
Report to: West Yorkshire and York Investment Committee

Date: 2 December 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 and tool for assessing all new schemes predicted carbon emissions/wider clean growth impacts is being developed. The tool will be used to assess schemes currently going through the assurance process from early 2021, with results from these assessments expected after the Mayoral election. At the same time, the tool will be incorporated into the assurance framework so that it can be used to assess future proposals as they progress through the assurance process. This part of the commission will involve a significant training element to ensure carbon assessment is properly embedded in the assurance process. It is anticipated that the commission will be completed by summer 2021.

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 Strategic Inward Investment Fund (SIIF)

SIIF Pipeline

4.1 SIIF is funded via Growth Deal which ends nationally in March 2021. There is now less than five months of delivery.

4.2 The Combined Authority has developed the strongest pipeline of potential projects since the funding was agreed in 2017. There are currently six live projects. Should all projects come forward, the total grant request is c. £7.7 million and could create c.1,000 new jobs:

- Project 1: Grant of up to £1 million to enable a financial services company to bring forward investment in Leeds City Region creating an additional 400 new jobs at city region level.

- Project 2: Grant of up to £1 million to enable a health and life sciences company to bring forward an investment in the Leeds City Region, safeguarding 600 jobs and creating an additional 75 new jobs at city region level.
 - Project 3: Grant of up to £2 million to enable a software development company to bring forward investment in Leeds City Region creating an additional 400 new jobs at city region level.
 - Project 4: Grant of up to £1.5 million to enable an advanced manufacturing company to bring forward investment in Leeds City Region creating an additional 400 new jobs at city region level.
 - Project 5: Grant of up to £1 million to enable an advanced manufacturing company to bring forward investment in Leeds City Region creating an additional 550 new jobs at city region level.
 - Project 6: Grant of up to £2.5 million to enable an advanced manufacturing company to bring forward investment in Leeds City Region creating an additional 1500 new jobs at city region level.
- 4.3 To maximise these significant economic outputs within the current Growth Deal timeframe these projects need to have completed works to the value of the grant before the end of March 2021.
- 4.4 Because of the tight timescales a Strategic Outline Case has been produced for the full pipeline, that is currently being appraised through the Assurance Framework and will be brought for Investment Committee consideration on 07 January 2021 to seek approval for delegated approval to the Combined Authority's Managing Director for each application, following a recommendation for approval from Business Investment Panel. Furthermore, Combined Authority at their 10 December 2020 meeting will be requested to delegate approval of the Strategic Outline Case to Investment Committee in order to expediate matters further.
- 4.5 These projects are highly confidential, and the Combined Authority has NDA's in place with the applicants. Key decisions have been published but the information that will be published on the Combined Authority's website will include very headline information to keep the commercial integrity of the projects.

Project 7 - SIIF 012 - Advanced Manufacturing Company

- 4.6 In addition to the above, the following project is at a more advanced stage and therefore requires a different approval, as explained below.
- 4.7 An internationally owned, West Yorkshire based advanced manufacturing company has outgrown its current location and needs to expand its production capacity. The company is a major employer in West Yorkshire, as well as a major exporter of advanced machinery to international markets.

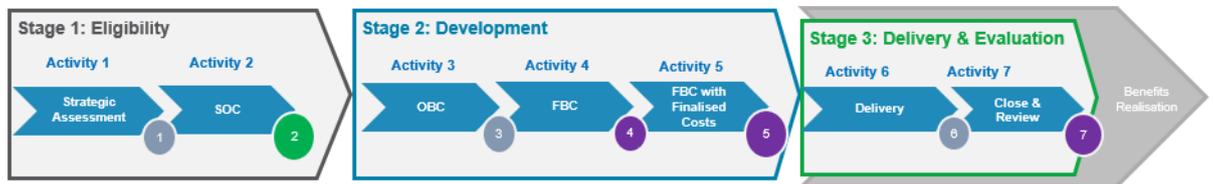
- 4.8 To remain competitive, the company needs to expand its current operations to service increased demand and innovate its product line. The company's order books are growing, and demand is at an all-time high from customers in the US and EU, despite the economic impact of COVID-19. Expanding into a new location is paramount to secure the competitive advantage of the West Yorkshire site, ensuring that highly skilled manufacturing jobs are created in Leeds City Region. To achieve this expansion, a grant is required towards capital investment (premises fit-out and new machinery) to support the growth of the company and create 156 new jobs.
- 4.9 The company has specific requirements for its operations which has led to an extended search for premises. The West Yorkshire company has found a suitable facility in the region to service its growth needs. Its management team state that they are committed to West Yorkshire, its existing workforce and the preference is to expand locally. Commercial advantages in other markets demonstrate that there could be reason to expand within an alternative location overseas.
- 4.10 The risk of losing the business and its jobs to another location is significant. The company currently export most of its products from the UK to its parent's key market. Without the grant, the investment will not be paid back within a two-year period. Without this, the international parent will consider moving the whole manufacturing process to alternative overseas location where there is excess production capacity that could absorb the West Yorkshire business. This would reduce the operational costs associated with exporting these products from the UK to its parent location.
- 4.11 It is, therefore, essential for the business to secure the grant to offset this additional investment. This will provide the necessary incentive to secure support from the parent to expand and to secure the business's position in West Yorkshire for the long term.
- 4.12 The demand for their products requires the company to be on site and fully operational by July 2021 – meaning that a lease must be signed in early January 2021 for fit-out works to be completed and the new site to be fully operational and effective.
- 4.13 The importance of safeguarding and supporting the expansion of the company is strategically vital to West Yorkshire to ensure that this highly skilled, highly innovative, and commercially successful company is provided with the funds to support expansion and secure its position in the city region. The risk of losing these high-value jobs and this company's position in the local economy is substantial, especially in a post-COVID and post-Brexit environment.
- 4.14 In order to meet this ambitious timescale (there is not another Combined Authority meeting until 04 February 2021), the Investment Committee are requested to recommend to the Combined Authority (at their 10 December meeting) to delegate authority to the Combined Authority's Managing Director to approve:

- (i) The applicant's full business case with finalised costs (decision point 5) and that work commences on activity 6 (delivery),
- (ii) Approval for the Combined Authority's contribution of £0.779 million is given from the Local Growth Fund.
- (iii) The scheme's Assurance Framework pathway and approvals.
- (iv) Subject to the successful appraisal of the application by the Business Investment Panel (BIP) and Programme Appraisal Team (PAT).

5 Report

5.1 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 £90.835 million when fully approved, of which the total value of £28.7 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.

5.2 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

5.3 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

5.4 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

- 5.5 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.
- 5.6 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**.

Value for Money - Benefit Cost Ratios

- 5.7 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.
- 5.8 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.
- 5.9 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.
- 5.10 The Department for Transport (DfT) and Her Majesty's Treasury (HMT) are currently undertaking a review of these approaches and are aware of the issues. Until the review is complete, the Combined Authority will continue to follow national guidance, which is also reflected in the Leeds City Region Assurance Framework.

<p>Scheme</p> <p>Transforming Travel Centres</p> <p>Bradford, Huddersfield and Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will transform the travel centres of Huddersfield, Bradford and Leeds bus stations through a range of design, refurbishment and digital improvements including improved lighting, reduced heating and air-conditioning costs, automated ticketing machines and re-designing or creating retail space.</p> <p>The scheme will be funded from the Local Transport Plan Integrated Transport Block (LTP ITB).</p> <p><u>Impact</u></p> <p>This scheme will enhance public transport services to new and existing customers as evidenced by the scheme's strategic fit with the aims of the LTP ITB programme of 'maintaining and enhancing assets'.</p> <p>The benefit cost ratio (BCR) is 1.7:1 which offers medium value for money. Revenue benefit is anticipated by providing new retail rental space.</p> <p>Once implemented a carbon saving of 30 tonnes of carbon over the lifetime of the scheme is anticipated. Lower and more sustainable use of energy in the centres will be delivered through more energy efficient lighting.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £1.000 million</p> <p>Total value of Combined Authority funding - £1.000 million</p> <p>Funding recommendation sought - £0.169 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>Scheme</p> <p>A58 Corridor</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver improvements to the A58 corridor in Harehills, Leeds (Roundhay Road, Easterly Road and Barrack Road), including upgrading existing signalling; designated bus lanes; new cycling infrastructure as well as improved pedestrian signalised crossing facilities across key junctions along the corridor.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund and forms part of the Corridor Improvement Programme – Phase 2 (CIP 2).</p> <p><u>Impact</u></p> <p>The scheme will improve journey reliability for all road users by reducing journey times and benefit pedestrians and cyclists in particular providing upgraded cycle lanes and improved pedestrian crossing.</p> <p>The scheme supports inclusive growth through improving travel by enhancing the road network as well as enhancing the environment and green infrastructure, supporting better air quality, thereby supporting clean growth and climate change principles.</p> <p>The value for money for this scheme is assessed as high at this stage with further work to be undertaken to confirm this ahead of the next decision point.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £9.530 million</p> <p>Total value of Combined Authority funding - £9.530 million</p> <p>Funding recommendation sought - £1.259 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p>Scheme</p> <p>LTP: ITB Rail Accessibility Package</p> <p>Location</p> <p>Calderdale, Bradford and Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver new lifts; a replacement footbridge at two of the stations; installation of new station signage, CCTV and tactile paving across Todmorden, Menston and Pontefract Monkhill train stations.</p> <p>The scheme will be part funded by the Local Transport Plan – Integrated Transport Block (LTP ITB) 2019-22.</p> <p><u>Impact</u></p> <p>The scheme will improve access and journey times by rail to employment, education, leisure, and housing for people with reduced mobility, lower carbon dioxide emissions through reduced car use, improve air quality and encourage housing and employment developments in the area by providing fully accessible local stations.</p> <p>The value for money assessment was determined and endorsed by the Department for Transport as part of the successful funding application process for its ‘Access for All’ funding programme.</p> <p>The scheme supports inclusive growth by delivering step-free, fully accessible stations for all, in particular to benefit persons of reduced mobility, improving journey times and access to employment, education, leisure, and housing and quality of life.</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 - £7.044 million</p> <p>Total value of Combined Authority funding - £0.709 million</p> <p>Funding recommendation sought - £0.709 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>Scheme</p> <p>Wakefield Warm Homes</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme compliments Wakefield Council's existing Home Energy Efficiency Improvement Programme (which includes funding from the current Fuel Poverty Fund heating improvement scheme); enabling the installation of additional energy efficiency improvement measures.</p> <p>This scheme will address fuel poverty by reducing heating costs and produce a carbon reduction in Wakefield, through the provision of up to 271 energy efficiency improvements (including insulation and new boilers).</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>The scheme aims to address fuel poverty, contribute to better health outcomes, and improve the homes while reducing carbon emissions by 2000 tonnes over the scheme's product lifetimes.</p> <p>The scheme has a benefit cost ratio (BCR) of 1.7:1 which represents medium 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 - £0.961 million</p> <p>Total value of Combined Authority funding - £0.661 million</p> <p>Funding recommendation sought - £0.661 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>Scheme</p> <p>Holbeck Phase 2 Victorian Terrace Retrofit</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme is an extension of the Holbeck Regeneration and Group Repair scheme which has already delivered the same outcomes in comparable homes (phase 1: Growth Deal Fund). Managed by Leeds City Council, the scheme's purpose is to address fuel poverty amongst some of the most vulnerable households within the Leeds City Region through a capital programme of transformative energy efficiency improvements (external wall insulation, roof insulation, gas boilers etc.) and essential repair works across all types of housing, reducing the carbon emissions by 8,500 tonnes over the product lifetimes.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>The scheme will deliver energy efficiency and heating improvements to 100 homes. This will lead to reduced heating costs and lower carbon dioxide emissions and a reduction in fuel poverty and associated health and social impacts. Improvements to the appearance of the residential streets will also be delivered, including the remediation and redesign of communal bin yards. It is expected that this work will create 30 construction jobs and support 3 apprenticeships.</p> <p>The Benefit to Cost Ratio (BCR) is reported as 0.5:1, which would be considered as poor value for money. However, this is a low estimate and accepted that it is difficult to attribute certain benefits to such schemes due to the high number of unknowns, including household makeup and factors such as health conditions, financial situations and school attainment. The scheme's BCR is within the range of similar schemes and is expected to deliver a higher value than has been calculated.</p> <p>This scheme is more comprehensive than the preceding one in this report with higher cost interventions due to the poor condition of these Victorian properties that require a range of interventions, including external wall insulation, remedial and roofing repairs which have a more comprehensive economic impact on the wider area.</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 - £3.281 million</p> <p>Total value of Combined Authority funding - £2.604 million</p> <p>Funding recommendation sought - £2.604 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>Scheme</p> <p>Wakefield Business Gigabit Voucher Scheme</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme offers financial assistance to bring high speed broadband to the hardest to reach premises in the Wakefield area. These will be provided directly to SME businesses or residents in the form of vouchers to gap fund the installation of high speed broadband. This is a continuation of the Government's National Gigabit Voucher programme which closed early due to full allocation.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>The scheme will help businesses and residents to access faster connectivity, where funding might have been a barrier.</p> <p>On average existing businesses will see increased productivity with an expected impact of between 0.3% and 3.8% increase in turnover per worker per annum.</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 - £0.300 million</p> <p>Total value of Combined Authority funding - £0.300 million</p> <p>Funding recommendation sought - £0.300 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>Scheme</p> <p>A64 Regent Street Bridge – Leeds City Centre Package</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme seeks to replace the existing structure of the Regent Street Bridge section of the flyover in Leeds city centre due to its continued deterioration.</p> <p>The scheme will be part funded through the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>Replacement of the existing bridge structure will preserve the long-term resilience of the A64(M) Inner Ring Road and the wider city network, especially in accommodating future traffic demand following the proposed closure of City Square to through traffic.</p> <p>The value for money assessment reflects a benefit cost ratio of 9.9:1, judging the scheme as Very High 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 5 (FBC+) and work commences on activity 6 (Delivery).</p> <p>Total value of the scheme - £31 million</p> <p>Total value of Combined Authority funding - £12 million</p> <p>Funding recommendation sought - £12 million</p> <p>Introduction of the scheme into the Leeds City Centre Package with a subsequent increase to the budget by £12 million from £66.8 million to £78.8 million.</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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<p><u>Scheme</u></p> <p>Mytholmroyd Flood Alleviation</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The Mytholmroyd Flood Alleviation scheme will improve flood resilience in the area with enhanced flood walls, barriers and river widening.</p> <p>This change request is seeking approval for additional funding reflecting a significant increase in scope to the scheme to help prevent flooding for more homes and businesses following additional Government support and a wider increase to the scheme as a whole.</p> <p>The scheme is funded from the Local Growth Fund.</p> <p><u>Impact</u></p> <p>The scheme aims to increase the City Region's resilience to current and future climate change through the reduction of flood risk to local businesses and communities.</p> <p>It will reduce flood risk to 270 homes and 196 businesses potentially safeguarding 1,116 jobs within the area. The new funding will result in additional 616 jobs across an additional 94 businesses safeguarded compared to the original funding allocation.</p> <p>The scheme supports the delivery of Priority 3 (Clean Energy & Environmental Resilience), 4b (infrastructure for Growth) and 4c (Flood Alleviation) of the Strategic Economic Plan (SEP).</p> <p><u>Decision sought</u></p> <p>Approval for the Mytholmroyd Flood Alleviation change request at activity 6 for an additional £2.000 million to be released from the Local Growth Fund and change to scope as outlined in this report.</p> <p>Total value of the scheme – at least £41.000 million</p> <p>Total value of Combined Authority funding - £4.500 million</p> <p>Funding recommendation sought - £2.000 million</p> <p>A recommendation to the Combined Authority is sought as part of this report.</p>
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5.11 Since the Investment Committee's meeting on 5 November 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 £1.810 million has been approved.

<u>Scheme</u>	<u>Scheme description</u>
<p>A6110/Leeds City Centre Package Leeds</p>	<p>The A6110 scheme proposes improvements to a number of junctions on the route between the Stanningley By-pass in the North, to the interface with the Mirfield to Dewsbury to Leeds (M2D2L) scheme.</p> <p>The Leeds City Centre Package (LCCP) programme includes schemes at Infirmary Street, City Square, Armley Gyratory, and Meadow Lane, plus a series of small complementary schemes to be developed and implemented as a result of the closure of City Square in a combined package called City Square+.</p> <p>The A6110 and LCCP programme are wholly funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The LCCP programme aspiration is to transform travel within the city centre, by removing unnecessary through traffic through the closure of City Square.</p> <p>Through the planned LCCP measures, it is anticipated to deliver renewed and reliable infrastructure, reducing maintenance needs, and improving its resilience</p> <p>A reduction in traffic levels will increase the opportunities to improve public spaces with green infrastructure, as well as the opportunity to expand the active travel network (cycling and walking).The LCCP programme supports inclusive growth of a better quality of life, improving multi modal (bus, rail, walking, cycling) access to employment, education, and retail through a low emission and sustainable transport system and supports better air quality and improvement to public spaces in the city centre.</p> <p><u>Decision sought</u></p> <p>The Managing Director approved the change request approval on 6 November 2020 to approve the transfer of development costs within the LCCP and additional development costs for the A6110 scheme:</p> <p>Total value of Combined Authority funding - £66.8 million</p> <p>Funding recommendations approved:</p> <ul style="list-style-type: none"> • Transfer £1.5 million from Armley Gyratory WY+TF development costs, taking the total from £5.080 million to £3.580 million, to City Square +, taking its total development costs approval from £3.774 million to £5.274 million. • Approval of development costs of £0.310 million for the A6110 Outer Ring Road scheme, to progress the scheme to decision point 3 (Outline Business Case), taking the total

	scheme development costs from £0.286 million to £0.596 million.
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6 Information

- 6.1 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	LTP: Transforming Travel Centres
Stage	2 (development)
Decision Point	2 (strategic outline 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

- 6.2 The scheme will be funded from the Local Transport Plan - Integrated Transport Block. The Integrated Transport Block (ITB) provides funding support to local authorities for transport capital improvement schemes costing less than £5 million.
- 6.3 The Transforming Travel Centres (TTC) Scheme incorporates the delivery of two new travel centres at Bradford and Huddersfield Bus Stations as well as the delivery of the (developed) design for Leeds Bus Station Travel Centre.
- 6.4 Improvements to be delivered:
- The introduction of Ticket Vending Machines (TVMs) to reduce queues for the customer service desk and allow customer to purchase the specific tickets for their journeys, faster.
 - The introduction of Digital Information Points (DIPs) to reduce queues for the customer service desk, reduce the reliance on paper timetables and leaflets.
 - Changes to the design of the Travel Centres that enables access to the TVMs and DIPs outside of the opening hours of the customer service desk.
 - Create space for commercial letting and retail revenue opportunities.
 - Re-design, reducing existing Travel Centre Office space and reducing associated air conditioning, heating and lighting costs.
 - Improve both the look and feel of the Travel Centres for customers.

- Improve staff facilities including back office space and toilet.
- 6.5 This scheme includes design work only for Leeds bus station and design and delivery for Bradford and Huddersfield travel centres. The Leeds element of the scheme will then move into the Leeds Public Transport Investment Programme for delivery.
- 6.6 The new space created will need to be a COVID-19 compliant environment. The proposed designs include a safety screen that separates the staff's climate-controlled workspace from that of users. The proposed TVMs and DIPs are constructed to allow them to be disinfected and are located to prevent queues to them crossing those to the customer services desk.
- 6.7 A summary of the scheme's business case is included in **Appendix 2**.

Clean Growth / Climate Change Implications

- 6.8 The scheme is forecast to save 30 tonnes of carbon over the lifespan of the scheme due to reduced heating, air conditioning and lighting costs resulting from the proposed changes.

Outputs, Benefits and Inclusive Growth Implications

- 6.9 The scheme outputs and benefits upon completion (August 2022) include:
- Reduced customer waiting times and improved transaction efficiency
 - Improved environmental efficiency of the centre (30 tonnes of carbon savings over lifetime)
 - Improved working environment for staff
 - Reduce operational costs and increased revenue from rental space
 - Contribute towards an increase bus use through improved service
 - Improved digital literacy
 - Revenue from the realisation of retail space
 - A BCR of 1.7:1 which offers medium value for money

Risks

- 6.10 The scheme risks include:
- Risk to delivery: Effect of COVID-19 on supply chains

Mitigation through consultation with the market. While there has been a disruptive effect on supply chains for some goods, there has been no indication from the market that any of the required work packages would likely be affected. It is anticipated that by the time the scheme is scheduled to be delivered, that mitigation taken to combat the pandemic will have effectively reduced this risk.
 - Risk to benefits realisation: retail rental income forecast not realised

It is anticipated that by the time the scheme is delivered, and the travel centres are in use, that mitigation taken to combat the COVID-19 pandemic will have proved effective so that COVID-19 will not remain a negative factor on passenger footfall for the duration of the 20 year lifespan of the product. In order to mitigate the risk of business rate liability to the Combined Authority from vacant lets would be to let, at no cost, the space to a charity that offers support to customers and meets the aims and priorities of the Combined Authority generating social value. It should be noted that retail space vacancy across CA bus stations is very low at around 10% and the value of the retail space created has been independently assessed by a private sector retail letting appraiser.

Costs

6.11 The current total forecast costs are £1.000 million, consisting of:

- £1.000 million from the Local Transport Plan (LTP) Implementation Phase 3 (IP3); Included as part of the Integrated Transport Block (ITB) programme was submitted and approved by the Combined Authority on 25 April 2019.
- At Decision Point 1 (Strategic Assessment) £0.050 million was initially allocated for development funding to progress to decision point 2 (strategic outline case).
- A change request was approved by the Managing Director on 11 September 2020 that an additional development cost of £0.051 million was approved, bringing the total development costs to £0.101.
- £0.270 million is required for development costs (project management and architectural designs); £0.101 million approved to date and £0.169 million for future development (designs and project management).

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	02/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/02/2021

Other Key Timescales

Milestone	Completion Date
Procurement of a lead consultant	March 2021
Building surveys and architectural design	June 2021
Construction procurement	December 2021
Delivery starts	March 2022
Delivery end	August 2022

Assurance Tolerances

Assurance tolerances
That the total project cost remains within +10% of the costs identified within this report. That the project delivery timescale remains within three months of the timescales identified within this report.

Project Responsibilities

Senior Responsible Officer	Andrew Bradley, Combined Authority
Project Manager	Owen Gilroy, Combined Authority
Combined Authority case officer	Neil Johnson

Appraisal Summary

- 6.12 Overall, this strategic outline case represents a strong strategic fit with the Combined Authority's Strategic Economic Plan and the LTP programme. The scheme appraisal identified some easily rectifiable clarifications required by the promoter before the next decision point (full business case with finalised costs), centred mainly on the architectural design costings which are due to be developed. Procurement options have been identified with open tender the current leading option within the commercial case. Procurement and project timescales require further clarification as would be expected at this stage.

Recommendations

- 6.13 The Investment Committee approves:
- (i) That the Transforming Travel Centres scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 5 (full business case with finalised costs).

- (ii) That an indicative approval to the total project value of £1.000 million is given from the Local Transport Plan Integrated Transport Block Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) That development costs of £0.169 million are approved to progress the scheme to decision point 5 (full business case with finalised costs), taking the total approval to £0.270 million, from the Local Transport Plan Integrated Transport Block Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development

Project Title	A58 Corridor (Leeds)
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 6.14 This scheme will be funded from the West Yorkshire plus Transport Fund. This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 6.15 The A58 Corridor scheme has been developed by Leeds City Council as part of a larger package. Following a prioritisation exercise at programme level for both Leeds Public Transport Investment Programme and the Corridor Improvement Programme (CIP) Phase 2, the scheme will now form part of CIP Phase 2 Programme.
- 6.16 This scheme will deliver improvements to the A58 Roundhay, Easterly and Barrack roads corridor in Leeds including upgrading existing signalling with better links between signal controlled junctions; designated bus lanes; new cycling infrastructure as well as improved pedestrian signalised crossings across key junctions along the corridor.
- 6.17 A summary of the scheme's business case and location map is included in **Appendix 3**.

Clean Growth / Climate Change Implications

- 6.18 There will be a reduction in vehicle emissions from a transfer from private to public vehicles and increased cycling and walking, enhancing the environment

and green infrastructure, thereby supporting better air quality, thereby supporting clean growth and climate change principles.

Outputs, Benefits and Inclusive Growth Implications

6.19 The scheme outputs and benefits include:

- Upgrading existing signalling;
- Designated bus lanes;
- Provision of new cycling infrastructure; and
- Improved pedestrian signalised crossings across key junctions along the corridor.

6.20 These measures are designed to:

- Create peak journey time savings
- Enhance public transport reliability
- Decongest the network
- Improve health by improving air quality and reducing noise
- Improve access to employment and training

Risks

6.21 The scheme risks include:

- Land deals not agreed in time / at expected cost; mitigated by early agreements of third-party land requirements.
- Public objection from the cycling community in the design of cycle lanes; mitigated by careful, well planned and communicated design.
- Wider stakeholder objections as little engagement to date; mitigated by communications plan

Costs

6.22 The scheme costs are:

- Total scheme cost is anticipated as £9.530 million.
- The current projected scheme development cost to full business case is £1.259 million to be funded from the West Yorkshire plus Transport Fund. This includes £0.321 million already incurred under LPTIP to decision point 3 (outline business case) and then £0.883 million to decision point 4 (full business case) and £0.054 million to decision point 5 (full business case)

with finalised costs). This funding will cover the following costs: scheme development/ design, project management, further value for money and benefit cost ratio work and land purchase.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	10/12/2020
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	April 2021
Decision point 5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	August 2021
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/03/2023

Other Key Timescales

- Start on site September 2021
- Completion December 2022

Assurance Tolerances

Assurance tolerances
That the total scheme cost remains within +10% of the costs identified within this report. That the scheme delivery timescale remains within three months of the timescales identified within this report.

Project Responsibilities

Senior Responsible Officer	Garry Bartlett, Leeds City Council
Project Manager	Robert Mason, Leeds City Council
Combined Authority case officer	Neil Johnson

Appraisal Summary

- 6.23 The scheme is a good strategic fit with the priorities of the Strategic Economic Plan and other schemes underway or planned in Leeds, and serve planned new housing, school and business developments. The need for improving the public transport offer to match the demand for travel is clearly demonstrated. Upon delivery, the scheme should enable a more efficient public transport network and cycling route, both of which should reduce air pollution in the area.
- 6.24 The project is to be managed by an experienced team within Leeds City Council. This team have experience of delivering similar projects. Procurement is most likely through existing frameworks; however, this will be clarified at the next decision point.
- 6.25 There are outstanding economic case questions related to the benefit to cost ratio that require further information at full business case to elevate the confidence level the Combined Authority has with the economic case and conditions have been set, that need to be discharged at full business case. The appraisal will be revised and based on the use of strategic modelling to account for reassigned traffic. The Appraisal Specification Report will be revised in agreement with the Combined Authority to reflect the change in the modelling and appraisal methodology and address issues raised. If the scheme appraisal at full business case is not positive, including a BCR of medium VfM, it may not be approved to progress any further.
- 6.26 Leeds City Council will work with the Combined Authority to ensure the data requirements of the Carbon Impact assessment tool are proportionate and assess the scheme using the Carbon Impact tool during full business case development.

Recommendations

- 6.27 The Investment Committee recommends to the Combined Authority that:
- (i) The A58 Corridor scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) That an indicative approval to the total project value of £9.530 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) Development costs of £1.259 million from the West Yorkshire plus Transport Fund are approved to cover costs to date to progress the scheme to outline business case and in order to progress the scheme to decision point 4 (full business case with finalised costs) and 5 (full business case with finalised costs).

- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for up to £1.259 from the West Yorkshire plus Transport Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Project Title	LTP ITB Rail Accessibility Package
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

- 6.28 The scheme will be funded from the Local Transport Plan Integrated Transport Block 2019-22 (LTP ITB), which provides funding support to local authorities for transport capital improvement schemes costing less than £5 million.
- 6.29 The Department for Transport (DfT) announced in 2018 that up to £300 million has been made available nationally to extend its Access for All programme as part of its 'Inclusive Transport Strategy'. In November 2018, the Combined Authority with train operator Northern submitted funding bids for five West Yorkshire stations to the DfT Access for All programme. The bids required a match funding commitment, to which through the LTP ITB, £0.750 million match was allocated, split £0.150 million per station (excluding VAT). In April 2019, it was announced that stations at Todmorden and Menston were successful.
- 6.30 The 'Inclusive Transport Strategy' also included that a proportion of the funding would be made available for a new round of Access for All mid-tier funding which will support station accessibility projects requiring between £0.250 million and £1 million of Government support. A £20 million mid-tier programme was announced on 8 July 2019, and the Combined Authority with Northern submitted funding bids for four West Yorkshire stations in October 2019. The DfT announced in February 2020 that Pontefract Monkhill had been selected, to which a further £0.300 million (excluding VAT) of match funding was committed from the LTP ITB, taking the total approval sought to £708,750 including VAT (£0.600 million +£108,750 in VAT as not all elements are subject to VAT). The programme team is working on plans for the remaining £41,250, approval for which will be sought at a later date.
- 6.31 The DfT assessed the Access for All funding bids against several criteria. This included station footfall (using figures published by the Office of Rail and Road), stations with high incidence of disability in the area (based on Census data),

proximity to hospitals or schools for disabled children, scheme at a credible stage of development, availability of third party match funding, strong evidence of stakeholder support, stations that would fill a network gap, and a good demonstration of value for money.

- 6.32 The three rail stations of Todmorden, Menston and Pontefract Monkhill which form part of this scheme are non-compliant to government design standards, with stepped access to platforms restricting the ability for reduced mobility persons to access rail services.
- 6.33 This scheme provides the opportunity to make these three rail stations fully accessible to government design standards. The scheme will primarily deliver the installation of new lifts, lift towers, and a replacement footbridge at two of the stations, but will also deliver a mix of further interventions such as associated electrical works, installation of new station signage, CCTV, and tactile paving, and re-design of the blue badge holder station car parking (if required).
- 6.34 The scheme comes forward at full business case with finalised costs (decision point 5) with a total cost of £7.044 million, of which £708,750 is sought from the Combined Authority's LTP ITB to support business case development costs across the three stations in line with the Governance for Railway Investment Projects (GRIP) process.
- 6.35 A summary of the scheme's business case and location map is included in **Appendix 4**.

Clean Growth / Climate Change Implications

- 6.36 Through delivery of new lifts, lift tower, and footbridge, to enable step-free, fully accessible access to rail, the scheme demonstrates significant support to the principles of Clean Growth. The scheme will improve access to employment, education, leisure, and housing for all, supporting a low carbon emission transport system, reducing car use, reducing carbon emissions and improving local air quality.

Outputs, Benefits, and Inclusive Growth Implications

- 6.37 The scheme outputs and benefits include:
- Make rail stations more accessible, particularly to all platforms by a step-free route by installing new lifts and footbridge.
 - Improve journey times for people with reduced mobility by having a step-free fully accessible local station.
 - Improve access to employment, skills, education, leisure, and housing, encouraging more journeys to be made by rail, particularly by those with reduced mobility, and contribute to the West Yorkshire Transport Strategy target of achieving 75% more journeys made by rail by 2027.

- Reduce levels of carbon dioxide and improve local air quality through reduced car use and contribute to the West Yorkshire Transport Strategy target of working towards as near as possible zero emissions.
- Encourage housing and employment developments by having fully accessible local stations, supporting the Leeds City Region Housing Vision target to deliver 13,000 homes per year in the City Region, and the Leeds City Region Strategic Economic Plan Priority 4 Infrastructure for Growth.
- The value for money assessment was determined by the DfT as part of the funding bids application process, with a Letter of Grant Award for the successful schemes provided to the Combined Authority as endorsement that the value for money criteria has been met.
- The scheme supports inclusive growth by delivering step-free, fully accessible stations for all, in particular to benefit persons of reduced mobility, improving their journey times and connectivity to employment, education, leisure, and housing, and quality of life.

Risks

6.38 The scheme risks include:

- The re-acquisition of a small area of Network Rail owned land at Menston to support footprint of the new footbridge could delay the programme. To be mitigated through early engagement with the leaseholder.
- Impact to the Menston car parking provision, which if reduced could discourage rail use. To be mitigated through the project design which will seek to reduce impact on parking numbers.
- The DfT Access for All funding programme ends in April 2024. Any risk of loss of funding will be mitigated as the DfT payment will be released against milestones therefore DfT will be fully aware of the progress of the projects at all times and will be kept informed of any risks to not completing by April 2024.

Costs

6.39 The scheme costs are:

- The total scheme cost at full business case with finalised costs (decision point 5) is £7.044 million.
- The Todmorden station cost is £1.997 million of which £150,000 (£176,250 including VAT) from the LTP ITB, £105,000 from Calderdale Council, £60,000 from Network Rail, and £1.682 million from the DfT.
- The Menston station cost is £1.959 million, of which £150,000 (£180,000 including VAT) from the LTP ITB, and £1.809 million from the DfT.

- The Pontefract Monkhill station cost is £3.088 million, of which £0.300 million (£0.352 million including VAT) from the LTP ITB, £1.088 million from Wakefield Council, £0.700 million from Network Rail, and £1 million from the DfT.
- The Combined Authority to enter into a funding agreement with Northern for expenditure of up to £176,250 from the LTP ITB towards the Todmorden scheme.
- The Combined Authority to enter into a funding agreement with Network Rail for expenditure of up to £0.180 million from the LTP ITB towards the Menston scheme.
- The Combined Authority to enter into a funding agreement with Northern Trains for expenditure of up to £0.352 million from the LTP ITB towards the Pontefract Monkhill scheme.
- The Combined Authority's contribution of £0.708 million (including VAT) in match funding has leveraged over £6 million in external funding.

6.40 Scheme cost increases would be funded by the DfT (Todmorden and Menston) or Network Rail (Pontefract Monkhill).

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
1 (strategic assessment)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/12/2020
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	02/12/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2022
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/07/2022
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/08/2023

Other Key Timescales

- 6.41 Construction is forecast to commence at Todmorden in January 2022, with practical completion by May 2022.
- 6.42 Construction is forecast to commence at Pontefract Monkhill in March 2022, with practical completion by July 2022.
- 6.43 Construction is forecast to commence at Menston in February 2023, with practical completion by August 2023.

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remains within +10% of the costs identified within this report.
That the programme remains within 6 months of the timescales set out in this report.

Project Responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Helen Ford, Combined Authority
Combined Authority case officer	Asif Abed

Appraisal Summary

- 6.44 The business case sets out the strategic case, demonstrating strong support to the principles of Clean Growth and Inclusive Growth by delivering step-free, fully accessible local stations, improving connectivity to employment, education, leisure, and housing for all, especially people with reduced mobility.
- 6.45 The business case also sets out the options assessment report to identify the preferred option scheme at each station, as well as the proposed procurement and delivery arrangements to be taken forward.
- 6.46 Notably, inclusion of these three stations as part of the DfT Access for All programme is endorsed by the DfT Letter of Grant Award, confirming they have met the funding application criteria, including demonstrating value for money.

Recommendations

- 6.47 That the Investment Committee approves:
- (i) The LTP ITB Rail Accessibility Package proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).

- (ii) Approval to £708,750 from the Local Transport Plan Integrated Transport Block 2019-22 is given. The total scheme value is £7.044 million.
- (iii) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £176,250 from the LTP ITB 2019-22 fund, towards the Todmorden business case development and delivery costs.
- (iv) The Combined Authority to enter into a funding agreement with Network Rail for expenditure of up to £0.180 million from the LTP ITB 2019-22 fund, towards the Menston business case development and delivery costs.
- (v) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £352,500 from the LTP ITB 2019-22 fund, towards the Pontefract Monkhill business case development and delivery costs.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, subject to the package remaining within the tolerances outlined in this report.

Project Title	Wakefield Warm Homes
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

- 6.48 This scheme will be funded by the Government's Getting Building Fund (GBF). This is a £52.6 million fund, covering West Yorkshire. The objectives of the Getting Building Fund are to help create jobs and generate new activity, by accelerating existing Government funded capital projects and exceptional, additional shovel-ready capital projects. These strategic building projects will support West Yorkshire's COVID-19 economic recovery plan.
- 6.49 Warmer homes schemes have been proven by NHS, public health and academic research (for example see the Public Health England report, 'Fuel Poverty and Cold Home related health problems¹) to improve the health of residents, improve educational and employment prospects and contribute to tackling climate change through reducing carbon emissions from poor functioning, outdated heating systems. Such schemes, when incorporating the wider social and economic benefits are assessed as high value for money.
- 6.50 The GBF Wakefield Warm Homes scheme compliments Wakefield Council's existing *Home Energy Efficiency Improvement Programme* (which includes funding from the current Fuel Poverty Fund heating improvement scheme); enabling the installation of additional energy efficiency improvement measures.
- 6.51 The scheme will deliver up to 271 energy efficiency improvements to residencies consisting heating and insulation measures.
- 6.52 Energy use in homes accounts for approximately 35% of carbon emissions in the city region. Improving the energy efficiency of homes will contribute

1 From the Health Equality Evidence Review, September 2014:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/357409/Review7_Fuel_poverty_health_inequalities.pdf

towards reducing the environmental impact of heating homes and also contributes towards the commitment to make the Leeds City Region carbon neutral by 2038.

- 6.53 The scheme will be delivered through the existing Better Homes Yorkshire arrangements which are in place until March 2023.
- 6.54 This scheme supports the delivery of Priority 3: Clean Energy and Environmental Resilience of the Leeds City Region Strategic Economic Plan. It also delivers against the 'inclusive growth' agenda by providing support to people who can least afford it to meet a fundamental and basic need of a warm and dry place to live.
- 6.55 A summary of the scheme's business case is included in **Appendix 5**.

Clean Growth / Climate Change Implications

- 6.56 The scheme will support the Combined Authority's inclusive growth and climate emergency policies by reducing domestic energy use and carbon emissions by an estimated 2000 tonnes. Further work to establish the actual level of climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

- 6.57 The scheme outputs and benefits include:
- The scheme will deliver up to 271 energy efficiency measures to housing consisting of a mixture of heating and insulation improvements measures contributing to estimated bill savings of £0.455 million.
 - The scheme aims to address fuel poverty, contribute to better health for residents, and improve the housing stock while reducing carbon emissions by 2000 tonnes over the scheme's product lifetimes.
 - The benefit cost ratio (BCR) for this scheme has been evidenced at 1.7:1 which represents medium value for money, but such schemes, when incorporating the wider social and economic benefits are assessed as high value for money.

Risks

- 6.58 The scheme risks include:
- There is a risk that local or national restrictions due to COVID-19 will cause delays to the implementation of measures.
This will be mitigated by monitoring COVID-19 developments to ensure compliance from all parties at all times, minimising the need for customer contact and adapting processes and procedures as and when required to deliver the scheme in a safe way.
 - Low take up of the scheme

This will be mitigated by a carefully planned and executed communications plan.

Costs

6.59 The scheme costs are:

- The total programme cost is £0.961 million.
- The Combined Authority Scheme contribution is £0.661 million to be funded through the Getting Building Fund.
- Match funding from:
Wakefield Council £0.300 million (secured)

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	02/12/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/04/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	15/06/2022

Other Key Timescales

6.60 The scheme commenced at risk in November 2020.

- Delivery: start on site with householder signup December 2020.
- Delivery: Completion of first installations by May 2021 with final installations completed by January 2022.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain with +10% of those outlined within this report. That the timeframes remain within 1 month of those outlined within this report. That the outputs remain within 10% of 271 energy efficiency measures within this report.

Project Responsibilities

Senior Responsible Officer	Mark Hooton, Wakefield Council
Project Manager	Sarah Johnson, Wakefield Council
Combined Authority case officer	Neil Johnson

Appraisal Summary

- 6.61 This scheme has a strong strategic fit with national, local and regional policies and the needs for investment has been supplied. The scheme will address fuel poverty and carbon reduction in Wakefield.
- 6.62 The scheme has a BCR of 1.7:1 which represents medium value for money, but according to research, many of the wider health and economic benefits associated with this scheme – including health, educational attainment and employment are difficult to quantify and therefore the scheme should be assessed as high value for money.

Recommendations

- 6.63 The Investment Committee approves:
- (i) The Wakefield Warm Homes scheme proceeds through decision point 5 (full business case with finalised costs) and work comments on activity 6 (delivery)
 - (ii) Approval to £0.661 million from the Getting Building Fund is given. The total scheme value is £0.961 million.
 - (iii) The Combined Authority to enter into a funding agreement with Wakefield Council for expenditure of up to £0.661 million from the Getting Building Fund.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Holbeck Phase 2 Victorian Terrace Retrofit
Stage	3 (delivery and evaluation)
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

- 6.64 This scheme will be funded by the Government's Getting Building Fund (GBF). This is a £52.6 million fund, covering West Yorkshire. The objectives of the Getting Building Fund are to help create jobs and generate new activity, by accelerating existing Government funded capital projects and exceptional, additional shovel-ready capital projects. These strategic building projects will support West Yorkshire's COVID-19 economic recovery plan.
- 6.65 The GBF Holbeck scheme is an extension of the Holbeck Regeneration and Group Repair scheme. Managed by Leeds City Council the scheme's purpose is to address fuel poverty amongst some of the most vulnerable households within the Leeds City Region through a capital programme of energy efficiency improvements (external envelope repairs, external and internal insulation, gas boilers etc.) across all types of housing, reducing the carbon emissions by 8,500 tonnes over the product lifetimes. This scheme follows on from phase 1 works which ended in December 2018 and will complement the work already undertaken.
- 6.66 The scheme will contribute to the Leeds City Region Strategic Economic Plan Priority Area 2 – Skilled People, Better Jobs and Priority Area 3 – Clean Energy and Environmental Resilience.
- 6.67 The scheme will be delivered through the existing Better Homes Yorkshire arrangements which is in place until March 2023.
- 6.68 A summary of the scheme's business case and location map is included in **Appendix 6**.

Clean Growth / Climate Change Implications

6.69 The scheme will support the Combined Authority's inclusive growth and climate emergency policies by reducing domestic energy use and carbon emissions by an estimated 8,500 tonnes. Further work to establish the actual level of climate change implications of the scheme will be undertaken as it progresses through the assurance process.

Outputs, Benefits and Inclusive Growth Implications

6.70 The scheme outputs and benefits include:

- Provide a comprehensive package of energy efficiency and heating improvements to 100 privately owned or privately rented properties, creating warmer, healthier homes. In parallel, the council aims to improve 30 of its own properties and the local area using match funding.
- Reduce carbon dioxide emissions by approximately 2.5 tonnes per home per year and 8,500 tonnes over the lifetime of the measures.
- Reduce fuel poverty by reducing heating bills by around £350 per home per year and £1.19 million over the lifetime of the measures.
- Improve the local area, including redesign of 19 communal bin yards.
- Safeguard 30 construction jobs and support 3 apprenticeships.
- The Benefit to Cost Ratio (BCR) is reported as 0.5:1, this would be considered as poor value for money. However, it is accepted to be difficult to attribute certain benefits to such schemes due to the high number of unknowns, including household makeup and factors such as health conditions, financial situations and school attainment. The scheme's BCR is within the range of similar schemes and evidence shows that when incorporating all the wider health and economic benefits associated with such schemes, the value for money is frequently assessed as high.

6.71 This scheme is more comprehensive than the preceding one in this report with higher cost interventions due to the nature and poor condition of the properties.

Risks

6.72 The scheme risks include:

- COVID-19 related lockdown impacting on programme, increasing costs.

Mitigation - Most of the works are external and can be undertaken even for households that are shielding. The site will be managed as a COVID secure site, with appropriate Health and Safety measure in place to minimise the risk of transmission.

- Lower than anticipated Energy Company Obligation (ECO – a Government Energy Efficiency scheme) funding received.
Mitigation - engagement with the Energy Company Obligation (ECO) market and funding figure, £0.169 million, is conservative based on previous experience to minimise the risk of underachieving the match funding required. If more funding than anticipated is received, the project will add additional outputs, funded solely by the additional ECO funding.
- Lower than anticipated private householder contribution received.
Mitigation - this level of contribution successfully achieved on similar/ identical projects. In addition, engagement with landlords via Holbeck Phase 1 was achieved; it is expected this level of householder contribution will be sustained.

Costs

6.73 The scheme costs are:

- The total programme cost is £3.281 million.
- The Combined Authority Scheme contribution is £2.604 million to be funded through the Getting Building Fund.
- Match funding from:
The Government's energy efficiency scheme - Energy Company Obligation (ECO) scheme of £0.169 million (exact figure to be confirmed)
Leeds City Council £0.208 million (secured)
Private householders £0.300 million (unsecured)

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	02/12/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/04/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	15/06/2022

Other Key Timescales

- Works at risk, mobilisation November 2020
- Start on site December 2020/ site surveys January 2021
- Delivery of installations June 2021- March 2022.
- Delivery April 2022
- Closure June 2022

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within +10% of those outlined within this report.
That the timeframes remain within 1 month of those outlined within this report.
That the outputs remain within 10% of the 100 homes outlined within this report.

Project Responsibilities

Senior Responsible Officer	Mark Ireland, Leeds City Council
Project Manager	George Munson, Leeds City Council
Combined Authority case officer	Neil Johnson

Appraisal Summary

- 6.74 This scheme has a strong strategic fit with national, local and regional policies and the needs for investment has been supplied. The scheme will address fuel poverty and carbon reduction.
- 6.75 The scheme has a BCR of 0.5:1. Whilst assessed at poor value for money, this is assessed on limited factors and according to research, many of the benefits associated with this scheme are difficult to quantify and value for money is often achieved. The scheme's BCR is within the range of similar schemes and, as outlined earlier in the report, evidence shows that when incorporating all the wider health and economic benefits associated with such schemes, the value for money is frequently assessed as high.

Recommendations

- 6.76 The Investment Committee approves that:
- (i) The GBF Holbeck Phase 2 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).

- (ii) Approval for the Combined Authority's contribution of £2.604 million is given from the Getting Building Fund.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £2.604 million from the Getting Building Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Wakefield Business Gigabit Voucher Scheme
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

- 6.77 The Wakefield Business Gigabit Voucher Scheme offers financial assistance to bring high speed broadband to the hardest to reach premises in the Wakefield area. These will be provided directly to SME businesses or residents in the form of vouchers to gap fund the installation of high speed broadband. This is a continuation of the Government's National Gigabit Voucher programme which closed early due to full allocation.
- 6.78 Due to limitations of the current broadband market many areas across Wakefield cannot expect to benefit from high-speed services for many years.
- 6.79 The Government's National Gigabit Voucher programme was due to end on 31st March 2021, however closed earlier this year due to full allocation. Therefore, this local voucher scheme will act as a continuation of support for those hardest to reach premises, often referred to as the final 5% or 10% hardest to reach. The voucher scheme will make the installation of services financially viable by offering up to £7000 per business and £2500 per residence to cover the funding gap required to upgrade broadband services.
- 6.80 The scheme builds on the previous West Yorkshire and York Superfast Broadband programme. Only eligible residents and businesses with the most need and not eligible for financial help from other funding schemes will be supported by this scheme.
- 6.81 A summary of the scheme's business case is included in **Appendix 7**.

Clean Growth / Climate Change Implications

- 6.82 The scheme will contribute to the Leeds City Region Priority 3 (Clean energy and environmental resilience) as better connectivity may reduce car journeys through individuals working from home or at a location closer to home.

Outputs, Benefits and Inclusive Growth Implications

6.83 The scheme outputs and benefits include:

- **Digital - maximise business use of digital capacity, technology, skills and connectivity.** Evidence shows that on average existing businesses will see increased productivity with an expected impact of between 0.3% and 3.8% increase in turnover per worker per annum. At least 40 Gigabit Vouchers issued. Connections may serve more than one business. To be realised by 30th March 2022.
- **Skilled people better jobs** - improvement of social inclusion and widening of digital participation. At least 20 Gigabit Vouchers issued to residents. Connections may serve more than one household.
- **Legacy benefit** – This scheme will have a direct impact on commercial business models. Generally commercial providers use a ‘value for money’ (VfM) model that identifies geographic areas that provide a return on investment from connectivity roll out projects. Gap funding the build of new infrastructure will improve the value for money calculation and bring into scope new areas of opportunity for providers. The scheme will address market failure and bring forward additional investment beyond the scope of the scheme benefitting more residents and/or business than just those that will access the vouchers.
- **Contribute to COVID-19 economic recovery** - the scheme will enable residents to work from home through strong broadband provision.
- **Unlock economic growth** – improved connectivity can be directly linked to business growth. Operating costs can be reduced through the realisation of efficiencies and new business models will emerge. Connectivity can reduce the need for costs associated with providing office space as employees can work more flexibly.
- **Educational attainment**- improved connectivity can help to ensure that learners and staff can access the best quality connections to diversify and improve learning methods within schools and at home and teach children and young people the digital skills they need to succeed in life.
- **Improved health outcomes** – greater roll out of and access to high quality digital infrastructure will help maximise the benefit of digital/tele-health initiatives including better self-care and management of long-term conditions, allowing people to live at home longer, and improved communication between primary and secondary healthcare providers and social care providers.
- **Encouragement of business start-up** - Significantly improved connectivity can encourage new business start-ups. At a local level if speeds are higher relative to the surrounding areas then established businesses may also be attracted from elsewhere. There is an

expected impact of between a 0.4% and 3.2% increase in the number of businesses operating in the area if this is implemented.

- **Climate change** - A reduction in the number of car journeys and improvement of air quality will be achieved through greater use of remote and home working.

Risks

6.84 The scheme risks include:

- **Risk** – Tight delivery timescales. **Mitigation** – Sufficient project management resource has been allocated to this scheme.
- **Risk** – Funding not spent according to funding objectives and to agreed standards. **Mitigation** - The terms and conditions given to residents/businesses on receipt of the funding voucher will include a clause that if the funds are not spent as agreed, the money may be returned.

Costs

6.85 The scheme costs are:

- An indicative approval of £0.300 million at decision point 2 was made as part of the Getting Building Fund programme approval by the Combined Authority in September 2020. Full approval is now sought for the finalised business case of £0.300 million.
- The Combined Authority's contribution is £0.300 million from the Getting Building Fund.
- The Combined Authority will enter a funding agreement with Wakefield Council for £0.300 million from the Getting Building Fund and Wakefield Council will process the applications from businesses and residents and grant payments to the recipient.

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	02/12/2020
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	12/04/2022
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team	02/12/2024

	Decision: Combined Authority's Director of Delivery	
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Other Key Timescales

- Applications open – February 2021
- Review applicants and award funding - February 2021 - March 2022
- Post funding assurance - June 2021-December 2023
- Project review - June 2022 – November 2024
- Outputs achieved – December 2024

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remains within +10% of the costs identified within this report.
That time scales remain within 1 month as those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Darren Gill, Wakefield Council
Project Manager	Rob Tranmer, Combined Authority
Combined Authority case officer	Paul Coy

Appraisal Summary

- 6.86 The Strategic case supports national and local policies and strategies to improve broadband to support business growth and help residents and businesses to access faster connectivity where funding might have been a barrier. Better broadband may reduce car journeys due to individuals working from home or at a closer location to home. The scheme builds on the previous West Yorkshire and York Superfast Broadband programme.
- 6.87 The Economic case clearly demonstrates that funding from the Getting Building fund was the only option that fitted this scenario fully in terms of its objectives and benefits. The underlying rationale for this scheme is founded in market failure. Communities are being left behind as a result of commercial models driving build programmes for high-speed broadband. The market is not able to address demand in areas where return is lower than cost. In the short term the only viable solution is to gap fund infrastructure builds.

Recommendations

6.88 The Investment Committee approves that:

- (i) The Wakefield Business Gigabit Voucher Scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £0.300 million from the Getting Building Fund. The total scheme value is £0.300 million.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £0.300 million from the Getting Building Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this subject to the scheme remaining within the tolerances outlined in this report.

Project Title	A64 Regent Street Bridge – Leeds City Centre Package
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

- 6.89 Regent Street Flyover is located within Leeds city centre and carries the A64 (M) Leeds Inner Ring Road (LIRR) over the A61, known at this location as Regent Street.
- 6.90 Constructed in 1968, in addition to ongoing maintenance works, the structure has undergone two major refurbishments, in 1996 and 2002. It however still suffers from several problems, most notably the deterioration of the load-bearing capacity of critical elements due to ingress of water, poor construction details and inadequate water management, corroding the reinforcing steel and causing expansion and cracking of the concrete.
- 6.91 Owing to the continued deterioration of the structure which could risk closure of the bridge as early as 2022, and the commencement of other impactful works across the city over the next 12 months, intervention is required now to preserve the long term resilience of the A64(M) Inner Ring Road and the wider city network – most pertinently to mitigate against future traffic demand following the proposed closure of City Square to through traffic. Extensive feasibility work has concluded that the most cost-effective and beneficial solution is to replace the existing structure.
- 6.92 The Department for Transport (DfT) initially ran a competition inviting bids for Highway Maintenance Challenge Fund (HMCF). An application was put forward by the Combined Authority in October 2019 with the Regent Street Bridge seeking £20.4 million HMCF as part of the ‘Large’ schemes Expression of Interest (EOI), with a £10.6 million contribution from Leeds supporting a total scheme cost of £31 million.
- 6.93 In parallel, given the condition of the structure, to minimise disruption to traffic, and to support acceleration of the main construction programme, the

Highways Board of July 2019 approved enabling works measures, with the south span of the bridge proactively propped and vehicular crossover points constructed on the eastern and western approaches.

- 6.94 A decision on the bid from DfT was expected in December 2019 but this was pushed back to summer 2020. Given the critical nature of the works and to limit the impact on subsequent high priority schemes in the city centre, Executive Board approval was secured on 22 April 2020 to bring forward council borrowing into the capital programme alongside the existing Highways, Bridges & Structure Programme, and to authorise the procurement of a Design & Build contract off the SCAPE framework.
- 6.95 The Secretary of State for Transport on 14 May 2020 announced £1.7 billion funding to be allocated to Combined Authorities and Local Highway Authorities for 2020/21 through the newly created Transport Infrastructure Investment Fund – which included existing DfT spending programmes such as Pothole funding and Challenge fund. In the announcement, it set out that Ministers have decided that due to COVID-19 the competition for 2020/21 ‘Large’ scheme funding (£100 million) is to be allocated by formula instead, resulting in Leeds with a significantly reduced HMCF of £1.5 million.
- 6.96 Members at the Investment Committee of 9 June 2020 as part of the Armley Gyrotory scheme paper recommended that the Combined Authority continues to explore the scope of the Leeds City Centre Package (LCCP) programme to include the Regent Street Flyover scheme at no additional cost to the transport fund.
- 6.97 Following discussions, to fund the ‘gap’ and avoid any risk to delivery of the existing LCCP programme, it is proposed that £12 million is made available from the West Yorkshire plus Transport Fund and that the project becomes part of the Leeds City Centre Package, increasing the LCCP Programme budget from £66.8 million to £78.8 million. The additional funding will be £1.5 million from the Highway Maintenance Challenge Fund, £4.6 million Local Transport Plan 2018-2021 (LTP) and £12.9 million which will be funded by Leeds City Council while other sources of funding such as DfT and TfN continue to be explored.
- 6.98 To support project delivery timescales, the scheme comes forward directly at full business case with finalised costs (decision point 5), seeking approval of £12 million from the West Yorkshire plus Transport Fund and a subsequent increase in the LCCP Programme budget from £66.8 million to £78.8 million.
- 6.99 A summary of the scheme’s business case is included in **Appendix 8**.

Clean Growth / Climate Change Implications

- 6.100 The scheme will secure the long term resilience of the flyover, supporting the delivery of public transport, active mode (walking & cycling), and public realm enhancement schemes across the city centre, which will directly facilitate a multi modal, low emission transport system.

6.101 The scheme will seek biodiversity gains through urban landscaping and green infrastructure features such as rainwater gardens, a sustainable drainage system, and tree planting. This forms part of the “MBARC” environmental strategy led by Leeds with Balfour Beatty in the delivery of schemes at Meadow Lane, Bishopgate, Armley Gyratory, Regent street (this scheme), and City square.

Outputs, Benefits, and Inclusive Growth Implications

6.102 The scheme outputs and benefits include:

- The value for money assessment reflects a benefit cost ratio of 9.9:1, judging the scheme as Very High value for money when assessed against the Department for Transport’s value for money criteria. Appraisal was undertaken on the basis of a counterfactual scenario with assessment of the benefits of ‘with bridge’ vs ‘no bridge’ (i.e. should the works not happen and the bridge is forced to close).
- The scheme supports Inclusive Growth by procuring local labour and making a social investment to boost the City Region economic growth, and through regenerating a major piece of public infrastructure, will facilitate business growth through attracting investment.

Risks

6.103 The scheme risks include:

- Design changes required due to scheme complexities, resulting in a delay and additional cost to the scheme. Early contractor involvement had to review the Detailed Design and support design development, buildability, value engineering, and development of the contractor construction Target Cost.

Costs

6.104 The scheme costs are:

- The total scheme cost at full business case with finalised costs (activity 5) is £31 million to be funded through £12 million from the Combined Authority’s West Yorkshire plus Transport Fund, £1.5 million from the Highway Maintenance Challenge Fund, £4.6 million Local Transport Plan 2018-2021 (LTP) and £12.9 million which will be funded by Leeds City Council while other sources of funding such as DfT and TfN continue to be explored.
- The project will become part of the Leeds City Centre Package, which will be increased by £12 million, from £66.8 million to £78.8 million, and costs will be managed within the LCCP programme.
- The Combined Authority to enter into a funding agreement with Leeds City Council for expenditure up to £12 million.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Decision point 6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/02/2022
Decision point 7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	22/02/2023

Other Key Timescales

- In contract - May 2020
- Start on site - 11/05/20
- Demolition works commenced in May 2020
- Phase 1 Piling completed September 2020
- Phase 1 Beam Installation Programmed for December 2020
- Completion on site forecast for Spring 2022

Assurance Tolerances

Assurance tolerances
That the Combined Authority costs remains within +5% of the costs identified within this report.
That the programme remains within 3 months of the timescales set out in this report.

Project Responsibilities

Senior Responsible Officer	Gary Bartlett, Leeds Council
Project Manager	Robert Ingall, Leeds Council
Combined Authority case officer	Asif Abed

Appraisal Summary

6.105 The scheme suitably demonstrates the need and scope of the intervention, highlighting that a replacement rather than another refurbishment exercise is the preferred solution to give long term resilience and critically support other activity being delivered in the city centre, notably to accommodate more traffic demand as a result of City Square closure.

6.106 The business case reflects that the delivery arrangements are in place to deliver the construction works, with demolition works already underway.

Recommendations

6.107 The Investment Committee recommends to the Combined Authority:

- (i) The A64 Regent Street Bridge – Leeds City Centre Package scheme proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £12 million to be funded from the West Yorkshire plus Transport Fund (WY+TF) is given. The total scheme value is £31 million.
- (iii) Approval to increase the Leeds City Centre Package programme budget by £12 million from £66.8 million to £78.8 million.
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £12 million from the WY+TF.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

Project Title	Mytholmroyd Flood Alleviation
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 6)

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

- 6.108 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).
- 6.109 Mytholmroyd has a significant risk of flooding from the River Calder, Cragg Brook and the Rochdale Canal. In recent years businesses and local communities have suffered multiple flood events, including the Boxing Day 2015 floods where river levels were the highest ever recorded and flooding was widespread throughout the whole of the Calder Valley. In 2020, storm Ciara also caused significant flooding within the area.
- 6.110 The Mytholmroyd Flood Alleviation scheme is being delivered through the Local Growth Fund and was approved by the Combined Authority's Managing Director in 2017.
- 6.111 At the time of approval, the project scope was still under development. Development works included the construction of new flood walls to the river Calder and Cragg Brook, widening of the river channel and removal and construction of a new bridge at Caldene Avenue.
- 6.112 The scope of the project has been developed and refined with 11 areas of flood alleviation works identified. These are:
- Greenhill Industrial Estate

- Mytholmroyd Bridge and St Michael's Church
- Cragg Brook and River Calder Confluence
- Caldene Bridge
- Upstream of Caldene Bridge
- Cragg Brook upstream of railway viaduct
- White Lee Clough Culvert
- Rochdale Canal
- Scar Bottom Cottages and Cragg Road
- Brearley and Luddenden Foot (downstream works)
- Burnley Road

6.113 As a result of the refinement to the scope, significant flooding during early 2020, and the impact of the COVID-19 pandemic, the scheme costs have increased to over £41.000 million.

Clean Growth / Climate Change Implications

6.114 The scheme aims to increase the City Region's resilience to current and future climate change through the reduction of flood risk to local business and communities

Outputs, Benefits and Inclusive Growth Implications

6.115 The scheme outputs and benefits include:

- Reduced flooding risk to 270 homes and 196 businesses, potentially safeguarding 1116 jobs within the area. The new funding will result in additional 616 jobs across an additional 94 businesses safeguarded compared to the original funding allocation.
- Reducing the potential cost of future flood damage by over £85 million.
- Protecting essential infrastructure in the area, including rail, road, public transport, walking and cycling links.
- Reduce the potential risks to public safety as a result of rapid onset flooding.

6.116 The scheme has a benefit cost ratio (BCR) of 1.8:1 which represents medium value for money.

Risks

6.117 The scheme risks include:

- There is a risk that adverse weather in winter of 2020 will cause delays to the programme due to rising river levels. This risk will be reduced by installing temporary measures (e.g. dams) to keep areas dry.
- There is a risk that the ongoing COVID-19 pandemic will cause delays to the programme due to being unable to obtain materials, i.e. concrete. This risk will be reduced by sourcing alternative suppliers.

Costs

The scheme costs are:

- The total scheme cost at full business case in 2017 was £15.000 million.
- Due to the increased scope and delays outline above, the total scheme cost has increased to over £41.000 million. Funding has been secured from Flood Defence Grant in Aid, DEFRA Booster Funding, European Structural Investment Funds (ESIF) and local levy approved by the Yorkshire Regional Flood and Coastal Committee (YRFCC).
- The change request seeks approval for an additional £2.000 million from the Local Growth Fund taking the Combined Authority's contribution to £4.500 million. The additional Local Growth Fund money for this scheme is available within the overall allocation for Flood Alleviation schemes. The additional LGF monies will enable £2.000 million of the DEFRA Booster Funding to be reallocated to flood alleviation schemes within the wider Calderdale area for additional benefits to be realised.

The change request seeks approval for an additional £2.000 million from the Local Growth Fund taking the Combined Authority's contribution to £4.500 million. The additional Local Growth Fund money for this scheme became available after the Brighouse Flood Alleviation Scheme was withdrawn from the Growth Deal programme and returned to the pipeline. The additional LGF monies will enable £2.000 million of the DEFRA Booster Funding to be reallocated to flood alleviation schemes within the wider Calderdale area for additional benefits to be realised. Specifically, £1.5000 million will be ringfenced for the Brighouse Flood Alleviation Scheme (Fluvial), which is expected to safeguard 2,036 jobs and 258 businesses, and £0.500 million to Brearley Bridge Scour Protection works.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 6)	Recommendation: Combined Authority's Programme Appraisal Team	10/12/2020

	Decision: Combined Authority	
6 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2021
7 (review and close)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/02/2023

Other Key Timescales

6.118 Construction of this scheme is due to complete by February 2021.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. That the timescales remain within 1 month of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Adrian Gill, Environment Agency
Project Manager	Paul Swales, Environment Agency
Combined Authority case officer	Heather Briggs

Appraisal Summary

6.119 The full business case for this scheme was approved in 2017, before the assurance process was implemented. The scope at the time stated that the scheme would comprise of channel widening to the river Calder and Cragg Brook and wall raising works within the town. It was stated at the time of approval that the options for the scheme were still under development.

6.120 Since the scheme was approved, the scope has been developed and refined further and increased to the details provided earlier in this report. As a result of this, the scheme costs have substantially increased which has resulted in the benefit cost ratio (BCR) for this scheme being reduced from 3.9:1 to 1.8:1. This scheme does, however, represent medium value for money.

Recommendations

6.121 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Mytholmroyd Flood Alleviation scheme to award an additional £2.000 million from the Local Growth Fund, taking the total Combined Authority Local Growth Fund contribution to £4.500 million, is approved.
- (ii) The Combined Authority enters into a variation to the existing funding agreement with the Environment Agency, for additional expenditure of up to £2.000 million from the Local Growth Fund taking the full allocation of Combined Authority funding to £4.500 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

7 Financial implications

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

8 Legal implications

8.1 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.

9 Staffing implications

9.1 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.

10 External consultees

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

11 Recommendations

Project 7 - SIIF 012 - Advanced Manufacturing Company

11.1 The Investment Committee recommends to the Combined Authority that they delegate authority to the Combined Authority's Managing Director to approve, subject to the successful appraisal of the application by the Business Investment Panel (BIP) and Programme Appraisal Team (PAT).

- (i) The applicant's full business case with finalised costs (decision point 5) and that work commences on activity 6 (delivery),

- (ii) Approval for the Combined Authority's contribution of £0.779 million is given from the Local Growth Fund.
- (iii) The scheme's Assurance Framework pathway and approvals.

LTP: Transforming Travel Centres

11.2 The Investment Committee approves that:

- (i) That the Transforming Travel Centres scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 5 (full business case with finalised costs).
- (ii) That an indicative approval to the total project value of £1.000 million is given from the Local Transport Plan Integrated Transport Block Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) That development costs of £0.169 million are approved to progress the scheme to decision point 5 (full business case with finalised costs), taking the total approval to £0.270 million, from the Local Transport Plan Integrated Transport Block Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

A58 Corridor (Leeds)

11.3 The Investment Committee recommends to the Combined Authority that:

- (i) The A58 Corridor scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £9.530 million is granted from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) Development costs of £1.259 million from the West Yorkshire plus Transport Fund are approved to cover costs to date to progress the scheme to outline business case and in order to progress the scheme to decision point 4 (full business case with finalised costs) and 5 (full business case with finalised costs).
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for up to £1.259 from the West Yorkshire plus Transport Fund.

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

LTP ITB Rail Accessibility Package

11.4 The Investment Committee approves that:

- (i) The LTP ITB Rail Accessibility Package proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval to £708,750 from the Local Transport Plan Integrated Transport Block 2019-22 is given. The total scheme value is £7.044 million.
- (iii) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £176,250 from the LTP ITB 2019-22 fund, towards the Todmorden business case development and delivery costs.
- (iv) The Combined Authority to enter into a funding agreement with Network Rail for expenditure of up to £0.180 million from the LTP ITB 2019-22 fund, towards the Menston business case development and delivery costs.
- (v) The Combined Authority to enter into a grant funding agreement with Northern for expenditure of up to £352,500 from the LTP ITB 2019-22 fund, towards the Pontefract Monkhill business case development and delivery costs.
- (vi) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, subject to the package remaining within the tolerances outlined in this report.

Wakefield Warm Homes

11.5 The Investment Committee approves that:

- (i) The Wakefield Warm Homes scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery)
- (ii) Approval to £0.661 million from the Getting Building Fund is given. The total scheme value is £0.961 million.
- (iii) The Combined Authority to enter into a funding agreement with Wakefield Council for expenditure of up to £0.661 million from the Getting Building Fund.

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

Holbeck Phase 2 Victorian Terrace Retrofit

11.6 The Investment Committee approves that:

- (i) The GBF Holbeck Phase 2 scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval for the Combined Authority's contribution of £2.604 million is given from the Getting Building Fund.
- (iii) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £2.604 million from the Getting Building Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Wakefield Business Gigabit Voucher Scheme

11.7 The Investment Committee approves that:

- (i) The Wakefield Business Gigabit Voucher Scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).
- (ii) Approval to the Combined Authority's contribution of £0.300 million from the Getting Building Fund. The total scheme value is £0.300 million.
- (iii) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £0.300 million from the Getting Building Fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this subject to the scheme remaining within the tolerances outlined in this report.

Regent Street Bridge – Leeds

11.8 The Investment Committee recommends to the Combined Authority that:

- (i) The Regent Street Bridge scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).

- (ii) Approval to the Combined Authority's contribution of £12 million to be funded from the West Yorkshire plus Transport Fund (WY+TF) is given. The total scheme value is £31 million.
- (iii) Approval to increase the Leeds City Centre Package programme budget by £12 million from £66.8 million to £78.8 million.
- (iv) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £12 million from the WY+TF.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

Mytholmroyd Flood Alleviation

11.9 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Mytholmroyd Flood Alleviation scheme to award an additional £2.000 million from the Local Growth Fund, taking the total Combined Authority Local Growth Fund contribution to £4.500 million, is approved.
- (ii) The Combined Authority enters into a variation to the existing funding agreement with the Environment Agency, for additional expenditure of up to £2.000 million from the Local Growth Fund taking the full allocation of Combined Authority funding to £4.500 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report subject to the scheme remaining within the tolerances outlined in this report.

12 Background documents

12.1 None as part of this report.

13 Appendices

Appendix 1 – Background to the assurance framework

Appendix 2 – Transforming Travel Centres - Business Case Summary

Appendix 3 – A58 Corridor (Leeds) Business Case Summary

Appendix 4 – LTP ITB Rail Accessibility Package Business Case Summary

Appendix 5 – Wakefield Warm Homes - Business Case Summary

Appendix 6 – Phase 2 Victorian Terrace Retrofit Business Case Summary

Appendix 7 – Wakefield Business Gigabit Voucher Scheme Business Case Summary

Appendix 8 – Regent Street Bridge Leeds Business Case Summary