

Report to: West Yorkshire Combined Authority

Date: 22 April 2021

Subject: **Capital Spending and Project Approvals**

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

1. Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that have been considered by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The schemes being reported today were approved by the West Yorkshire and York Investment Committee (the Investment Committee) on 04 March 2021 and 07 April 2021 and therefore this report is for the Combined Authority to note.

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 Tackling the Climate Emergency Implications

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. Work is currently underway to refine the toolkit methodology by assessing a selection of existing capital schemes progressing through assurance framework which are in scope of this assessment. The outcome of this assessment, including potential mitigation and recommendations for shortlisted schemes will inform the development of toolkit and will be discussed with partners, and reported to the Combined Authority in June 2021. 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.

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

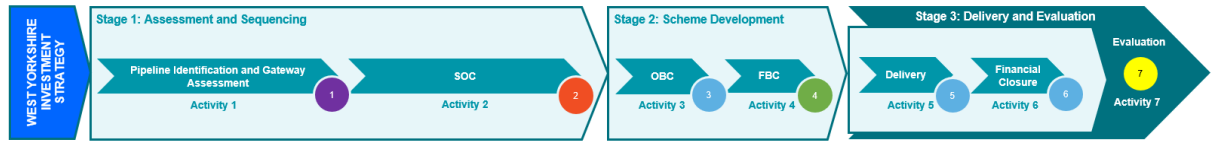
4 Report

4.1 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 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.

4.2 The Combined Authority's Assurance Framework has been reviewed and approved by Government ahead of becoming a Mayoral Combined Authority. For more detail on this and 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**.

4.3 The new framework is represented here:



Stage 1: Assessment and Sequencing

4.4 Programmes / schemes will start to be developed through an ongoing dialogue with the Region's businesses, third sector and public organisations, in line with the WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (Decision Point 1).

4.5 If approved the scheme will progress to Strategic Outline Case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the 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. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (Decision Point 2).

Stage 2: Scheme Development

4.6 If approved the scheme will progress to Outline Business Case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (Decision Point 3) as set out in the approval pathway and route approved at Decision Point 2.

- 4.7 If approved the scheme will progress to Full Business Case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The Economic Case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (Decision Point 4) as set out in the approval pathway and route approved at Decision Point 2.
- 4.8 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

Stage 3: Delivery and Evaluation

- 4.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (Decision Point 5) as set out in the approval pathway and route approved at Decision Point 2.
- 4.11 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (Decision Point 6) as set out in the approval pathway and route approved at Decision Point 2.
- 4.12 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 4.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

Transition

- 4.14 There will be a transition period to the new Assurance Framework due to business cases being submitted and appraised prior to the new Assurance Framework being approved by the Government. Therefore, some of the schemes presented in this report reflect the old Assurance Framework (highlighted).

Value for Money - Benefit Cost Ratios

- 4.15 The Benefit to Cost Ratio (BCR) for some of the schemes in this report potentially represent low value for money, when assessed using the Department for Transport's Transport Appraisal Guidance TAG on the appraisal of transport schemes.
- 4.16 This is because whilst calculating benefits to costs of a transport scheme there are many more journeys made by car than are made by bus, cycling and walking and as a consequence the monetised benefits arising from improvements to bus, cycling and walking journeys may be outweighed by the monetised dis-benefits to car users.
- 4.17 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.
- 4.18 Her Majesty's Treasury (HMT) have now completed the review of the Green Book. The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects. This review has endorsed the Combined Authority's approach by clarifying that overall Value for Money judgement should not depend solely on the BCR but be informed by a balanced consideration of all relevant evidence, that is, appraisal should take account of all five cases (strategic, commercial, economic, financial and management) and the economic case be balanced with these.
- 4.19 In particular, HMT have clarified further that in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of a project. This might for example include, but not limited to, a greater focus on regional impacts to help deliver Levelling Up, ensuring transformational projects are given due consideration, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use, supporting / accelerating housing development and allowing a greater emphasis on the requirement to carry out equalities analysis as required by the Public Sector Equalities Duty. The specific approach will be determined on a programme-by-programme basis as funding and investment streams come forward.

- 4.20 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
- The progression of a scheme through a decision point to the next activity.
 - Indicative or full approval to the total value of the scheme funding requested.
 - The Combined Authority's entry into a funding agreement with the scheme's promoter.
 - The assurance pathway and approval route for future decision points.
 - The scheme's approval tolerances.
- 4.21 This report provides information required to enable the Combined Authority to approve each of the above elements.
- 4.22 Since the Combined Authority's meeting on 04 February 2021, no schemes have been recommended for approval to the Combined Authority. All schemes which have progressed, have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee. The Investment Committee is authorised to progress a scheme under the Assurance Framework in accordance with any bespoke approval pathway and approval route, subject to an exception relating to exceeding the cumulative total of the financial approval and tolerance levels agreed by the Combined Authority by more than 25%
- 4.23 This report therefore presents the following decision points and change requests that have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee. Decisions regarding the following schemes have been made by the Investment Committee on 04 March 2021 and 07 April 2021. The decisions were made by the Investment Committee following a recommendation from Combined Authority Programme Appraisal Team. All the schemes outlined below have remained within the financial approvals and tolerance levels agreed by the Combined Authority unless stated otherwise below.

<p>Scheme</p> <p>TF: Mirfield to Dewsbury to Leeds (M2D2L)</p> <p>Leeds City Region</p> <p>(7 April 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Mirfield to Dewsbury to Leeds (M2D2L) corridor forms a Key Route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail and housing sites.</p> <p>This £13.150 million prioritised package will constitute the Phase 1 of M2D2L, with any subsequent phases currently unfunded subject to separate business cases if a funding source is identified. The scheme includes improvements to the highway including major and side-road junction upgrades, pedestrian crossings and footways, bus lanes and high-quality stops, cycle tracks, and highway space reallocations.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The proposed M2D2L scheme provides a series of transport inventions within the public highway to improve walking and cycling provisions, general travel opportunities, bus reliability and the local environment, which in turn promote development viability, access to jobs, education and services, and a step-change in health.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 7.94:1 which represents 'Very High' value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (Outline Business Case) and for work to commence on activity 4 (Full Business Case).</p> <p>Total value: £13.150 million (Phase 1)</p> <p>Total value of Combined Authority funding: £12.650 million</p> <p>Funding recommendation sought - £0.735 million.</p>
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<p>Scheme</p> <p>Dewsbury Arcade</p> <p>Kirklees</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Arcade is a Grade 2 listed building and has been vacant since 2016. The building is currently in a very poor condition due to no maintenance being performed over the last 10 years.</p> <p>This scheme will reopen the Victorian Arcade in Dewsbury to enable small, local and independent businesses to occupy the space which will create jobs within the creative sector.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>This scheme will refurbish 997 square metres of commercial floorspace to support the creation of 15 new businesses and 30 net indirect jobs.</p> <p>This scheme has a benefit cost ratio (BCR) of 4.8:1 representing very high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £3.245 million</p> <p>Total value of Combined Authority funding - £0.6 million</p> <p>Funding recommendation sought - £0.6 million</p>
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<p>Scheme</p> <p>GBF: Brighouse A6025 Reconstruction</p> <p>Calderdale</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme involves reinstating the A6025 Park Road following a landslip in February 2020 which led to its full closure throughout last year and stopped east-west traffic movements between Elland and Brighouse.</p> <p>The scheme's objective is to reopen Park Road to traffic, unlocking 0.5km of highway and re-connecting the key West Yorkshire growth areas of Elland and Brighouse.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>By reopening and reinstating Park Road, the scheme will remove the need for existing traffic to take long diversions using alternative routes to the A6025. As a result of that, the scheme is expected to introduce significant journey time savings for road users and to contribute to reduced carbon emissions by alleviating congestion and improving the considerable delays currently experienced on the wider Calderdale road network.</p> <p>The scheme is anticipated to promote social inclusion and equality by improving accessibility to public transport and therefore to employment and training opportunities for residents in Elland, Brighouse and Halifax.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 85:1 which represents 'Very High' value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (Full Business Case) and work commences on activity 5 (Full Business Case with finalised costs).</p> <p>Total value of the scheme - £2.516 million</p> <p>Total value of Combined Authority funding - £1.800 million</p> <p>Funding recommendation sought - £0 million</p>
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<p>Scheme</p> <p>George Hotel, Huddersfield</p> <p>Kirklees</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>This scheme will support the acquisition of the George Hotel in Huddersfield and essential remedial works to make the building safe, watertight and ready for development. The George Hotel is a grade 2* listed building and following refurbishment, will be the home of the National Museum for Rugby League along with complimentary commercial space.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>This scheme will create 4,375 square metres of commercial floorspace. Options are being considered as to whether to deliver flexible Grade A office space or overnight accommodation within the upper floors of the George Hotel. The office space will deliver 148 net jobs and the overnight accommodation will deliver 134 net jobs.</p> <p>This scheme has a benefit cost ratio (BCR) of 2.8:1 for flexible office space and 1.8:1 for overnight accommodation.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value of the scheme - £9.270 million</p> <p>Total value of Combined Authority funding - £1.365 million</p> <p>Funding recommendation sought - £1.365 million</p>
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Scheme	<u>Scheme description</u>
<p data-bbox="300 253 560 282">CIP: Fink Hill, Leeds</p> <p data-bbox="300 300 379 329">Leeds</p> <p data-bbox="300 347 576 405">(4 March 2021 Investment Committee)</p>	<p data-bbox="619 253 1390 434">The scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout by enabling two lane traffic in each direction, plus new and improved walking and cycling infrastructure to enhance active travel provision.</p> <p data-bbox="619 452 1294 510">The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p data-bbox="619 528 708 557"><u>Impact</u></p> <p data-bbox="619 575 1390 757">The scheme will reduce journey times, improve journey reliability, and reduce congestion for cars and bus services. The scheme will also improve cycling provision with dedicated cycle lanes making it a more attractive environment to encourage cycling, and improve pedestrian crossing points and access to residential, employment, recreational, and retail sites in the area.</p> <p data-bbox="619 775 1366 925">The scheme supports principles of Clean Growth and Inclusive Growth by improving walking and cycling access to local employment, housing, and recreational facilities, as well as to public transport (bus) for onward travel across the City Region, encouraging reduction in car use.</p> <p data-bbox="619 943 1353 1001">This scheme has a benefit cost ratio 2.85:1 representing High value for money.</p> <p data-bbox="619 1019 831 1048"><u>Decision sought</u></p> <p data-bbox="619 1066 1390 1155">Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p data-bbox="619 1173 1118 1202">Total value of the scheme - £5.428 million</p> <p data-bbox="619 1220 1310 1249">Total value of Combined Authority funding - £5.428 million</p> <p data-bbox="619 1267 1150 1296">Funding recommendation sought - £0 million</p>

<p>Scheme</p> <p>Points Cross, Hunslet Road</p> <p>Leeds</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver Point Cross Phase 1 (1.2 ha) by unlocking a large (2.64 hectare) brownfield site in Leeds city centre for delivery of up to 928 high quality, sustainable homes over 5 years, directly providing 311 affordable homes during 2023/24, and indirect acceleration of 617 homes.</p> <p>The appraisal of this scheme has demonstrated a viability gap. The Guinness Partnership (TGP) are cross subsidising this viability gap 50/50 with the Brownfield Housing Fund.</p> <p>The scheme will be funded from the Brownfield Housing Fund (BHF).</p> <p><u>Impact</u></p> <p>The scheme will deliver 311 affordable new homes on a site in the Leeds South Bank area. All the new homes will be retained by The Guinness Partnership (TGP), with 118 available for social rent and 193 available for shared ownership.</p> <p>Therefore, 311 new homes unlocked can be claimed against the overall BHF target of a minimum of 4500.</p> <p>The development will help stimulate regeneration in the Hunslet Riverside Ward, by increasing the attractiveness of the area and encourage investment. It is particularly important in unlocking land to allow the provision of affordable homes within one of the most deprived wards in Leeds, thereby tackling inequality and delivering a range of wider socio-economic and environmental benefits in the area.</p> <p>The scheme will provide apprenticeship opportunities and support 250 supply chain personnel during the construction period.</p> <p>The scheme (as a whole of 928 homes) provides a carbon reduction of 22%. against Building Regulation Part L baseline compared to standard build. The development of the phase 1 design results in the scheme emitting circa 100,000 kg less of carbon emissions each year.</p> <p>Leeds City Council have advised that they estimate £674,129.82 as an additional benefit to the City of this development under the New Homes Bonus (NHB) scheme.</p> <p>The scheme has a benefit cost ratio (BCR) for Combined Authority funds of 5.79:1 and a total public sector investment BCR of 1.28:1.</p> <p><u>Decision sought</u></p> <p>Approval for the Points Cross scheme 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 - £75.011 million</p> <p>Total value of Combined Authority funding - £2.755 million</p> <p>Funding recommendation sought - £2.755 million.</p>
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<p>Scheme</p> <p>Temple Green Park and Ride Extension</p> <p>Leeds</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme will upgrade the existing bus-based Temple Green Park & Ride site, located to the east of Leeds city centre in the Aire Valley.</p> <p>The scheme will extend the existing Park & Ride site through the addition of up to 391 additional car parking spaces. Alongside the increase in parking capacity, the proposed scheme involves the operation of an additional bus service during the peak periods to accommodate demand following the site's expansion. As a result, an enhancement in bus frequency from 10 minutes currently to 8.5 minutes post scheme delivery is anticipated during the peak periods of the day.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>By increasing the capacity of a key Park & Ride site in Leeds and enhancing bus frequency for trips between the east of Leeds and the city centre, the scheme offers an attractive, sustainable "last mile" travel option that promotes bus use and reduces car use. As a result, the scheme supports clean growth and contributes to reduced carbon emissions, as a result of less daily vehicle kms and car trips from/to Leeds city centre.</p> <p>The scheme links Leeds city centre with current and emerging employment opportunities within the Aire Valley and between the city centre and the east of the city. Therefore, it is anticipated to promote social inclusion by improving accessibility to jobs and training opportunities via public transport for all social groups.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 4.08:1 which represents 'Very High' value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £7.830 million</p> <p>Total value of Combined Authority funding - £7.400 million</p> <p>Funding approval sought - £7.400 million.</p>
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<p>Scheme</p> <p>Digital Skills Programme - Adult Digital and Technical Skills project</p> <p>Location</p> <p>Yorkshire and Humber (4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The Combined Authority is leading a joint Yorkshire and Humber bid for up to £9 million, from the Department for Education, to deliver a programme to support the economic recovery of businesses and individuals across the region by developing and delivering employer-led training initiatives and courses. The programme will link directly to local digital skills needs and builds on a £1.3 million DfE funded pilot which the Combined Authority is currently delivering.</p> <p>The programme will upskill and retrain adults looking to progress in their current role or enter digital or technical careers and will consist of interventions lasting 8 to 16 weeks. Individuals will gain specific technical and employability skills through activities including studying, peer mentoring, confidence building and problem solving.</p> <p>On 4 February 2021, the Combined Authority delegated to the Investment Committee, the retrospective approval to accept and spend £1.3 million for the pilot and approval to accept and spend up to an additional £9 million, subject to the successful outcome of the DfE funding bid, bringing the total programme costs to £10.3 million. This is to allow preparations, including further programme development, recruitment and procurement to be completed by June 2021 in line with DfE's delivery timeframe.</p> <p>The scheme will be funded by the Department for Education (DfE).</p> <p><u>Impact</u></p> <p>The programme will support the region's economic recovery, by increasing digital skills in the local population. Training will be designed and developed with employers so individuals who are unemployed, under-employed, at risk of redundancy or in a sector undergoing structural change and career changers, gain the skills they need to progress in their current role or enter careers in the digital / technical sectors. Businesses will also be supported as more individuals with the right skills to help businesses grow, fill vacancies and solve economic recovery challenges, will be available.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (Full business case) and work commences on activity 5 (delivery), subject to the conditions set by PAT.</p> <p>Total value of the scheme - £10.3 million</p> <p>Total value of Combined Authority funding - £10.3 million</p> <p>Funding recommendation sought - £10.3 million</p>
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<p>Scheme</p> <p>Door to Door Digital Community Transport Service (Digital Hub)</p> <p>Leeds</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The scheme will be a free to register (i.e. no membership fee) not-for-profit service that matches people to suitable, safe, and affordable transport. This will be achieved by either, signposting people to existing providers that can meet their needs, such as the Access Bus; by connecting them with a volunteer travel companion; or by enabling them to book a journey with a participating community transport provider.</p> <p>Following on from the research and business plan development phase, the scheme will set up and operate a live pilot on a larger scale to test out the service model that has been designed, with ongoing user research and evaluation of the pilot to provide evidence enabling an informed decision as to whether the service can be scaled up and be sustainable.</p> <p>The scheme is funded from the Leeds Public Transport Investment Programme (LPTIP).</p> <p><u>Impact</u></p> <p>The service has been designed to address the challenges faced by older people and people living with disabilities in finding out about and getting to health and wellbeing destinations, meeting demand that is not currently being met.</p> <p>It will utilise spare capacity within the community transport system to achieve this, making effective use of resources.</p> <p>There is significant social value in supporting older people and people living with disabilities to get to health and wellbeing destinations and the project also contributes towards various Leeds City Council, Combined Authority and Department for Transport priorities.</p> <p>The scheme represents high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>Total value of the scheme - £0.789 million</p> <p>Total value of Combined Authority funding - £0.789 million</p> <p>Funding recommendation sought - £0.450 million</p>
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Scheme	<u>Scheme description</u>
<p>Parry Lane Enterprise Zone</p> <p>Bradford</p> <p>(7 April 2021 Investment Committee)</p>	<p>Parry Lane is located to the south east of the Bradford Business Development Zone. It is well connected to transport links and will provide excellent opportunities for companies in north, east and south Bradford. This scheme will provide the necessary enabling works for the future development of the Parry Lane site into a regional Enterprise Zone (EZ), with an overall objective of unlocking, enabling, and accelerating site development to deliver economic growth.</p> <p>This scheme will facilitate commercial development by carrying out enabling works that consist of; significant mine remediation, demolition, creation of development plateaus and drainage provision. It will also provide essential highways infrastructure including a new access road, two junctions and a signalised pedestrian crossing. These works are to be funded by the Getting Building Fund with earlier preconstruction works funded by the Local Growth Fund to 31 March 2021. The outputs in terms of jobs and GVA will be attributable to the Getting Building Fund.</p> <p><u>Impact</u></p> <p>The final completed scheme will deliver approximately 11,965 sqm of commercial floorspace via industrial units of varying sizes by March 2025. The units on the completed site will be capable of accommodating up to 489 jobs, generating £166 million of GVA.</p> <p>The enabling works will deliver 69 net construction jobs and £14.2 million of GVA.</p> <p>Regeneration of a brownfield site would lead to an associated increase in land value of £1.211 million.</p> <p>The value for money assessment gives a benefit cost ratio of 1.80:1</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 5 (Full business case+) and work commences activity 6 (Delivery).</p> <p>Total value of the scheme - £8.356 million</p> <p>Total value of Combined Authority funding - £8.259 million (£1.886 million LGF, £6.373 million GBF)</p> <p>Funding recommendation sought - £8.259 million.</p>

Scheme	<u>Scheme description</u>
<p>York Central Access & York Station Frontage</p> <p>York</p> <p>(4 March 2021 Investment Committee)</p>	<p>York Central is a major mixed-use regeneration scheme located on one of the largest city centre brownfield sites in the country. The Combined Authority has worked with City of York Council (CYC) and its partners over several years to develop proposals for the site and wider location, including a new access road to 'unlock' residential and commercial development and improved access to the city's railway station.</p> <p>The Combined Authority has committed funding of £37.32 million from the West Yorkshire plus Transport Fund (WY+TF) to fund site access infrastructure and improvements to the railway station frontage. The full business case for York Central Access & York Station Frontage (YCA & YSF) was approved by the Investment Committee on 13 March 2019 with conditions.</p> <p>The Combined Authority has also committed funding of £14.547 million from the Transforming Cities Fund (TCF) for the York Station & City Centre Access, a package of transport improvement interventions in and around the railway station together with improvements to the Askham Bar Park & Ride (P&R) corridor, which connects the railway station and city centre to the south east and the A642.</p> <p><u>Decision sought</u></p> <p>The purpose of this report is:</p> <ul style="list-style-type: none"> • To discharge conditions on the YCA & YSF full business case approval and therefore approval to proceed through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs) • To rationalise the Combined Authority's WY+TF and TCF allocations into three discrete projects (York Central, York Station Gateway and Askham Bar P&R) and establish assurance pathways and tolerances for each one. <p>To agree additional development funding of £2.252 million for the York Station Gateway project. Total project costs remain with the funding available. A further £2.252 million is requested from the WY+TF allocation to cover the costs associated with placing orders for utilities, land purchase, professional fees for detailed design, preparation of tender documents and business case development support. This will take the total approved development costs to £5.532 million.</p>

Scheme	<u>Scheme description</u>
<p data-bbox="296 255 579 416">Leeds Public Transport Investment Programme (LPTIP) Review 2020 – Part Two</p> <p data-bbox="296 439 579 546">Leeds (4 March 2021 Investment Committee)</p>	<p data-bbox="616 255 1380 405">The Leeds Public Transport Investment Programme (LPTIP) commenced in 2017. This is a £183.4 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority.</p> <p data-bbox="616 427 1380 517">The programme is split into three separate packages (bus infrastructure package, bus delivery package, rail package) plus an overall programme management element.</p> <p data-bbox="616 539 1380 622">The programme has been reviewed, with input from Leeds City Council, to reflect changes in the programme and to ensure the necessary approvals are in place to move forward.</p> <p data-bbox="616 645 1380 757">The recommendations from part one of the review, covering the bus infrastructure package and programme management element, were approved by Investment Committee on 7 January 2021.</p> <p data-bbox="616 779 1380 929">Part two of the review, covering the bus delivery package and rail package, proposed changes, which are affordable within the overall Department for Transport funding envelope of £173.5 million, for which the Combined Authority is the accountable body and the Combined Authority's contribution of £0.97 million.</p> <p data-bbox="616 952 1380 1010">The Investment Committee using the delegated authority from the Combined Authority, approved:</p> <ul data-bbox="616 1032 1380 1429" style="list-style-type: none"> <li data-bbox="616 1032 1380 1090">• The reprofiled decision point 2 development costs, as set out in Appendix 3 (table 1) <li data-bbox="616 1113 1380 1171">• The reprofiled indicative allocations as set out in Appendix 3 (table 2) <li data-bbox="616 1193 1380 1252">• The allocation of £50,000 from the bus delivery package for the delivery of a behavioural change campaign. <li data-bbox="616 1274 1380 1332">• The Leeds City Council costs for rail package schemes, as set out in Appendix 3 (table 3). <li data-bbox="616 1355 1380 1429">• That the Combined Authority issues addendums to the existing Funding Agreements with Leeds City Council for expenditure from the LPTIP Fund. <p data-bbox="616 1451 710 1480"><u>Impact</u></p> <p data-bbox="616 1503 1380 1771">This programme aims to support economic growth by unlocking transport constraints, improve public transport journey times, reliability and usage and improve health outcomes by reducing overall transport emissions. In this way, the programme seeks to contribute towards the doubling of bus patronage over a 10-year period in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment, and public services.</p> <p data-bbox="616 1794 831 1823"><u>Decision sought</u></p> <p data-bbox="616 1845 1380 1899">Approval of the changes proposed following the review of the programme.</p>

<p>UTMC Element C</p> <p>Leeds City Region (4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>The West Yorkshire Urban Traffic Management Control (UTMC) system programme aims to create a single West Yorkshire Urban Traffic Management Control system covering all 1,600 signals, VMS, On-street CCTV, Fault and Air Quality monitoring.</p> <p>The programme consists of 3 sub-projects:</p> <ul style="list-style-type: none"> • Element A: On-street junction upgrades and improvements across the Key Route Network (KRN) • Element B1: Integration of the Urban Traffic Control systems across the 5 districts in to one cloud based system and Element B2: Integration of the wider UTMC systems across the 5 districts in to one cloud based system (control of VMS, Air Quality management and on-street CCTV with links to the UTC system) • Element C: Integration of the 4 existing UTC teams to one team hosted by Leeds City Council, subject to each of the Districts supporting and signing up to a Partnership Agreement. <p>This Change Request relates directly to the specification of Element C.</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF)</p> <p><u>Impact</u></p> <p>To facilitate economic growth and employment within West Yorkshire by improving management of the KRN.</p> <p>To better manage highways congestion on the West Yorkshire KRN</p> <p>To implement the KRN within West Yorkshire, irrespective of boundaries and agencies</p> <p>To deliver a more reliable highway network along selected KRN routes and support road users in West Yorkshire with greater information provision to inform travel choices.</p> <p>To reduce the adverse impacts of transport on local air quality in West Yorkshire.</p> <p><u>Decision sought</u></p> <p>Approval of this change request to the UTMC Element C to deliver a virtual service with a Central Hub, reduce the funding approval from £1.203 million to £0.555 million (from the West Yorkshire plus Transport Fund) and omit the condition previously set (that the arrangements and Partnership Agreement, as detailed in the business case, are required to be finalised before approval of the FBC+) is approved.</p> <p>Total value of the scheme - £0.555 million</p> <p>Total value of Combined Authority funding - £0.555 million</p> <p>Funding recommendation sought - £0.555 million</p>
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Scheme	<u>Scheme description</u>
<p data-bbox="300 253 584 309">CityConnect - Phase 1 and 2</p> <p data-bbox="300 331 480 360">West Yorkshire</p> <p data-bbox="300 378 576 434">(4 March 2021 Investment Committee)</p>	<p data-bbox="619 253 1374 405">The CityConnect Programme is the Combined Authority's primary delivery programme promoting and delivering a high quality, strategic, cycle and walking network to encourage more people to cycle and walk, and make cycling the natural choice, especially for short journeys.</p> <p data-bbox="619 423 1374 512">The CityConnect programme was developed in response to the strong desire for greater participation in cycling across the region.</p> <p data-bbox="619 530 1374 804">The scheme committed to a schedule of Monitoring and Evaluation (M&E) activity including periodic user surveys and 5- and 7-year post-completion surveys to demonstrate benefits realisation. Approval of this change request will allow these activities to take place (direct programme M&E activity and indirect programme management of any externally commissioned M&E work) between 2021/22 – 2026/27 now the requirements and scope have been able to be defined post completion.</p> <p data-bbox="619 822 1278 878">This change request will be funded from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.</p> <p data-bbox="619 896 708 925"><u>Impact</u></p> <p data-bbox="619 943 1366 1066">The programme supports delivery of social and health benefits, encouraging cycling and walking and, in the process, reduce vehicle traffic on the roads, leading to decrease in carbon emissions and improved air quality.</p> <p data-bbox="619 1084 831 1113"><u>Decision sought</u></p> <p data-bbox="619 1131 1382 1283">Approval of this change request to the CityConnect Phase 1 and 2 programme to fund £346,127 monitoring and evaluation work and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.</p> <p data-bbox="619 1301 1129 1330">Total value of the scheme - £54.960 million</p> <p data-bbox="619 1348 1321 1377">Total value of Combined Authority funding - £54.658 million</p> <p data-bbox="619 1395 1145 1424">Funding recommendation sought - £346,127</p>

<p>Scheme</p> <p>Business Growth Programme</p> <p>Leeds City Region</p> <p>(4 March 2021 Investment Committee)</p>	<p><u>Scheme description</u></p> <p>This scheme supports business recovery and resilience within Leeds City Region. This support includes recovery from the impact of COVID-19 and EU exit. Grants are awarded to support capital related investment (plant, equipment, machinery and fit out/refurbishment of premises) that will lead to job creation.</p> <p>Based on the expansion of an existing successful programme, this proposal is closely aligned to the priorities of the SEP and Combined Authority's COVID-19 recovery plan.</p> <p>The scheme is currently funded by the Local Growth Fund which is due to finish on 31 March 2021. This request is to continue this scheme.</p> <p>The scheme will be funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>This change will</p> <ul style="list-style-type: none"> • Increase the number of jobs created/safeguarded from 3,660 to 4,660 (an additional 800 new jobs created and 200 jobs safeguarded). • Increase private sector leverage from £175 million to at least £217 million (an extra £42 million). • Increase the number of businesses supported from 490 to at least 665 (an additional 175). • Contribute an estimated £44 million gross value added to the City Region's economy. <p><u>Decision sought</u></p> <p>Approval of this change request to the Business Growth Programme to fund £7 million from the Getting Building Fund as match funding for the Business Growth Programme and extend delivery to March 2022.</p> <p>Total value of the scheme - £37 million</p> <p>Total value of Combined Authority funding - £7 million</p> <p>Funding recommendation sought - £7 million</p>
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5 Information

- 5.1 Location maps for each of the schemes presented in this report (where applicable) are provided in **Appendix 2**.
- 5.2 Since the Combined Authority's meeting on 04 February 2021, no schemes have been recommended for approval to the Combined Authority. All schemes which have progressed, have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Investment Committee.

Projects in stage 1: Eligibility

5.3 There are no projects in this stage to be approved in this report.

Projects in Stage 2: Development

5.4 There are no projects in this stage to be approved in this report.

Projects in Stage 3: Delivery and Evaluation

5.5 There are no projects in this stage to be approved in this report.

6 Equality and Diversity Implications

6.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

7 Inclusive Growth Implications

7.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

8 Financial 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

11.1 That the Combined Authority notes the projects that have been approved by the Investment Committee.

12 Background Documents

12.1 Business case summaries for the schemes recommended for approval by the Investment Committee on 4 March 2021 and 7 April 2021 are available here:

[March Investment Committee](#)

[April Investment Committee](#)

13 Appendices

Appendix 1 - Background to the Combined Authority's Assurance Framework

Appendix 2 – Location maps for the schemes presented in this report.

Appendix 3 - LPTIP detailed costs and proposed approvals