlined below have remained within their approved delegations unless stated otherwise below.

Kirklees College - Dewsbury Learning Quarter

2.55 The Kirklees College: Dewsbury learning Quarter is a Skills Capital Growth Deal funded Scheme. The scheme is currently in delivery (activity 6) and has constructed a new build learning facility called Springfield Centre (officially opened on the 15th November 18) and will refurbish and fit-out the nearby Pioneer House in Dewsbury, providing over 8,000 m² of new teaching facilities when completed. The scheme received the equivalent of decision point 5 (full business case with finalised costs) approval from the Combined Authority on the 23 June 2016.

2.56 This change request approved:

- Delay of the completion date of Pioneer House from September 2018 to September 2020.
- Changed learner number targets across the learner levels, leading to a net increase to total learner numbers.
- Amendment to the total loan amount required by the college from £4million to £850,000.
- Amendment to the timescales within the loan agreement for drawing-down and repaying the loan with full repayment now required by March 2021.
- Removal of the Combined Authority charges on a number of properties secured against the loan.

2.57 This change request was approved through a delegation to the Combined Authority's Managing Director on 16th November 2018.

Bradford Odeon

2.58 The activity 6 (delivery) change request related to the Combined Authority funded element (enabling demolition works only) of the wider scheme to transform the vacant Bradford Odeon building in Bradford city centre into a 3,000 capacity world class live music/performance venue. Tenders have now been received and the cost of the strip-out works has increased. The scheme was first approved by Combined Authority in 2016. The Managing Director approved the change request to increase Combined Authority grant funding from £325,000 to £357,000 (within a 10% tolerance) on 14 December 2018.

- 2.59 For information, the full redevelopment works (not funded by the Combined Authority) are expected to be completed by June 2020. This is a 12 month delay and is due to the project being more complex than initially anticipated. The scheme has progressed significantly over the last few months and a full planning application is due to be submitted in the next month. Work is expected to commence on the refurbishment of the Odeon from summer 2019. The full redevelopment project costs have also increased from a total project cost of £15.6 million to £22.795 million.

3 Financial implications

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

4 Legal implications

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

5 Staffing implications

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

6 External consultees

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

7 Recommendations

Headrow City Centre Gateway, Leeds

- 7.1 That Investment Committee recommends to the Combined Authority that:
- (i) The Headrow Gateway scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (ii) An indicative approval to the total project value of £20.7 million is given from the Leeds Public Transport Investment Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Development costs of £500,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project approval to £1.1 million.

- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1.1 million from the Leeds Public Transport Investment Fund.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Bradford Interchange Station Gateway – Phase 1

7.2 That Investment Committee approves that:

- (i) The change request to the Bradford Interchange Phase 1 project to increase development funds by £113,000 from £180,000 to give a total of £293,000 is approved.
- (ii) The Combined Authority enters into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council for additional expenditure of up to £293,000 from the West Yorkshire plus Transport Fund.
- (iii) The project delivery completion date timeframe extension from September 2020 to October 2021 (thirteen months) is approved.
- (iv) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report to include delegation to Investment Committee at decision point 3, and delegation to the Combined Authority's Managing Director at decision points 4 and 5. This will be subject to the scheme remaining within the tolerances outlined in this report.

Bradford Forster Square Station Gateway

7.3 That Investment Committee approves that:

- (i) The change request to the Bradford Forster Square Station Gateway project to increase delivery timeframe from March 2021 to December 2021 is approved.
- (ii) The Combined Authority enters into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council amending the programme dates as detailed.
- (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

8 Background documents

8.1 None as part of this report.

9 Appendices

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

9.2 Appendix 2 – Business case summary – Headrow City Centre Gateway,
Leeds

9.3 Appendix 3 – Location maps for schemes which are the subject of change
requests in this report