
Report to: West Yorkshire and York Investment Committee

Date: 5 November 2020

Subject: **Capital Spending and Project Approvals**

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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 Impact of COVID-19

- 2.1 The full implications of COVID-19 on the region and its economy and transport system are still to be understood and the impact on our programmes and schemes has been mixed. The schemes that were due to start in the first half of 2020/21 have experienced delays due to variety of factors, therefore, during schemes' business case development and appraisal process we are working closely with our council partners to ensure that the delivery timescales reflect the current issues and schemes are actively stress tested to ensure ongoing viability.
- 2.2 In the wake of COVID-19 it is more important than ever to assess the changes to the landscapes of our towns and cities and the impact on current and future planned schemes, particularly, but not exclusively, those relating to transport. The impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal. However, the business cases for some schemes in this report, were developed prior to COVID-19 and aim to address issues identified prior to lockdown restrictions. Therefore, the data presented for some schemes in this report, for example,

expected increases in passenger numbers, reflects the pre COVID-19 position. Although it is generally expected that in the medium and long term behaviours will return to pre COVID-19, as scheme business cases develop further, assumptions will be re-tested.

3 Integrated Clean Growth

3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:

- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
- Requires LEP and the Combined Authority reports to include clean growth / tackling the Climate Emergency implications, including qualitative impact assessments.

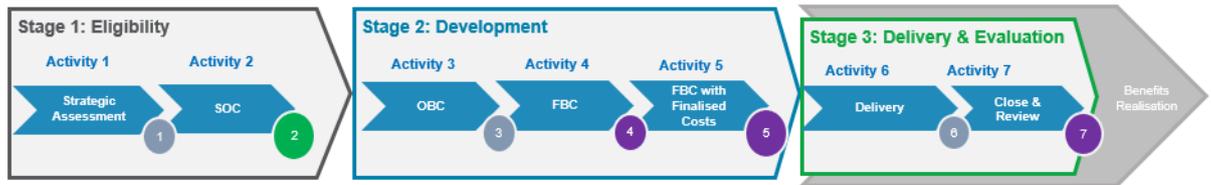
3.2 To fully strengthen decision making across the whole of the Combined Authority's Assurance Framework a robust, quantifiable methodology for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed. Please see the Climate Emergency report included on the agenda (Item 7) for the November Investment Committee meeting. The report provides an update on the work commissioned by the West Yorkshire Combined Authority to develop a carbon impact assessment tool and the incorporation into the Assurance Framework.

3.3 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

4 Report

4.1 This report presents proposals for the progression of 8 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 £127.592 million when fully approved, of which the total value of £103.214 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.

4.2 The assurance process is a three stage approach 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 (Strategic outline case) and 5 (Full business case with finalised costs), with the requirement to meet the intervening activities deemed on a project by project basis.



Projects in stage 1: Eligibility

- 4.3 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, a long list of options will be considered with a shortlist being presented in the Strategic outline case (SOC). Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC.

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 and that the necessary consultations have taken place. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost and obtaining the necessary statutory approvals. At this stage, funding may be sought to enable work to progress on the Full Business Case (FBC) and Full Business Case with Finalised Costs (FBC+).

Projects in Stage 3: Delivery and Evaluation

- 4.5 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.
- 4.6 Further 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**

Transforming Cities Fund (TCF) Funding

- 4.7 The March 2020 Budget announcement detailed that the West Yorkshire Combined Authority would receive £317 million from the DfT Transforming Cities Fund to progress all schemes against its 'Low Scenario'. The original TCF bid to DfT was framed around three funding scenarios, Low, Core and High. These scenarios included a mix of schemes that were deliverable at different scales in the three scenarios as well as some schemes that were only funded in core and high scenarios.

- 4.8 The Combined Authority has since approved the use of future gainshare to support delivery of the 'High Scenario' of the Transforming Cities programme at an additional cost of up to £164.5 million. Promoters are therefore developing a range of options as part of scheme Outline Business Cases to determine the best scheme, which will include options costing up to the High Scenario.
- 4.9 Please note that any reference below to the Transforming Cities Fund means £317 million from the DfT Transforming Cities Fund and the £164.5 million funding from gainshare.

Value for Money - Benefit Cost Ratios

- 4.10 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the Department for Transport's Transport Appraisal Guidance TAG on the appraisal of transport schemes.
- 4.11 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users.
- 4.12 However, a key strategic objective of investment is to encourage modal switch to more sustainable modes and therefore whilst the 'core' BCR (i.e. following Green Book guidance on total impact on the society as a whole) for some schemes may be low, discounting the dis-benefits to car users from the appraisal will result in a higher BCR and where possible this 'range of BCR' will be presented to support decision making. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.

<u>Scheme</u>	<u>Scheme description</u>
<p data-bbox="295 286 582 376">Active and Sustainable Travel in Wakefield City Centre</p> <p data-bbox="295 392 422 425">Wakefield</p>	<p data-bbox="619 286 1380 459">Wakefield City Centre is currently dominated by traffic and therefore issues where this interacts with people walking and cycling around the city causing safety and accessibility concerns as well as areas of poor air quality caused by congestion.</p> <p data-bbox="619 474 1380 712">The package will focus on introducing segregated cycling and walking facilities in the cultural quarter and by managing the traffic in the city centre. It will also improve the bus reliability across the city centre through providing improvements to key junctions and routes. These measures will provide enhanced multi modal connections to the main attractions and the rail stations.</p> <p data-bbox="619 728 1380 1030">This improvement work will connect with other schemes being developed and delivered in Wakefield such as corridor improvements, the City Centre Package (Kirkgate and Ings Road), and other schemes in the pipeline such as Wakefield South East Gateway (Kirkgate and Rutland Mill). This package also complements other recently delivered such as Rail Parking packages that have improved the approaches to the two rail stations and parts of the city centre around Northgate and Bull Ring.</p> <p data-bbox="619 1046 718 1079"><u>Impact</u></p> <p data-bbox="619 1095 1380 1332">This scheme will introduce new segregated walking and cycling infrastructure, making the employment, and training centres accessible using sustainable modes. The scheme will improve journey times through bus priority measures, reduce traffic congestion, vehicle emissions which will improve local air quality and help mitigate carbon impacts</p> <p data-bbox="619 1348 853 1382"><u>Decision sought</u></p> <p data-bbox="619 1397 1380 1496">Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 3 (Outline Business Case).</p> <p data-bbox="619 1512 1189 1545">Total value of the scheme - £13.600 million</p> <p data-bbox="619 1561 1300 1630">Total value of Combined Authority funding - £13.600 million</p> <p data-bbox="619 1646 1268 1680">Funding recommendation sought - £0.119 million</p> <p data-bbox="619 1695 1380 1765">A recommendation to the Combined Authority is sought as part of this report.</p>

<u>Scheme</u>	<u>Scheme description</u>
<p data-bbox="300 293 579 389">York Station and City Centre Access Package</p> <p data-bbox="300 409 360 434">York</p>	<p data-bbox="619 293 1353 389">The package complements the existing WY+TF York Station Frontage project and comprises a series of interventions in and around York Rail Station as follows:</p> <ul data-bbox="619 416 1353 992" style="list-style-type: none"> <li data-bbox="619 416 1353 512">• Short stay and loop road – partly funding the infrastructure to relocate private vehicles from immediately outside the rail station <li data-bbox="619 528 1353 591">• Parcel Square - creating space to relocate taxis from immediately outside the station <li data-bbox="619 607 1353 669">• Creation of new public spaces at Station and Tea Room Squares and the Portico <li data-bbox="619 685 1353 748">• Improving journey times between the rail station and Askham Bar Park and Ride <li data-bbox="619 763 1353 860">• Cycle routeway enhancements, with dedicated connections between the rail station and new cycle lanes at Queen Street and Leeman Road <li data-bbox="619 875 1353 911">• Improvement of cycle parking at the rail station <li data-bbox="619 927 1353 992">• Partly funding a new Western Concourse and increasing the capacity of the overbridge. <p data-bbox="619 1010 1353 1075">The package will be funded through the Department for Transport's Transforming Cities Fund (TCF).</p> <p data-bbox="619 1093 1366 1292">The package complements other interventions in and around the station, which, at this stage, are progressing separately as part of the York Central programme. At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.</p> <p data-bbox="619 1310 727 1346"><u>Impact</u></p> <p data-bbox="619 1364 1366 1527">The package will transform the Station Gateway to York, improving accessibility, reducing congestion, addressing carbon and air quality issues and will directly support delivery of housing and commercial developments on the York Central development site.</p> <p data-bbox="619 1545 1366 1641">The package will create a transport interchange ready to accommodate increasing passenger numbers as a result of High-Speed 2 and Northern Powerhouse Rail.</p> <p data-bbox="619 1659 874 1695"><u>Decision sought</u></p> <p data-bbox="619 1713 1342 1816">Approval to proceed through decision point 2 (Strategic Outline Case) and work commences on activity 5 (Full Business Case with Finalised Costs).</p> <p data-bbox="619 1832 1166 1859">Total value of the scheme - £14.47 million</p> <p data-bbox="619 1874 1382 1904">Total value of Combined Authority funding - £14.47 million</p> <p data-bbox="619 1919 1206 1948">Funding recommendation sought - £0 million</p> <p data-bbox="619 1964 1385 2024">A recommendation to the Combined Authority is sought as part of this report.</p>

<u>Scheme</u>	<u>Scheme description</u>
<p>A629 Phase 2: Halifax Town Centre</p> <p>Calderdale</p>	<p>The A629 phase 2 Halifax Town Centre scheme will deliver interventions including enhanced walking and cycling facilities and connections into the town centre. The scheme will re-route the existing bus services to ensure journey reliability and introduce new bus stops at the Southgate/Wards End Link and Alfred Street East/ Horton street. This will improve the bus-rail interchange and user experience therefore making public transport more attractive. Overall, the scheme will also deliver high quality public realm and a better transport network which will improve accessibility to education, employment, and development sites.</p> <p>The scheme will deliver a series of public transport and active travel (walking & cycling) interventions to improve connectivity and accessibility to and within the town centre.</p> <p>The scheme is being delivered through the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme supports the inclusive growth principle of a better quality of life by enhancing the walking, cycling and public transport access to employment, education, retail, and bus-rail interchange, as well as improving the streetscape and attractiveness of public spaces within the town centre through public realm interventions.</p> <p>The value for money assessment reflects a core benefit cost ratio (BCR) of 1.30:1 judging the scheme as low value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (Full Business Case) and work commences on activity 5 (Full Business Case with finalised costs).</p> <p>Total value of the scheme - £47.84 million</p> <p>Total value of Combined Authority funding - £47.84 million</p> <p>Funding recommendation sought - £2.598 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

<p><u>Scheme</u></p> <p>Wakefield SE Gateway (Kirkgate)</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The regeneration of the Wakefield City Centre South East Gateway is a strategic priority for Wakefield Council. The ongoing development of the South East Gateway is key to transform the city's image by redeveloping Kirkgate as a distinct part of the city centre.</p> <p>The scheme will act as a catalyst to regeneration through strategic acquisition and demolition of Chantry House and site clearance to enable residential development.</p> <p><u>Impact</u></p> <p>The scheme will enable building of approx. 60 affordable housing thereby delivering inclusive growth.</p> <p>The value for money assessment reflects a core benefit cost ratio (BCR) of 1.45:1</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (Full Business Case with Finalised Costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme – £3.435 million</p> <p>Total value of Combined Authority funding - £1.6 million</p> <p>Funding recommendation sought - £1.6 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p><u>Tranche 2 Emergency Active Travel</u></p> <p><u>Leeds City Region</u></p>	<p><u>Scheme description</u></p> <p>The Tranche 2 Emergency Active Travel fund allocated to the Combined Authority will reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand.</p> <p>The indicative allocation for West Yorkshire is £10.053 million to fund a programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation.</p> <p>The programme has been developed in partnership with partner councils, and Transport Committee members provided comments on the proposed programme alongside Leaders and Portfolio Holders, members of the West Yorkshire Bus Alliance and the CityConnect Advisory Group.</p> <p><u>Impact</u></p> <p>Improved provision for cycling and walking, enabling safer and more people to walk and cycle for local journeys and to employment and other key destinations.</p> <p>Enabling mode shift from car through provision to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing deprivation.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (Full Business Case with Finalised Costs) and work commences on activity 6 (Delivery).</p> <p>Total value of the scheme – £10.053 million</p> <p>Total value of Combined Authority funding - £10.053 million</p> <p>Funding recommendation sought - £10.053 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Wakefield SE Gateway (Rutland Mills)</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The Wakefield City Centre South East gateway scheme forms part of the Housing and Regeneration programme. The objectives of this programme are to deliver commercial floor space and homes in the Leeds City Region.</p> <p>The scope of this scheme is the restoration of historic buildings at Rutland Mills and creation of high-quality public realm at the Waterfront to deliver a creative industries jobs hub through studio, office and learning space along with associated hotel, food and beverage offer.</p> <p>The scheme will be funded through the Local Growth Fund.</p> <p><u>Impact</u></p> <p>The Rutland Mills development will deliver 6909 square metres in commercial floor space and enable 219 jobs.</p> <p>The scheme's wider social benefits include new local employment opportunities and attracting footfall to Wakefield.</p> <p>The value for money assessment reflects a core benefit cost ratio (BCR) of 6.9:1.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £20.911 million</p> <p>Total value of Combined Authority funding - £4.9 million</p> <p>Funding recommendation sought - £4.9 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Bradford Heritage Properties (High Point)</p> <p>Bradford</p>	<p><u>Scheme description</u></p> <p>This scheme forms part of the Bradford City Centre Properties programme to refurbish historic buildings within the Bradford area and bring them back into use.</p> <p>This scheme aims to redevelop High Point, a 13-storey former office block in Bradford city centre, bringing the building back into use and providing a range of new apartment homes with ground floor commercial/ business space.</p> <p>The scheme is funded from the Local Growth Fund.</p> <p><u>Impact</u></p> <p>The refurbishment of this historic iconic building will act as a catalyst for regeneration within the wider area. The scheme will enable 87 new homes (apartments) and will also create 422 square meters of commercial business space in a key priority urban centre, which will potentially create 24 new jobs.</p> <p>The building will be fitted with solar panels to reduce electricity supply from the national grid and provide a sustainable energy resource.</p> <p>This scheme will potentially generate £3.7 million in social value, and has an adjusted BCR of 2.2:1, representing high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £9.432 million</p> <p>Total value of Combined Authority funding - £2.9 million</p> <p>Funding recommendation sought - £2.9 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>
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Scheme	<u>Scheme description</u>
<p>Rail Park and Ride Phase 1 (Steeton & Silsden, Moorthorpe, Normanton)</p> <p>Bradford, Wakefield</p>	<p>In order for demand to meet supply and encourage commuters to access the rail network rather than drive, a strategic package of car park extensions at West Yorkshire rail stations has been identified in order to increase capacity and enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity, at selected stations, of which there is a greater return in terms of weighted benefit for all users, in terms of minutes.</p> <p>Three of these sites, Steeton and Silsden, Moorthorpe and Normanton are the subject of this change request.</p> <p>It has been identified that the value of the contracts and therefore the total scheme costs approval needs to be increased to reflect the VAT element that cannot be recovered by Northern or the Combined Authority under current HMRC rules.</p> <p>This Change Request is seeking:</p> <ul style="list-style-type: none"> • Approval for an increase in the scheme contract values and timescales for each of the 3 schemes mentioned above. • Approval for the revised completion dates for each scheme. <p><u>Impact</u></p> <p>The car park improvements will deliver more localised benefits, because of improved access to the rail network. The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.</p> <p><u>Decision sought</u></p> <p>Approval to the change request to increase to the costs of the 3 schemes by £1.206 million to a total of £7.851 million and to extend the completion time scales for each scheme.</p> <p>Total value of the 3 schemes - £7.851 million</p> <p>Total value of Combined Authority funding - £7.851 million</p> <p>Funding recommendation sought for the 3 schemes - £1.206 million</p> <p>A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.</p>

- 4.13 Since the Investment Committee's meeting on 07 October 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. Under the delegation a total expenditure of £7.343 million has been approved.

<p><u>Scheme</u></p> <p>CIP A646/A6033 Calderdale</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme seeks to deliver a package of highway improvements to address identified pinch-points on the A646/A6033 corridor.</p> <p>This scheme is part of the Corridor Improvement Programme, funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>The scheme will support clean growth and inclusive growth by delivering highway efficiencies to support better access to strategic sites (employment, education, housing) including through non-car modes by enhancing the access to public transport (bus, rail) and improving the active mode provision (walking, cycling), encouraging modal shift from the car, health benefits, and improving the air quality.</p> <p>The scheme has a Very High value for money benefit cost ratio of 4.87:1</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 4 approval on 25 September 2020, giving additional development cost approval of £0.494 million from West Yorkshire plus Transport Fund and work commences on activity 5 (FBC+)</p>
<p><u>Scheme</u></p> <p>CIP A58/A672 Calderdale</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>This scheme seeks to deliver a package of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes.</p> <p>This scheme is part of the Corridor Improvement Programme, funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>The scheme supports clean and inclusive growth by delivering highway efficiencies to support better access to strategic sites (employment, education, housing) including through non-car modes by enhancing the access to public transport (bus, rail) and improving the active mode provision (walking, cycling), encouraging</p>

	<p>modal shift from the car, health benefits, and improving the air quality.</p> <p>The scheme has a Very High value for money benefit cost ratio of 4.23:1.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 4 approval on 25 September 2020, giving additional development cost approval of £0.494 million from West Yorkshire plus Transport Fund and work commences on activity 5 (FBC+)</p>
<p><u>Scheme</u></p> <p>City Connect phase 3 - Leeds</p> <p>Leeds</p>	<p><u>Scheme Description</u></p> <p>The City Connect phase 3 programme builds on the work completed through phases 1 and 2, to develop a high quality, strategic, cycle and walking network to encourage more people to switch to travel by active modes, and make cycling the natural choice, especially for short journeys.</p> <p>The phase 3 programme comprises of eight schemes, with three of these schemes included in phase 3 Leeds:</p> <ul style="list-style-type: none"> • The 3km Elland Road Cycle superhighway • The 1.5km (each way) Dewsbury Road scheme • The 0.5km (each way) Claypit Lane scheme <p>City Connect Phase 3 Leeds is fully funded from the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Scheme delivery is forecast to grow cycling trips in Leeds by 33% and improve access to employment, skills and education, especially in areas of economic and social deprivation.</p> <p>The scheme will also support delivery of social and health benefits, encouraging active mode travel and in the process reducing vehicle traffic on the roads, leading to decrease in carbon emissions and improved air quality.</p> <p>The value for money assessment gives a benefit cost ratio of 1.39:1</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 approval on 9 October 2020, giving full approval to the Combined Authority's contribution of £6.355 million and work commences on activity 6 (delivery)</p>

5 Information

- 5.1 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

Project Title	Active and Sustainable Travel in Wakefield City Centre
Stage	1 (eligibility)
Decision Point	2 (strategic outline case)

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

Background

- 5.2 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF) which was approved in March 2020. As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities.
- 5.3 The Wakefield city centre is served by three main public transport interchanges, Kirkgate Railway Station, Westgate Railway Station and the Bus Station which is adjacent to Trinity Walk shopping centre. Many services use Union Street, to access the bus station, however, these services are frequently delayed due to city centre congestion which often impacts overall bus journey time and reliability.
- 5.4 The scheme will deliver bus priority measures to improve the reliability and viability of bus services by introducing traffic management measures. This will improve reliability of bus journeys within the city centre and will potentially increase bus patronage by making public transport more attractive thereby reducing congestion and carbon emissions.
- 5.5 Currently, for people wishing to access bus and rail services on foot or by bicycle, the first/last mile of the journey involves travelling along and across major roads with little or no adequate infrastructure provision. The scheme will overcome this barrier by providing cycle routes to the latest design standards within the city centre and installing a cycle hub to provide parking for cyclists

thereby increasing attractiveness and accessibility of active modes of transport within the city centre.

- 5.6 The scheme will deliver high quality public realm measures in the Northern Quarter including improved walking and cycling provisions and traffic management measures which will enhance the accessibility to local businesses and services, potentially improving investment confidence within the city centre.
- 5.7 The improvements delivered by this package will connect with other schemes such as corridor improvements, the City Centre Package (Kirkgate and Ins Road), schemes in the pipeline such as Wakefield South East Gateway (Kirkgate and Rutland Mill) and other recently delivered such as Rail Parking packages that have improved the approaches to the two rail stations and parts of the city centre around Northgate and Bull Ring.
- 5.8 A summary of the scheme's business case and location map is included in **Appendix 2**.

Clean Growth / Climate Change Implications

- 5.9 The package will improve air quality and reduce carbon emissions by introducing a range of measures across the city to improve bus journey reliability and making walking and cycling more attractive and accessible to private car users.
- 5.10 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 5.11 The scheme outputs, benefits and inclusive growth implications include:
 - Improve access to bus and rail stations by sustainable modes in the city centre.
 - Improve bus reliability, and journey times through bus priority measures and managing traffic within the city centre improving accessibility and connectivity.
 - Modal shift from car to sustainable modes (rail, bus, walking and cycling) resulting in air quality improvements by introducing new walking and cycling infrastructure
 - Improve the attractiveness and accessibility of public spaces and local businesses potentially driving investor confidence.
 - Promote inclusive growth by making it easier for people to access educational facilities and employment sites in Wakefield and further afield, through public transport improvements.

Risks

5.12 The scheme risks include:

- All of the TCF Wakefield City centre Package interventions are not deliverable within the prescribed timescale, this will be mitigated by efficient project and programme management to keep the project to schedule and maintain engagement with relevant stakeholders.
- Public objection to Traffic Regulation Orders (TROs) to change in vehicle movements in the city centre, this will be mitigated by robust modelling to inform likely traffic patterns, effective communication and balancing expectations and long-term scheme benefits.
- Risk of multiple schemes being constructed within similar timeframe, consequently causing disruption in the city centre, this will be mitigated by ensuring scheme interfaces are monitored regularly to reduce likelihood of construction crossover from multiple schemes and phasing sub packages where possible.

Costs

5.13 The scheme costs are:

- £13.600 million from Transforming Cities Fund (TCF)
- £0.406 million of development costs have been approved to date for this package from the Transforming Cities Fund to progress through the assurance process and further business case development.
- A further £0.119 million has been requested to progress to Outline Business Case, taking total approval to £0.525 million

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	10/11/2020
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/07/2021

Other Key Timescales

- Scheme start at site July 2022
- Practical completion on site April 2023

Assurance Tolerances

Assurance tolerances
That Combined Authority costs increase remain within 10% of those outlined in this report.
That the timeframes remain within 6 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Graham West
Project Manager	Janet Ward
Combined Authority case officer	Alpha Thiam

Appraisal Summary

- 5.14 Overall, the scheme aligns with the Combined Authority strategic priorities. The majority of the SOC is sufficiently developed for this stage of the assurance process and issues that require further clarification will be addressed at the next stage.
- 5.15 The strategic need for the scheme has been set out, initial economic assessments have been carried out and broad procurement options have been identified. Funding streams have also been identified and the approach to project management is detailed.
- 5.16 Further work is required at the next stage of the assurance process to undertake value for money assessments, calculate scheme specific costs and benefits in present value and confirm spend profiles in accordance with TCF allocations. The preferred approach to procurement requires further development and project timescales require clarification.

Recommendations

- 5.17 The Investment Committee recommends to the Combined Authority that:
- (i) The Wakefield City Centre Bus, Cycle and Walking improvements package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
 - (ii) An indicative approval to the total package value of £13.600 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5
 - (iii) Development costs of £0.119 million are approved to progress the scheme to decision point 3 (outline business case) bringing the total development costs approval to £0.525 million.

- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £0.525 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

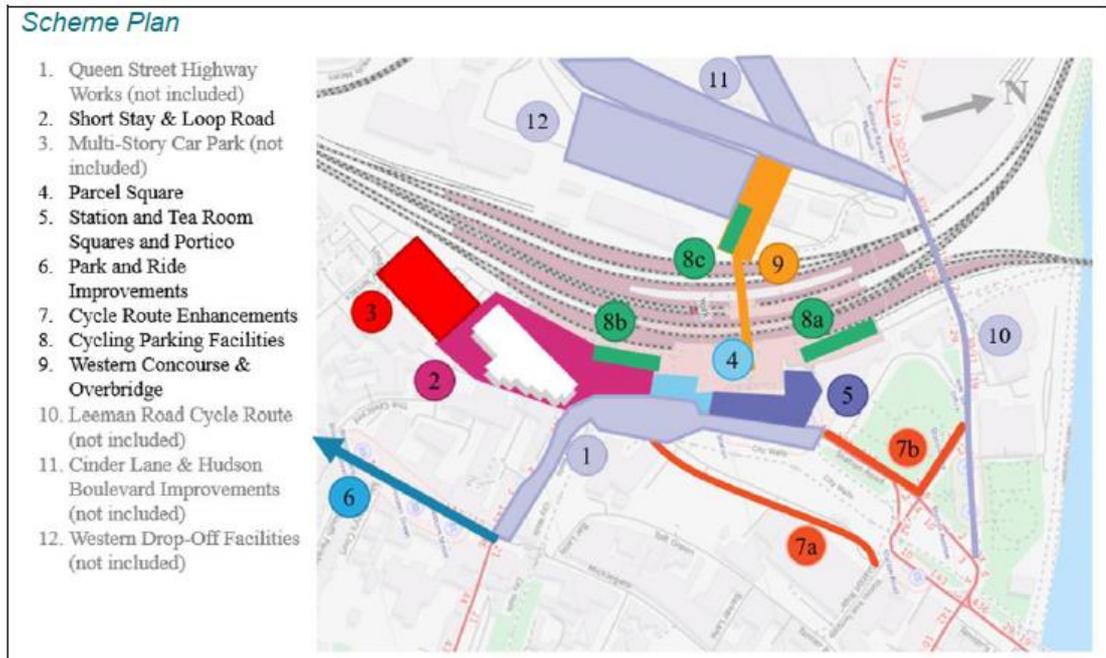
Project Title	York Station and City Centre Access Package
Stage	1 (eligibility)
Decision Point	2 (strategic outline case)

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

Background

- 5.18 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF) which was approved in March 2020. As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities.
- 5.19 The package is strategically aligned with the Leeds City Region Transforming Cities Fund vision and will connect people to economic and education opportunities by providing affordable and sustainable transport connections.
- 5.20 The package comprises a series of interventions in and around York Railway Station:
- Short stay and loop road - infrastructure to relocate private vehicles from immediately outside the rail station
 - Parcel Square - creating space to relocate taxis from immediately outside the station in The Portico
 - Station and Tea Room Squares and The Portico - creation of new public spaces
 - Park and Ride improvements - improving journey times to / from the Askham Bar Park and Ride, a key gateway into the city from people travelling from regional hubs including Leeds and Sheffield.
 - Cycle routeway enhancements - dedicated connections between the rail station and new cycle lanes at Queen Street and Leeman Road
 - Cycle parking - improvement of cycle parking at the rail station

- Western Concourse and overbridge - a new rail station Western Concourse and increasing the capacity of the overbridge.



- 5.21 The package complements other interventions (as noted above as “not included”) at the western and eastern side of the rail station which currently are part of the separate York Central programme which comprises of three schemes, namely, York Central Access, York Station Frontage and York Western Station Access and Station Frontage schemes, currently funded from West Yorkshire plus Transport Fund (WY+TF).
- 5.22 At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.
- 5.23 A summary of the scheme’s business case and location map is included in **Appendix 3**.

Clean Growth / Climate Change Implications

- 5.24 The package will improve air quality through reduced carbon emissions, by making public transport more attractive to private car users. Bus priority measures and park and ride improvements will improve bus journey times and increase reliability and rail station facilities and the passenger interchange between rail and bus and vice versa will be improved.
- 5.25 Further work to establish the climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 5.26 The scheme outputs, benefits and inclusive growth implications include:

- Encouraging more people to travel via sustainable modes (cycling, walking, rail and bus)
- Reallocating space around the rail station to prioritise bus, rail, cycling and walking and achieve reductions in car trips and minimising vehicle congestion
- Providing seamless walking and cycling connections improving access to and from the rail station
- Providing at least 800, high quality cycle parking spaces at key cycle arrival points
- Upgrading station facilities to support an increase in passengers
- Providing step-free access to platforms and across the station from all station entrances
- Helping unlock up to 2,500 homes and support up to 6,500 highly skilled jobs at York Central development site

Risks

5.27 The scheme risks include:

- Failure to acquire a freehold parcel of land required for the package. This will be mitigated by engaging at the earliest opportunity with the landowner, subject to City of York Council's Governance approval procedures.
- Archaeological remains encountered when excavating lift pits. This will be mitigated by undertaking a desk-based assessment and intrusive investigations to de-risk main works

Costs

5.28 The scheme costs are:

- £14.47 million from Transforming Cities Fund (TCF)
- £0.420 million of development costs have been approved to date for this package from the Transforming Cities Fund to progress through the assurance process and further business case development.
- No further development funding is requested at this stage

5.29 At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	11/11/2020
At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward and therefore the next Decision Point will be in line with the York central scheme.		

Other Key Timescales

- Package start on site October 2021
- Practical completion on site March 2023

Assurance Tolerances

Assurance tolerances
That Combined Authority costs increase remain within 10% of those outlined in this report.
That the timeframes remain within 6 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	James Gilchrist
Project Manager	Tony Clarke
Combined Authority case officer	Alpha Thiam

Appraisal Summary

- 5.30 The overall scheme aligns with the Combined Authority strategic priorities. The majority of the SOC is sufficiently developed for this stage of the assurance process and issues that require further clarification tend to be minor. The Strategic and Economic Cases demonstrate the strategic and economic need for the scheme clearly.
- 5.31 The five critical success factors used to appraise the long list have been identified and include 'fit with spending objectives', 'supplied capacity and capability', 'value for money', 'practical feasibility' and 'affordability'.

- 5.32 An assessment of the ability of the marketplace to provide the required goods and services for the project has been carried out. An established professional team has already been engaged to deliver the York Station Gateway scheme, who are covering project development.
- 5.33 The market study undertaken pre COVID-19 demonstrates that the demand for the station is expected to increase due to HS2, NPR and the York Central development site which evidences the need for the scheme. The investment is aligned with the medium- and long-term plans as the demand for these services is expected to return to pre COVID-19 levels in the future.

Recommendations

- 5.34 The Investment Committee recommends to the Combined Authority that:
- (i) The York Station and City Centre Access Gateway package proceeds through Decision Point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) An indicative approval to the total package value of £14.547 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development

Project Title	A629 Phase 2: Halifax Town Centre
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

- 5.35 The A629 phase 2 Halifax Town Centre scheme is being delivered through the West Yorkshire plus Transport Fund (WY+TF) A629 Halifax to Huddersfield corridor programme, approved by the Combined Authority Board in 2015. At its inception, the WY+TF allocated £120.6 million to the programme.
- 5.36 The A629 corridor programme incorporates a series of multi-modal transport (car, bus, walking, cycling) and accessibility infrastructure improvements between Halifax, Huddersfield, and the M62, to address barriers to economic growth and support ambitions of the Leeds City Region Strategic Economic Plan 2016-36 and local and regional transport policies and strategies.
- 5.37 To support project delivery, the A629 corridor programme has been split into five phases:
- Phase 1a Jubilee Road to Shaw Hill
 - Phase 1b Elland Wood Bottom to Salterhebble Hill
 - Phase 2 Halifax Town Centre
 - Phase 4 Ainley Top (M62 Junction 24) and wider strategic interventions
 - Phase 5 Ainley Top into Huddersfield (Kirklees)
- 5.38 Phase 1a has been constructed and operational since November 2018, whilst the other phases are at full business case (activity 4) or full business case with finalised costs (activity 5) stage.

- 5.39 The phase 2 Halifax Town Centre scheme will deliver a series of public transport and active travel (walking & cycling) interventions to improve connectivity and accessibility to and within the town centre. The scheme will achieve this by re-routing traffic and changing existing bus service routes which will improve the bus-rail interchange and make public transport more attractive potentially increasing the number of bus users.
- 5.40 The phase 2 Halifax Town Centre scheme will deliver interventions across four identified sections:
- Western Gateway – will improve pedestrian and cycling provision to enable better active mode connectivity and accessibility to employment, education, and development sites (for example Dean Clough, Lloyds Banking Group, Trinity Academy Sixth Form College). The scheme will enhance the public realm outside the theatre and Lloyds building and will improve the operational efficiency of the highway network, including the replacement of the Bull Ring roundabout with traffic signals. Two electric vehicle charge points will be installed at the retained Bull Green car park.
 - Central Gateway – will build and utilise components of the western and eastern corridor interventions to create an anti-clockwise bus loop and pedestrianise Market Street and Northgate and will install new bus stops at Southgate / Wards End Link improving town centre bus services.
 - Eastern Gateway – will deliver public realm enhancements around the listed Hughes Corporation building and will install four new bus stops on Alfred Street East / Horton St to support bus-rail interchange. The scheme will redesign junctions and realign roads to make the eastern corridor attractive to core town centre traffic (including at Square Road, Church Street and Horton Street, to shift traffic from the western and central corridors and re-balance traffic movements. The conversion of the Charlestown Road Retail Park mini roundabout to a priority junction) will complement the Halifax Rail Station Gateway and Eureka! masterplans.
 - Eastern Access Package – to enhance active mode (walking, cycling) access to the rail station and town centre from the area east of the railway line, including from the Hebble Trail Cycle Route, through the realignment of Navigation Road, delivery of a DDA compliant underpass, and implementation of cycle ramps from Berry Lane to Water Lane. This package of works will complement the rail station scheme proposals.
- 5.41 As a result of scheme delivery, the increase in footfall as a result of local developments such as the Piece Hall and Trinity Academy Sixth Form College will be better accommodated and the scheme will support an uplift in cyclists, provide greater bus coverage resulting in an increase in bus users and better bus-rail interchange opportunities, and unlock sites for commercial development, increasing commercial property occupancy in the town centre.
- 5.42 The scheme comes forward at full business case (activity 4) at a total scheme cost estimate of £47.84 million, to be funded from the West Yorkshire plus Transport Fund (WY+TF). The scheme scope at outline business case

(Gateway 1) included the redevelopment of Halifax Bus Station. Following the Combined Authority's Transforming Cities Fund bid (TCF), the bus station was removed from the phase 2 scope and is now being developed for delivery through the TCF programme.

- 5.43 A summary of the scheme's business case and location map is included in **Appendix 4**.

Clean Growth / Climate Change Implications

- 5.44 The scheme supports clean growth by enhancing the active travel and public transport provision within Halifax Town Centre to encourage modal shift from the car, with better walking, cycling and bus connectivity to employment, education, and retail in Halifax. Additionally, the scheme supports a low emission multi modal travel system across Calderdale and the City Region with better bus-rail interchange opportunities to/from Halifax.
- 5.45 The scheme will also pedestrianise Market Street and Northgate, reprioritising highway to pedestrians and will deliver public realm enhancements across the town centre, most notably at the Eastern corridor which will also include tree planting.
- 5.46 The scheme also seeks to install a minimum of two electric vehicle charge points for public users, building on the Office for Low Emission Vehicle (OLEV) taxi charge point scheme being delivered by the Combined Authority in partnership with the five partner councils.

Outputs, Benefits, and Inclusive Growth Implications

- 5.47 The scheme outputs, benefits and inclusive growth implications include:
- Support the increase in pedestrian footfall by 20% within 5 years of scheme delivery.
 - Support the increase in bus patronage by 25% within five years of scheme delivery.
 - Support the increase in cyclists crossing Halifax Town Centre by 50% within 5 years of scheme delivery.
 - Increase commercial property occupancy by 5% within five years of scheme delivery
 - Reduce casualties by 42% within five years of scheme delivery
 - Air quality levels of nitrogen dioxide (NO₂) and particulate matter at monitoring sites across the town centre to meet the UK Government Air Quality regulations (2010) by 2026.
 - Noise levels at monitoring sites across the town centre will not exceed 68dB by 2026 – the level if exceeded triggers noise insulation regulations. The value for money assessment reflects a core benefit cost

ratio (BCR) of 1.30:1 judging the scheme as low value for money when assessed against the Department for Transport's value for money criteria

- The scheme supports the inclusive growth principle of a better quality of life by enhancing the walking, cycling and public transport access to employment, education, and retail, as well as improving the streetscape and attractiveness of public spaces within the town centre through public realm interventions.

Risks

5.48 The scheme risks include:

- Unplanned works not associated with this scheme are required to the highway during the construction period leading to delay and cost to the scheme. Early liaison with utility companies is ongoing
- Unknown extent of statutory utility diversions resulting in delay and cost to the scheme. Early engagement being had with the council Highways team to better understand location of the statutory utilities and identify possible conflicts with the scheme
- Land acquisition fails or takes longer than anticipated, implicating ability to deliver the overarching scheme or resulting in delay and cost to the scheme. Legal advice has been sought with the Compulsory Purchase Order process running in parallel to landowner engagement and profiled into the programme. A break clause will be inserted into the procurement contract should land take issues arise on the Eastern corridor.

Costs

5.49 The scheme costs are:

- The total scheme cost estimate at full business case (activity 4) is £47.84 million, to be wholly funded from the £126.1 million WY+TF A629 programme.
- A further approval of £2.598 million development costs is now sought, from the £47.84 million total scheme cost estimate, to progress the scheme to full business case with finalised costs (activity 5), taking the total development costs approval from the WY+TF to £5.844 million.
- The Combined Authority to enter into an addendum to the existing funding agreement for total expenditure of £5.844 million from the WY+TF.
- The average A629 programme BCR is 2.69:1 which represents high value for money.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
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Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/11/2020
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/03/2021 30/09/2022 25/03/2022
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2024
Decision point 7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025

5.50 The assurance pathway and approval route table highlights that the scheme is to phase the full business with finalised costs (decision point 5) submission. It is expected that the Western and Central Gateway is submitted together, followed by the Eastern Gateway, and the Eastern Access Package. This approach allows time to develop the Eastern Gateway which is subject to third party land take, and the development of the Eastern Access Package in conjunction with the rail station scheme which is at an earlier stage of design.

Other Key Timescales

- Planning approval was secured in June 2020.
- The Compulsory Purchase Order is to be launched in November 2020.
- Contractor tender award is expected in April 2021.
- Commencement to construction of the Western and Central Gateways is forecast for June 2021.
- Construction timescales for the Eastern Gateway is subject to concluding land acquisition, with current indication that construction will commence by September 2022.
- Practical completion (decision point 6) is forecast for June 2024.

Assurance Tolerances

Assurance tolerances
That any cost increase remains within 5% of the costs set out. That the programme remains within 3 months of the timescales set out.

Project Responsibilities

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

Appraisal Summary

- 5.51 The scheme suitably establishes the strategic drivers for investment, reflecting each gateways particular priorities and bringing them together into a single package to deliver a series of interventions across the town centre to improve public transport and active mode access into and within the town centre to employment, education, and retail, and to be complemented by revisions to the existing highway network.
- 5.52 It is recognised the scheme has a strong synergy with the TCF redeveloped bus station and rail station gateway schemes, with the town centre scheme designed to complement both these schemes to fully realise the strategic benefits.
- 5.53 Delivery of the Eastern Gateway is subject to land acquisition and this has been considered in terms of maintaining delivery timescales by phasing the Full business case with finalised costs (activity 5) submissions and with the insertion of a break clause in the procurement contract should land take issues be unsuccessful.
- 5.54 The value for money assessment suggests a Low value for money scheme, but appraisal recognises this in part due to the revised highway network impacting car users which will be to the benefit of active travel (walking, cycling), encouraging active mode growth and supporting clean growth aspirations.

Recommendations

- 5.55 The Investment Committee approves that:
- (i) The A629 Phase 2 Halifax Town Centre scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total scheme value of £47.84 million is given from the West Yorkshire plus Transport Fund (WY+TF) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Development costs of £2.598 million are approved to progress the scheme to decision point 5 (full business case with finalised costs) bringing the total development costs approval to £5.844 million.

- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £5.844 million from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Wakefield South East Gateway (Kirkgate)
Stage	2 (development)
Decision Point	5 (full business case with finalised costs)

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

- 5.56 The regeneration of the Kirkgate area of Wakefield City Centre is a strategic priority for Wakefield Council. It will lead to Kirkgate becoming a distinct part of the city centre, linking Wakefield's retail core with the final phase of the Waterfront regeneration including the new Tileyard Studios development at Rutland Mills.
- 5.57 The Wakefield South East Gateway (Kirkgate) scheme is forecast to enable delivery of 60 affordable homes through supported land assembly and site clearance to present a viable housing site to the market. The funding of the project will tackle market resistance to developing brownfield land in a marginal value area, acting as a catalyst to regeneration and development of the South East Gateway area.
- 5.58 The purpose of this scheme is the acquisition of key property (Chantry House) and site clearance to facilitate delivery of the adjacent assembled sites for future housing development. The proposed residential development on the assembled plots at Kirkgate is the first phase of new urban living in the South East Gateway area, with a potential new neighbourhood to be created nearby to link to the 'Chantry' residential area.
- 5.59 This scheme has enabled Wakefield to identify a preferred developer for the onward development and delivery of 60 affordable homes.
- 5.60 The total cost of the scheme is £3.435 million. The Combined Authority contribution of £1.6 million is funded from Local Growth Fund.

Clean Growth / Climate Change Implications

- 5.61 The scheme will enable affordable housing which by the means of design will be environmentally friendly and energy efficient dwellings using low energy

heating and lighting. The proposed housing development will also include provisioning of e-charging points and soft landscaping, providing an enhanced area for pollinators and sustainable drainage systems. These measures will help reducing the carbon footprint.

5.62 A summary of the scheme’s business case and location map is included in **Appendix 5**.

Outputs, Benefits and Inclusive Growth Implications

5.63 The scheme outputs, benefits and inclusive growth implications include:

- Completion of site assembly and demolition works to prepare a new site for affordable housing.
- Enabling the completion of approximately 60 new affordable housing units by supporting land assembly, thereby facilitating inclusive growth.
- Improved built environment and surrounding landscape enhancing this area of Wakefield city centre.
- Delivery of health benefits valued at £125 per year per new dwelling as outlined in MHCLG’s Appraisal Guide, based on NHS avoidance savings.

Risks

5.64 The scheme risks include:

- Funding not secured to deliver of 60 affordable homes. This is mitigated by the council identifying a preferred developer who is in process of negotiating funding from Homes England. The developer also has their own cash reserves of £6.986 million to invest.

Costs

5.65 The scheme costs are:

- The total cost of the scheme is £3.435 million.
- Combined Authority contribution of £1.6 million is sought from the Local Growth Fund (LGF). This contribution will fund the enabling costs for approximately 60 affordable housing units. Wakefield Council is contributing £1.835 million of match funding towards the total cost of the scheme.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team	05/11/2020

	Decision: Investment Committee	
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/01/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/01/2021

Other Key Timescales

- Commencement of Housing Construction – April 2022
- Completion of Housing Construction – March 2024

Assurance Tolerances

Assurance tolerances
That the Combined Authority's costs remain within those outlined within this report. That the outputs (houses enabled) of this scheme to remain within 10% of those outlined in this report

Project Responsibilities

Senior Responsible Officer	Jane Brown – Wakefield Council
Project Manager	Polly Hutton – Combined Authority
Combined Authority case officer	Chris Maunder / Jessica McNeill

Appraisal Summary

- 5.66 Wakefield Council seeks a grant of £1.6 million to contribute towards the cost of purchasing and demolishing Chantry House and site clearance. This work will facilitate delivery of the adjacent assembled sites for an affordable housing development consisting of 60 homes.
- 5.67 The demand case rests on the Strategic Housing Market Assessment (SHMA) which shows an on-going need for affordable housing in the district. The Council has procured contractors to remove structures on the site.
- 5.68 The BCR for preferred option is 1.45:1 for this scheme.

Recommendations

- 5.69 The Investment Committee approves that:

- (i) The Wakefield SE Gateway (Kirkgate) scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £1.6 million which will be funded through £1.6 million from the Local Growth Fund.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £1.6 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Tranche 2 Emergency Active Travel Funding
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

- 5.70 On 09 May 2020 the Government announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment across England in walking and cycling over the next 5 years. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand. The £25 million remainder will be allocated to a voucher scheme to help people get their bikes repaired so that they can get back to cycling.
- 5.71 A total allocation of up to £12.566 million was confirmed for West Yorkshire, split into two tranches.
- 5.72 In July, DfT announced that the West Yorkshire application submitted in June had been successful in securing £2.513 million of tranche 1 funding for highways infrastructure schemes and supporting behaviour change measures. These are now in delivery and being managed through the CityConnect programme governance structure.
- 5.73 An application for £10.053 million of tranche 2 funding was submitted on 7 August, in line with the indicative allocations published by DfT. This set out a further programme of temporary and permanent walking and cycling infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation.
- 5.74 The programme was developed in partnership with partner councils, and Transport Committee members provided comments on the proposed programme alongside Leaders and Portfolio Holders, members of the West Yorkshire Bus Alliance and the CityConnect Advisory Group. The programme includes a range of infrastructure measures to be delivered by partner

councils, with supporting behaviour change activities to be delivered centrally by the Combined Authority and by individual partner councils as appropriate.

- 5.75 The outcome was expected to be announced early September 2020 but has still not been received from DfT. It is now expected late October, but there is no certainty around this. Authorities must fully commit the funds this financial year (i.e. by the end of March 2021), meaning that these schemes must be delivered at pace.
- 5.76 A letter from the Rt Hon Grant Shapps MP was received on 16 October 2020 (**attached in Appendix 6**). A number of issues are highlighted and due to these the letter states “That is why in the second tranche of funding, those authorities which have demonstrated genuine plans to consult their local communities and embrace good design principles will receive all of or, in some cases, more funding than their indicative allocations. Those authorities that have not been able to demonstrate this to the same extent will receive less, and in some cases considerably less, funding than their indicative allocations.” To date, DfT have not provided any indications that there are concerns with delivery in our region of the sort outlined in the letter. Given West Yorkshire partners’ track record of delivery and the positive impacts achieved to date for active travel, we hope that our application is successful in securing 100% of the indicative allocation that we applied for.
- 5.77 In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegated authority to the Investment Committee to approve:
- (i) The Tranche 2 Emergency Active Travel Assurance Framework pathway and approvals.
 - (ii) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million, but this could vary as the final allocation is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.
 - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners.
- 5.78 As the DfT has still not confirmed the final allocation and to ensure that schemes can be delivered within the tight timescales, the Investment Committee and are now requested to approve, subject to receipt of the DfT allocation:
- (i) The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million, but this could vary once DfT confirm the final allocation.

- (ii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £2,131,555
 - Calderdale - £101,172
 - Kirklees - £1,983,983
 - Leeds - £3,025,500
 - Wakefield - £1,423,243
 - Combined Authority - £1,387,439 (for delivery of behaviour change measures across West Yorkshire)
- (i) In order to ensure that schemes can be delivered within the tight timescales, the Investment Committee delegate authority to the Managing Director to amend the approval and allocation of Tranche 2 Emergency Active Travel funding if the DfT allocation differs from £10.053 million, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (ii) The Combined Authority enters into a Funding Agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above from the Tranche 2 Emergency Active Travel fund.

5.79 A summary of the programme is included in **Appendix 7**.

5.80 A summary of the programme's business case is included in **Appendix 8**.

Clean Growth / Climate Change Implications

5.81 The delivery of activities identified in this report to improve to walking and cycling infrastructure and the supporting measures required to enable more people to use the new infrastructure to walk and cycle more, will support the Combined Authority in responding to the Climate Emergency and working towards achieving the changes in travel behaviour currently being identified through the Carbon Emissions Reduction Pathway work.

5.82 The important role that increased levels of walking and cycling is expected to play in reducing carbon emissions required for the region to meet its ambition to be net-zero carbon by 2038, are set out in the "Strengthened decision making in the light of the Climate Emergency" report included on the agenda for the November Investment Committee meeting. Current and future delivery of improvements and support for walking and cycling, informed by investment planning work being carried out through LCWIP and Connectivity Plan workstreams will be key to enabling more people to walk and cycling in the region.

Outputs, Benefits and Inclusive Growth Implications

5.83 The scheme outputs, benefits and inclusive growth implications include:

- Improved provision for cycling and walking through the implementation of local measures within residential areas, and creation of safe, protected cycle provision on main corridors, enabling more people to walk and cycle for local journeys and to employment and other key destinations.
- Measures to address pedestrian severance into urban centres, to schools and to employment destinations, enabling people to make safer journeys on foot.
- Support for the LTP funded Streets for People Demonstration projects through early delivery of some measures planned for implementation through the LTP Streets for People Demonstration projects which will prioritise walking, cycling and bus on two town centre location.
- Support for sustainable, active travel to school through implementation of “school streets” measures, installation of cycle and scooter parking spaces at schools across the region and expansion of the Bike Friendly Schools engagement and training programme.
- Business grants to support employers to install secure cycle parking and other supporting measures, as well as other engagement within businesses to support more people to walk to work.
- Extension of adult cycle training programme delivered across West Yorkshire; alongside targeted health-focused cycle training based on GP prescribing for those with low levels of physical activity.
- Enabling mode shift from car through provision to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.
- Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing deprivation.

Risks

5.84 The scheme risks include:

- Projects being delivered within the challenging timeframe set by the funding body. This will be mitigated by continuing a dialogue to influence and manage the funding body expectations in line with our funding application, supported by robust programme monitoring and early identification of delivery issues.
- Project development and design quality meeting government’s expectations, to be mitigated through identification of realistic timescales and resources for scheme development, and existing programme governance and partners’ increasing familiarisation of new cycle design guidance.

- Effective engagement with communities benefitting from improvements, which may be challenged by restrictions relating to COVID-19. This will be mitigated through use of existing online engagement tools such as the interactive map on the Your Voice platform which allows local issues and potential measures for walking and cycling to be identified. We will also feedback from our engagement with stakeholders during delivery through forums like the CityConnect Advisory Group and our social media presence to capture feedback and identify emergent issues with Delivery Partners.
- Supply chain issues delaying delivery of infrastructure due to increased demand nationwide. This will be mitigated by early engagement with the supply chain and identification of new suppliers where possible.
- Changing Covid-19 restrictions could impact on delivery timescales. This will be managed through liaison with delivery partners and the supply chain and the development of their management plans
- Procurement of equipment and services within short timescales. This will be mitigated by early engagement with Procurement departments and supply chain to identify an effective procurement route that maintains value for money.

Costs

- 5.85 The expenditure of Tranche 2 Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £10.053 million, but this could vary once DfT confirm the final allocation.
- 5.86 The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners is set out below:
- Bradford - £2,131,555
 - Calderdale - £101,172
 - Kirklees - £1,983,983
 - Leeds - £3,025,500
 - Wakefield - £1,423,243
 - Combined Authority - £1,387,439 (for delivery of behaviour change measures across West Yorkshire)
- 5.87 In order to ensure that schemes can be delivered within the tight timescales, the Investment Committee are requested to delegate authority to the Managing Director to amend the approval and allocation of Tranche 2 Emergency Active Travel funding if the DfT allocation differs from £10.053 million, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery (for example, agreement between the Combined Authority and partner councils on joint or individual procurements).

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/11/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022

- 5.88 Although DfT would like delivery by 31 March 2021, the Combined Authority and partners have not committed to this in the bid, but have stated “completion by 31/03/22, with all schemes fully committed by March 2021, we expect all works to be completed by end of March 2022 at the latest.”

Other Key Timescales

- Schemes within the programme to be fully committed by March 2021.

Assurance Tolerances

Assurance tolerances
That the Combined Authority's costs remain within the DfT Emergency Active Travel funding allocated to the Combined Authority. That the programme remains within 3 months of the timescales set out.

Project Responsibilities

Senior Responsible Officer	Caroline Farnham Crossland
Project Manager	Robert Griffiths

Appraisal Summary

- 5.89 An application for £10.053 million was submitted on 7 August for Tranche 2 Emergency Active Travel funding, in line with the indicative allocations published by DfT. The outcome of the bid was expected to be announced early September 2020 but has still not been received from DfT. It is now expected late October, but there is no certainty around this.

- 5.90 Authorities must fully commit the funds this financial year (i.e. by the end of March 2021), so in order to ensure that schemes can be delivered the Investment Committee and are now requested to approve at risk and delegated authority is given to the Managing Director for final approvals.
- 5.91 The outputs, benefits and inclusive growth implications correlate well with the Combined Authority's priorities and the SEF. Risks are well presented and mitigation measures in place.

Recommendations

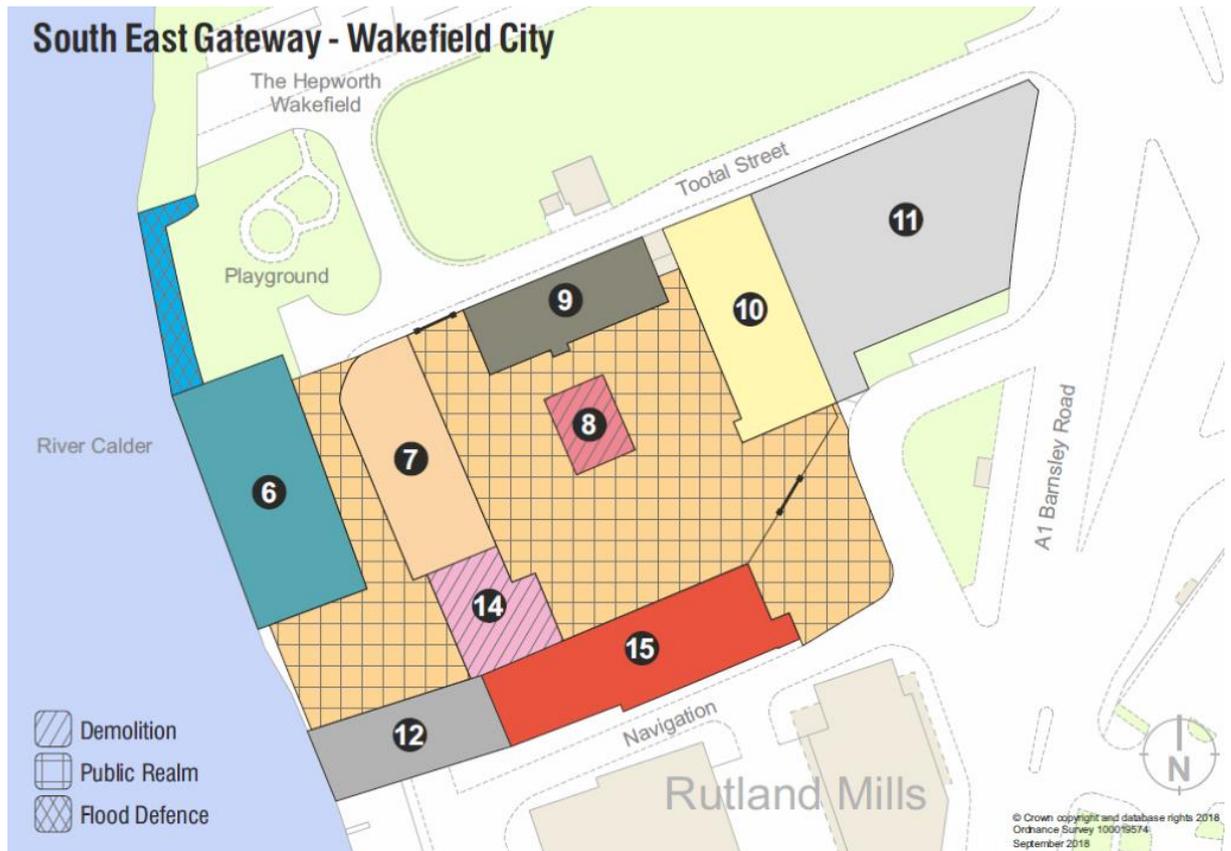
- 5.92 The Investment Committee approves, subject to receipt of the DfT allocation, that:
- (i) The Tranche 2 Emergency Active Travel programme proceeds through decision point 5 and work commences on activity 6 (Delivery).
 - (ii) Approval of £10.053 million which will be funded through the Tranche 2 Emergency Active Travel funding.
 - (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £2,131,555
 - Calderdale - £101,172
 - Kirklees - £1,983,983
 - Leeds - £3,025,500
 - Wakefield - £1,423,243
 - Combined Authority - £1,387,439
 - (iv) In order to ensure that schemes can be delivered within the tight timescales, the Investment Committee delegate authority to the Managing Director to amend the approval and allocation of Tranche 2 Emergency Active Travel funding if the DfT allocation differs from £10.053 million, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
 - (v) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above from the Tranche 2 Emergency Active Travel fund.
 - (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Wakefield SE Gateway (Rutland Mills)
Stage	2 (development)
Decision Point	5 (full business case with finalised costs)

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

- 5.93 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 5.94 The Wakefield City Centre South East Gateway scheme consists of two projects, Rutland Mills and Kirkgate. A joint outline business case was submitted and gained approval in April 2019 for an indicative funding allocation of £6.5 million from the Local Growth Fund; £4.9 million for Rutland Mills and £1.6 million for Kirkgate. The two schemes have since been split into individual full business cases.
- 5.95 The full business case for Rutland Mills was submitted and gained approval to proceed from Investment Committee in December 2019.
- 5.96 Rutland Mills aims to restore historic buildings and create a high-quality public realm at the Waterfront to deliver a creative jobs hub through studio, office, and learning space along with associated hotel, food and beverage offer.



5.97 This scheme includes:

- Demolition of buildings 8 and 14 (completed in March 2020)
- Construction of a substation for the electricity supply to be connected
- Enabling works including flood defences and drainage
- Refurbishment of buildings, 7, 9, 10 to shell and core and building 11 to category A standard
- Refurbishment of building 6 ready for fit out by the hotel operator

5.98 A summary of the scheme's business case and location map is included in **Appendix 9**.

Clean Growth / Climate Change Implications

5.99 The Rutland Mills project delivers against Priority 3 of the Strategic Economic Plan to promote Clean Energy and Environmental Resilience. This will be achieved by:

- Restoration of the listed mill buildings and recycling demolition materials within the site thereby reducing waste to landfill

- Installing low energy heating and lighting systems within the buildings to reduce carbon emissions
- Derelict mill buildings will be brought back into productive use and a former brownfield site will be decontaminated thereby reducing the development of green field sites
- Integrating high quality green infrastructure along with sustainable drainage systems into the public realm design
- Undertaking flood defence works in completing the final section of flood defences for the entire Waterfront site. These flood protection works complement the Environment Agency's strategy for the River Calder corridor and increase the standard of protection to the Waterfront area.

Outputs, Benefits and Inclusive Growth Implications

5.100 The scheme outputs and benefits include:

- 6,909 square metres of commercial floor space constructed/ refurbished to shell and core by December 2022
- 219 gross full time equivalent (FTE) jobs created by March 2025

Risks

5.101 The scheme risks include:

- Due to potential changes to market demand and failure to attract tenants, there is a risk that the project becomes unsustainable following completion of the development causing an inability to achieve predicted levels of occupancy and a reduced delivery against jobs target. This will be mitigated by the development contract outlining that if 100% of the floor space is not developed by December 2022, Wakefield Council can step in to buy back at 70% the market value. The Combined Authority funding agreement will also include provision for clawback funding if the floor space and job outputs are not achieved.
- Cost increases due to extended dilapidation of buildings/ increased costs of labour and materials/ and inadequate surveys. This has been mitigated by the estimated costs being independently reviewed. Some intrusive surveys have taken place and contingency has been allocated within the cost plan.

Costs

5.102 The scheme costs are:

- The total scheme cost is £20.92 million which is a slight increase from the £20.57 million at full business case approval. The scheme will utilise

£4.9 million of Local Growth Fund monies, which is an increase ask of £2.1 million from the full business case.

- The increase in Local Growth Fund contribution from £2.89 million to £4.9 million is due to increased development and dilapidation spend. This means the scheme is able to spend the original £4.9 million LGF identified within the outline business case prior to the end of Growth Deal (31 March 2021). The funding ask had been reduced at full business case as at that time the full £4.9 million could not be spent by 31 March 2021.
- The developer contribution (allowing for them to derive a 15% profit from their investment) is a fixed percentage of GDV of £9.975 million and as such is theoretically capped at £8.68 million therefore the total grant (Combined Authority, Wakefield and Business Rates Pool) requirement based on current costs of £20.92 million these figures would be £12.24 million.
- Public sector funding is therefore £12.24 million (58.5%) and developer funding £8.68 million (41.5%).

	Outline business case	Full business case	Full business case with finalised costs
Combined Authority	£4.9 million	£2.89 million	£4.9 million
Wakefield Council	£3.8 million	£7.16 million	£5.84 million
Business Rates Pool	£1.5 million	£1.5 million	£1.5 million
Developer funding	£11.27 million	£9.02 million	£8.68 million
TOTAL	£21.47 million	£20.57 million	£20.92 million

- Funding for this scheme will be paid against evidenced expenditure and payments will only be made against spend up to 31 March 2021. Also, the Combined Authority funding level will be set at a maximum of £4.9 million or 23.42% of total project costs, whichever is the lowest.
- Provision will be made within the funding agreement for overage and to claw back funding against non/under delivery of outputs. That is, the

Combined Authority funding agreement to include for provision to proportional clawback funding if floor space (6,909 square metres) is not achieved by March 2023 and jobs outputs (219 gross full time equivalent (FTE)) are not achieved by March 2025.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/11/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025

Other Key Timescales

5.103 This scheme has commenced at risk and the developer is currently on site. The building refurbishments will be completed by December 2022.

Assurance Tolerances

Assurance tolerances
That the costs remain within those outlined within this report
That the scheme remains within 3 months of the timeframes outlined in this report

Project Responsibilities

Senior Responsible Officer	Jane Brown, Wakefield Council
Project Manager	James Stephenson, Wakefield Council
Combined Authority case officer	Heather Briggs

Appraisal Summary

5.104 This scheme aims to restore five historic buildings opposite the Hepworth Gallery in Wakefield. These buildings have suffered from serious structural decline and are in a poor state requiring extensive development works. The

scheme is based upon the Tileyard Studio development in London which was created by the same developer.

5.105 Market interest in the refurbished space has been received for some buildings and a marketing event is planned for later in 2020 to promote the area and potential usage.

5.106 The scheme has the potential to offer good value for money, but it remains difficult to determine the exact outputs and outcomes due to there not being certainty on the occupiers of the commercial space.

Recommendations

5.107 The Investment Committee approves that:

- (i) The Wakefield City Centre South East Gateway- Rutland Mills scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £4.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £20.911 million.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £4.9 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Bradford Heritage Properties (High Point)
Stage	2 (development)
Decision Point	5 (full business case with finalised costs)

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

- 5.108 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Growth Deal enables implementation of the priorities set out in the Strategic Economic Plan including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 5.109 This scheme forms part of the Bradford City Centre Heritage Properties programme. The programme was initially composed of three schemes:
- Conditioning House (in delivery)
 - High Point (this FBC+ approval)
 - Sunwin House, which was replaced with another scheme in a change request submitted in 2019. The FBC+ for this scheme has yet to be submitted.
- 5.110 A combined Expression of Interest was submitted in 2018 following the call for proposals. Following EoI approval, it was recommended that each scheme produced individual business cases.
- 5.111 High Point was a 13-storey commercial property in Bradford City Centre that has been vacant and derelict for over 23-years. It is situated within an area that has been endorsed by Bradford Council as a priority regeneration zone and is the subject of an adopted Area Action Plan.
- 5.112 The building is currently in a very poor internal condition with signs of wear to the exterior concrete panels. The derelict state is a symbol of market failure

and has a detrimental effect on the surrounding area. Rehabilitation of the building will act as a catalyst for the investment planned for the City Village area.

- 5.113 The scheme will facilitate the delivery of 87 new apartment homes and 422m² of ground floor commercial floorspace with Combined Authority funding of £2.9 million from the Local Growth Fund being used to contribute towards the cost of carrying out the refurbishment and enabling works.
- 5.114 Bradford Metropolitan District Council is partnering with Circus Developments Ltd. for the development of High Point. The developer will contribute £6.523 million towards the development of this scheme.
- 5.115 The delivery mechanism will involve Bradford Council entering into a development and funding agreement with the owner developer of the building, to fund a range of enabling costs associated with the conversion of a heritage asset which are a constraint to the viable redevelopment of High Point. The developer of the building will be responsible for undertaking the works and the subsequent private sector rental management of new homes and commercial floorspace.
- 5.116 This scheme will contribute towards delivering Priority 4: Infrastructure for Growth and Priority 1: Growing Businesses of the Leeds City Region Strategic Economic Plan.
- 5.117 A summary of the scheme's business case and location map is included in **Appendix 10**.

Clean Growth / Climate Change Implications

- 5.118 The renovation and refurbishment of the building includes upgrades to the buildings fabric insulation in order to reduce heat loss and thereby contribute towards energy savings.
- 5.119 The building will also have solar panels installed on the roof to provide a sustainable power source thereby reducing the amount of electricity required from the main power grid.

Outputs, Benefits and Inclusive Growth Implications

- 5.120 The scheme outputs and benefits include:
- Provision of 87 apartments by January 2022
 - Creation of 422 square metres of commercial space to accommodate 1-2 businesses and 24 jobs by January 2022
 - The BCR for this scheme is 2.2:1 which represents high value for money

Risks

- 5.121 The scheme risks include:

- Delays may be encountered during the funding agreement process. This will be mitigated by ensuring all parties have resources in place to ensure the legal process is completed.
- Overall viability or profitability of the scheme is compromised. This will be mitigated by efficient project management to avoid cost increases and effective product targeting and marketing campaigning.

Costs

5.122 The scheme costs are:

- The total scheme cost at full business case with finalised costs (activity 5) are £9.432 million. The Combined Authority contribution for this scheme is £2.9 million to be funded from the Local Growth Fund.
- The Combined Authority funds will be paid on an intervention rate. It is likely that the full Local Growth Fund monies will be spend as the scheme profile is anticipating spending £3.33 million by March 2021.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	05/11/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	25/02/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	24/02/2023

Other Key Timescales

5.123 This scheme is due to start on site in November 2020 and be completed by January 2022.

5.124 Site preparation and enabling works are due to be completed by January 2021.

Assurance Tolerances

Assurance tolerances
That the scheme costs remain within those outlined within this report. That the timeframes remain within 3 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Simon Woodhurst, Bradford Council
Project Manager	Simon Woodhurst, Bradford Council
Combined Authority case officer	Heather Briggs

Appraisal Summary

- 5.125 This scheme will create a mix of studio, one-bedroomed and two-bedroomed apartments in Bradford City Centre. The scheme will regenerate a dilapidated building in order to contribute towards housing delivery targets and provide high quality housing units. The developer is committed to ensuring the scheme meets the principles of high-quality design and sustainable development including the use of energy efficiency in the refurbishment and sustainably sourced timber.
- 5.126 The scheme will create commercial space on the ground floor for business/commercial use. There has currently not been any interest in this commercial space but there are plans to market the space to gain an occupier.
- 5.127 This scheme represents high value for money with a BCR of 2.2:1. There is the potential for the scheme to drop below this BCR however, the scheme would still offer reasonable value for money with the wider regeneration benefits that could be realised and the potential catalytic effect on the wider city centre.

Recommendations

- 5.128 The Investment Committee approves that:
- (i) The Bradford City Centre Heritage properties - High Point scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £2.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £9.432 million.
 - (iii) The Combined Authority enters into a funding agreement with Bradford Metropolitan District Council for expenditure of up to £2.9 million from the Local Growth Fund.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

Project Title	Rail Park and Ride Phase 1 (Steeton & Silsden, Moorthorpe, Normanton)
Stage	3 (delivery and evaluation)
Decision Point	6 (delivery)

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

- 5.129 In order for demand to meet supply and encourage commuters to access the rail network rather than drive, a strategic package of car park extensions at West Yorkshire rail stations has been identified in order to increase capacity and enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity, at selected stations, of which there is a greater return in terms of weighted benefit for all users, in terms of minutes.
- 5.130 The car park improvements will deliver more localised benefits, because of improved access to the rail network. The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail.
- 5.131 In March 2014, the Combined Authority Interim Portfolio Board mandated the commencement of feasibility studies at 16 rail station sites where land owned by Network Rail or LA's had been identified. The sites were restricted to publicly owned land in order to reduce the need for expensive and time-consuming 3rd party land acquisition.
- 5.132 Northern Trains have received their own advice on the grant funding agreement with the Combined Authority and have been advised that VAT cannot be reclaimed by themselves or from their own supply chain. This means that Northern would need to recover the VAT as part of these arrangements from the Combined Authority grant.

Clean Growth / Climate Change Implications

5.133 The schemes will continue to reduce car journeys and encourage modal shift onto rail, through improved accessibility to the rail network.

Outputs, Benefits and Inclusive Growth Implications

5.134 The scheme’s outputs are:

- Additional car parking capacity
- Low emission lighting
- Enhanced CCTV
- Enhanced drainage
- Provision for electric vehicle charging ducting
- Standard cycle storage and enhanced access for cyclists and pedestrians.

5.135 The scheme’s associated benefits are:

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

Risks

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

- Acquisition delay: All sites are third party owned and carry the risk of potential compulsory purchase orders. This is being mitigated through land and legal work streams to prioritise sites that are more deliverable e.g. forthcoming site owner agreement.

Costs

5.137 The current total forecast of the scheme is £7,850,351 million. The Combined Authority will fund 100% of these costs. The impact of cost for the three schemes are as follows:

	Previously approved total scheme costs	Revised total scheme costs	Increase
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Steeton and Silsden	£3,879,000	£4,630,800	£751,800
Moorthorpe	£778,551	£905,551	£127,000
Normanton	£1,987,000	£2,314,000	£327,000
Total	£6,644,551	£7,850,351	£1,205,800

5.138 The Park and Ride programme has sufficient funds to meet these additional costs and will still have contingency funding for other schemes.

Key Timescales

5.139 The impact upon the construction programme following the contract deliberations is as follows, revised completion dates:

	Previously approved DP6 timescales	Revised DP6 timescales
Steeton and Silsden	30 October 2020	31 January 2022
Moorthorpe	24 December 2020	30 September 2021
Normanton	26 February 2021	30 November 2021

Assurance Tolerances

Assurance tolerances
That any scheme cost increase remains within 10% of costs set out. Timescale for completion to remain within 3 months of the timescale set out in this report.

Project Responsibilities

Senior Responsible Officer	Dave Haskins – Combined Authority
Project Manager	John Parkin – Combined Authority
Combined Authority case officer	Ian Pegg

Appraisal Summary

5.140 This change request does not change the strategic case. Each of the 3 schemes time tolerances need to be extended to meet revised timescales. Promoters have confirmed that in extending these timescales this does not impact on the overall cost of the schemes.

5.141 No changes to the individual scheme benefits are anticipated. There is no impact upon the Benefit Cost Ratio (BCR) of each scheme as VAT is not normally taken into account in the cost side of BCR calculations. Following standard practice, as part of the calculation of the Present Value of Costs, an 'indirect tax adjustment factor' is used to make sure the costs are in the 'market price unit of account' so they are comparable with the benefits

5.142 It has been identified that the value of the contracts and therefore the total scheme costs approval needs to be increased by approx. 20% to reflect the VAT element that cannot be recovered by Northern or the Combined Authority under current HMRC rules. The schemes are currently paused and if agreement is not reached to increase the schemes values then there is a risk the schemes will not complete and will not be completed within programme costs.

Recommendations

5.143 The Investment Committee approves that:

- (i) An increase to the costs of the three schemes by £1.206 million to a total of £7.851 million. Individual scheme increases are Steeton and Silsden £0.752 million, Moorthorpe £0.127 million and Normanton £0.327 million.
- (ii) To agree to extending the completion time scales for each scheme.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outline in this report.

6 Financial implications

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

7 Legal implications

7.1 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.

8 Staffing implications

8.1 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.

9 External consultees

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

10 Recommendations

Active and Sustainable Travel in Wakefield City Centre

10.1 The Investment Committee recommends to the Combined Authority that:

- (i) The Wakefield City Centre Bus, Cycle and Walking improvements package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)
- (ii) An indicative approval to the total package value of £13.600 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5
- (iii) Development costs of £0.119 million are approved to progress the scheme to decision point 3 (outline business case) bringing the total development costs approval to £0.525 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £0.525 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

York Station and City Centre Access Package

10.2 The Investment Committee recommends to the Combined Authority that:

- (i) The York Station and City Centre Access Gateway package proceeds through Decision Point 2 and work commences on activity 5 (full business case with finalised costs)
- (ii) An indicative approval to the total package value of £14.547 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

A629 Phase 2: Halifax Town Centre

10.3 The Investment Committee approves that:

- (i) The A629 Phase 2 Halifax Town Centre scheme proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total scheme value of £47.84 million is given from the West Yorkshire plus Transport Fund (WY+TF) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).

- (iii) Development costs of £2.598 million are approved to progress the scheme to decision point 5 (full business case with finalised costs) bringing the total development costs approval to £5.844 million.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £5.844 million from the WY+TF fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Wakefield South East Gateway (Kirkgate)

10.4 The Investment Committee approves that:

- (i) The Wakefield SE Gateway (Kirkgate) scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £1.6 million which will be funded through £1.6 million from the Local Growth Fund.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £1.6 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Tranche 2 Emergency Active Travel Funding

10.5 The Investment Committee approves, subject to receipt of the DfT allocation, that:

- (i) The Tranche 2 Emergency Active Travel programme proceeds through decision point 5 and work commences on activity 6 (Delivery).
- (ii) Approval of £10.053 million which will be funded through the Tranche 2 Emergency Active Travel funding.
- (iii) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £2,131,555
 - Calderdale - £101,172
 - Kirklees - £1,983,983
 - Leeds - £3,025,500
 - Wakefield - £1,423,243

- Combined Authority - £1,387,439
- (iv) In order to ensure that schemes can be delivered within the tight timescales, the Investment Committee delegate authority to the Managing Director to amend the approval and allocation of Tranche 2 Emergency Active Travel funding if the DfT allocation differs from £10.053 million, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (v) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above from the Tranche 2 Emergency Active Travel fund.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Wakefield SE Gateway (Rutland Mills)

10.6 The Investment Committee approves that:

- (i) The Wakefield City Centre South East Gateway- Rutland Mills scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £4.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £20.911 million.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £4.9 million from the Local Growth Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Bradford Heritage Properties (High Point)

10.7 The Investment Committee approves that:

- (i) The Bradford City Centre Heritage properties- High Point scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £2.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £9.432 million.
- (iii) The Combined Authority enters into a funding agreement with Bradford Metropolitan District Council for expenditure of up to £2.9 million from the Local Growth Fund.

- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

Rail Park and Ride Phase 1 (Steeton & Silsden, Moorthorpe, Normanton)

10.8 The Investment Committee approves that:

- (i) An increase to the costs of the three schemes by £1.206 million to a total of £7.851 million. Individual scheme increases are Steeton and Silsden £0.752 million, Moorthorpe £0.127 million and Normanton £0.327 million.
- (ii) To agree to extending the completion time scales for each scheme.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outline in this report.

11 Background documents

11.1 None as part of this report.

12 Appendices

Appendix 1 – Background to the assurance framework

Appendix 2 – Active and Sustainable Travel in Wakefield City Centre – business case summary

Appendix 3 – York Station and City Centre Access Package – business case summary

Appendix 4 - A629 Phase 2: Halifax Town Centre – business case summary

Appendix 5 - Wakefield SE Gateway (Kirkgate) – business case summary

Appendix 6 - Tranche 2 Emergency Active Travel Funding – letter from Rt Hon. Grant Shapps MP

Appendix 7 - Tranche 2 Emergency Active Travel Funding – summary of programme

Appendix 8 - Tranche 2 Emergency Active Travel Funding – business case summary

Appendix 9 – Wakefield SE Gateway (Rutland Mills) – business case summary

Appendix 10 - Bradford Heritage Properties (High Point) – business case summary