
Report to: West Yorkshire and York Investment Committee

Date: 8 June 2021

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 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.

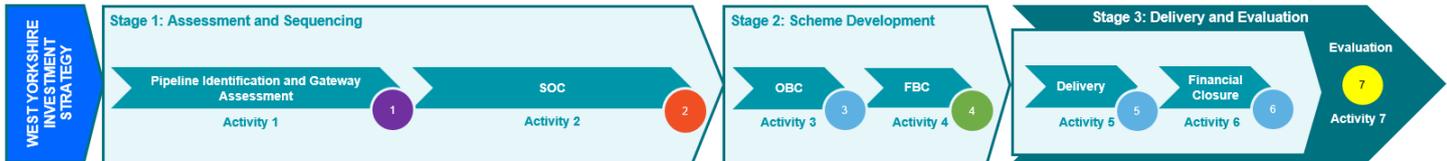
3 Tackling the Climate Emergency Implications

- 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.
- 3.3 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 by September 2021. Unfortunately, this has been slightly delayed to allow time to test, adapt and apply the carbon impact framework to the long list of Assurance Framework projects based on the learning and insight gained from an initial assessment of a smaller sub set of projects. 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.
- 3.4 Clean growth, including climate change, impact assessment / considerations are all now included in all Capital Spending and Project Approvals reports. This ensures that the business cases now reflect the Leeds City Region Climate Emergency priority and evidence that they will reduce carbon emissions (both directly and indirectly).

4 Report

- 4.1 This report presents proposals for the progression of 8 schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £38.953 million when fully approved, of which the total value of £32.454 million will be funded by the Combined Authority. Further details on the schemes can be found as part of this report and are summarised below.

- 4.2 The assurance process is a three-stage approach with the requirement that all projects subject to minor exceptions as detailed in the Assurance Framework, will as a minimum, need to formally pass decision point 2 (strategic outline case) and 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.
- 4.3 For more detail 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**.



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 West Yorkshire Industrial Strategy. 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. 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 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 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. 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, not a decision point 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.

Value for Money - Benefit Cost Ratios

- 4.14 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.
- 4.15 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.

- 4.16 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.
- 4.17 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.
- 4.18 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.

Scheme Summaries

<p>Net Zero Region Accelerator West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme will influence achieving a net-zero carbon West Yorkshire by 2038 and is part of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three, aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region's strengths and opportunities, as set out in the recovery plan.</p> <p>The scheme will run up to March 2024 and is seeking approval for £0.8 million to fund up to four new posts in the Combined Authority to deliver the programme, provide a revenue budget for research, evidence gathering and specialist external services that support programme delivery and to develop a list of projects to a point where they can be delivered, subject to further investment being secured, that will boost green jobs, restore nature, tackle air pollution and the climate emergency.</p> <p>An investment prospectus will also be created, available online and in hard copy format, to showcase the region's investment ready projects to potential banks, lenders, investors, insurers, funding agencies, UK government and public and private decision makers. A high-level version of the prospectus will be produced for the 26th United Nations Climate Change Conference (COP26), which is scheduled to take place in Glasgow in November 2021. This will give the Combined Authority the opportunity to showcase the region's work to tackle the climate emergency and present low carbon investment opportunities to a global audience including heads of state and climate experts.</p> <p>The Combined Authority gave agreement in principle, on 9 March 2021, to share up to £7 million revenue funding for three schemes, from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also delegated approval for this scheme to the Investment Committee.</p> <p><u>Impact</u></p> <p>To date the lack of capacity and a dedicated support programme to build a pipeline and prepare a prospectus, outlining the opportunities for investment, has limited the Combined Authority's ability to increase the level of green investment in the region. A pipeline of investment ready zero carbon and nature recovery projects will enable the region to secure the required funding and investments needed to deliver its net zero 2038 target and support a post COVID-19 economic recovery.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £0.8 million Total value of Combined Authority funding - £0.8 million Funding recommendation sought - £0.8 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>Health Innovation Support</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The scheme is part of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three, which are aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region's strengths and opportunities, as set out in the recovery plan.</p> <p>The scheme is seeking approval for £0.2 million, to fund one new Combined Authority post (Regional Healthtech Lead), for three years. The postholder will work with partners to:</p> <ul style="list-style-type: none"> • develop a virtual healthtech cluster to improve collaborative working across the health innovation sector and support existing health innovation businesses in the City Region and, • develop a pipeline of investment ready projects. <p>The Combined Authority gave agreement in principle, on 9 March 2021, for up to £7 million revenue funding from the Combined Authority's gainshare to fund the economic recovery, to be shared between the three schemes. The Combined Authority also delegated approval for this scheme to the Investment Committee.</p> <p><u>Impact</u></p> <p>The postholder, working with partners, will have a clear focus on getting new health technologies into the NHS, care homes and other health and care systems and will also develop a pipeline of future investable projects and act as coordinator/ leader of health innovation in the region, to support development and commercialisation of ideas and deployment into the health and care system to support both economic and health outcomes.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) and work commences on activity 5 (Delivery).</p> <p>Total value of the scheme - £0.2 million</p> <p>Total value of Combined Authority funding - £0.2 million</p> <p>Funding recommendation sought - £0.2 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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**Entrepreneurship
Package of Support**

West Yorkshire

Scheme description

The Entrepreneurship Package of Support forms part of the West Yorkshire Economic Recovery Plan (Recovery Plan), the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three, which are aimed at creating jobs, supporting a more inclusive, resilient, and sustainable economy, and building on the region's strengths and opportunities, as set out in the recovery.

The Entrepreneurship Package of Support is seeking approval for £6 million from this indicative allocation to fund business support activity to both inspire and create demand for enterprise and also put in place practical support to start up business (including high growth support).

The Entrepreneurship Package of Support will encourage people from across West Yorkshire to set up a business and provide the support if they decide to do so - leading to the creation of new businesses and jobs. Workstream 1 will aim to stimulate interest from individuals to consider enterprise as a career. Individuals through this (and other provision in the region) will then be supported through to either Workstream 2 (general business start-up support) or Workstream 3 (start-ups with high growth potential) or helped to access alternative employment support if they decide not to set up a business.

The Combined Authority gave agreement in principle at their meeting on 9 March 2021 to share up to £7 million revenue funding for three schemes from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also delegated approval for this scheme to the Investment Committee.

Impact

The scheme will support inclusive growth through supporting underrepresented groups to start businesses. The scheme aims to create quality new businesses, jobs, and apprenticeships. The scheme opportunities will be actively promoted to individuals and businesses looking to develop clean growth businesses and solutions to climate change and clean growth.

The scheme is assessed to deliver very good value for money when compared to similar programmes.

Decision sought

Approval to proceed through decision point decision point 2 (strategic outline case) and 4 (full business case) and work commences on activity 5 (delivery).

Total value of the scheme - £6 million

Total value of Combined Authority funding - £6 million

Funding recommendation sought - £6 million

A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.

Housing Revenue Fund

West Yorkshire

Scheme description

The Combined Authority was allocated £3.2 million of revenue funding, as part of the West Yorkshire Devolution Deal, to develop a housing pipeline. £0.25 million of this was approved by the Combined Authority in December 2020 to align with government timeframes and has funded early development of pipeline projects that were able to spend in the short timescales.

The West Yorkshire Strategic Housing Pipeline is currently comprised of 74 projects. The pipeline consists of sites and clusters of sites that are regarded as the most strategic for the region in relation to the priorities of the Strategic Economic Framework. The Housing Revenue Fund will support the development of projects within the pipeline that have been identified and prioritised based on their strategic fit.

The funding will be used to recruit two new posts within the Combined Authority to lead on pipeline development at a regional level and develop the pipeline of projects, using relevant technical support to undertake feasibility works, including site investigation and ground surveys, working with the highest scoring 20 sites to establish viable housing schemes. The funding will support projects to get to an investment ready position where robust business cases can be developed for projects to enter suitable capital funding programmes.

The funding will also be used to establish implementation plans and delivery strategies to take forward the region's most strategic housing sites so that deliverability is tested ahead of projects entering suitable capital funding programmes.

Impact

As a direct output by the end of the financial year 2021/22 the revenue funding will have increased capacity locally and regionally to increase technical knowledge, which in turn will test deliverability of the initial highest scoring 20 sites across West Yorkshire.

The revenue funding is proposed to support pre-development work to have greater certainty on the deliverability of projects. Initial support will be given on projects that maximise economic development and promoting pre-development and feasibility work, this will include exploring zero carbon schemes on some Local Authority sites along with boosting expertise regionally to move towards zero carbon ambitions.

Decision sought

Approval to proceed through decision point 2 (strategic outline business case) and decision point 4 (full business case) and work commences on activity 5 (delivery).

Total value of the scheme - £3.2 million

Total value of Combined Authority funding - £3.2 million

Funding recommendation sought - £2.95 million

A recommendation to the Combined Authority is sought as part of this report.

TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme

Skipton

Scheme description

The scheme consists of a number of complementary elements in the Skipton Railway Station Gateway area. These include improving public spaces, improving accessibility and connectivity between the railway station, the bus station, and Skipton Town Centre (through high-quality walking and cycling routes along Broughton Road and the route linking the railway station area with the bus station) and upgrading existing pedestrian and cycling facilities along the Auction Mart canal footpath.

The scheme will transform Skipton Rail Station into a multi-modal, sustainable travel hub improving the connectivity between Skipton, Craven district, and the wider Leeds City Region, supporting inclusive and sustainable economic growth.

The scheme aligns with all five priorities of the Strategic Economic Framework primarily contributing to “deliver 21st century transport infrastructure” through investment in sustainable travel infrastructure cycling and walking unsustainable infrastructure provision, public spaces, and connectivity enhancements.

At decision point 2 (Strategic Outline Case) an indicative approval of £5.803 million from the Transforming Cities Fund (TCF) was given, representing the TCF Low Scenario. Match funding of £0.200 million, brought the total scheme value to £6.003 million. The scheme is now seeking indicative approval for an additional £1.828 million from the TCF Fund, bringing the total TCF contribution to £7.631 million, with £0.200 million of match funding, bringing the total scheme value to £7.831 million.

The scheme is jointly funded by the Transforming Cities Fund (TCF), North Yorkshire County Council (NYCC) and Craven District Council (CDC) contributions.

Impact

The scheme is expected to encourage more trips by bus, rail, bike and on foot, supporting clean growth through the reduction in car trips and car kilometres on the Skipton road network, contributing to reduced greenhouse gas emissions and improved air quality. The scheme is anticipated to have wider social benefits, promoting inclusive growth by improving accessibility to Skipton railway and bus stations and consequently to employment and educational opportunities within Craven District and across the wider Leeds City Region.

The scheme’s value for money assessment reflects a benefit cost ratio (BCR) of 3.77:1 which represents ‘high’ value for money.

Decision sought

Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).

Total value of the scheme - £7.831 million

Total value of Combined Authority funding - £7.631 million

Funding approval sought - £0.934 million

A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.

**TCF: Harrogate
Railway Station
Gateway - Active
Travel Improvement
Scheme**

Harrogate

Scheme description

The scheme consists a number of complementary elements in the Harrogate Railway Station Gateway area.

The scheme will provide wider footpaths and improved crossing points for pedestrians as well as segregated/dedicated lanes for cyclists, whilst retaining one lane for motorised traffic along Station Parade, the part-pedestrianisation of James Street and reconfiguration of local junctions to enhance safety.

The scheme aims to improve access to and from the Harrogate Station Gateway area by bike and on foot and provide better integration with the bus station and improvements to bus journeys, improving links with the town centre and the wider Leeds City Region. The proposed interventions will ultimately transform Harrogate Rail Station to a 21st century, recognisable gateway, and a sustainable, multi-modal transport hub.

The scheme aligns with all five priorities of the Strategic Economic Framework primarily contributing to “deliver 21st century transport infrastructure” in Harrogate Town Centre and “Enable Inclusive Growth” by providing sustainable infrastructure, accessible for all social groups.

At decision point 2 (Strategic Outline Case) an indicative approval of £7.893 million from the Transforming Cities Fund (TCF) was given, representing the TCF Low Scenario. Match funding of £0.300 million, brought the total scheme value to £8.193 million. The scheme is now seeking indicative approval for an additional £2.745 million from the TCF Fund, bringing the total TCF contribution to £10.638 million, with £0.300 million match funding to bringing the total scheme value to £10.938 million.

The scheme is jointly funded by the TCF Fund, North Yorkshire County Council and Harrogate Borough Council contributions.

Impact

The scheme will encourage a higher uptake of walking and cycling for local, short distance trips and promote bus and rail for longer distance, cross boundary trips. The scheme will support clean growth by reducing car trips on the Harrogate road network, contributing to improved air quality. The scheme is anticipated to have wider social benefits, contributing to inclusive growth by improving access to the Harrogate Station Gateway area and employment and educational opportunities.

The scheme’s value for money assessment reflects a benefit cost ratio (BCR) of 1.7:1 which represents ‘medium’ value for money.

Decision sought

Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).

Total value of the scheme - £10.938 million

Total value of Combined Authority funding - £10.638 million

Funding approval sought - £0.800 million

A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.

Steeton and Silsden Crossing

Steeton and Silsden

Scheme description

Steeton and Silsden are located 1.5 kilometres apart in the Aire Valley, in the north-east of Bradford Metropolitan District Council's geography.

Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers. The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70mph speed limit and lies near the Airedale Rail Line, the River Aire and the Leeds and Liverpool Canal.

The scheme proposes to deliver a pedestrian and cycle bridge, over the western arm of the A629 roundabout. The bridge will be five metres wide, so it complies with government guidance for designing high-quality, safe cycle infrastructure. To provide safe and easy access to the bridge, the scheme will also include a three-metre wide, shared use footpath, linking the bridge to Silsden and the Leeds Liverpool canal towpath and another footpath will link the bridge to Steeton and Silsden Rail Station.

The scheme will be developed up to Full Business Case stage only, using the £0.7 million from the Department for Transport's (DfT) Cycle City Ambition Grant 'top up'.

The current scheme costs are £5.52 million and at this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified.

Impact

Currently, there is no cycling and walking provision and only uncontrolled crossing facilities at each arm of the roundabout on the A629, which has led to an over reliance on the private car and the negative impacts on emissions, environment, and health that this brings. The proposed scheme provides a safe walking and cycling route between Steeton and Silsden, segregated from the highway, which will promote cycling and walking as a viable alternative to the car.

The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.

Decision sought

Approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).

Total value of the scheme - £5.52 million

Total value of Combined Authority funding – £0.7 million.
Currently no delivery funding allocated for the scheme.

Funding recommendation sought - £0.49 million

A decision by the Investment Committee using the delegated authority from the Combined Authority is sought as part of this report.

**Leeds City Region
Growth Service**

Leeds City Region

Scheme description

This scheme will deliver a dedicated, flexible business support service for the Leeds City Region's small and medium sized enterprises (SMEs). The support will be delivered by a team of Growth Managers as a key component of the Leeds City Region Growth Service. The Growth Managers will be located within the City Region's districts and employed by the local authorities. They will provide an information, diagnosis and brokerage function (IDB) for their clients. This involves understanding the needs of the business and then linking them directly to the right support at the right time, assisting businesses with their growth, sustainability, and resilience business needs.

Impact

The scheme is considered to offer good value for money when compared against national comparator data for business support schemes. The Growth Managers providing support through this scheme are embedded within Economic Development functions of the City Region's Local Authorities, providing proactive account management services which will support SME's in improving their business resilience and, as a result, be in a stronger position to address challenges and take advantage of future opportunities for growth.

The scheme will create 173 new jobs in the LCR and provide three hours IDB support to 954 SMEs, and twelve hours support to 290 SMEs, enabling them to strengthen their positions within national and international markets and continually introduce new products and processes.

Decision sought

Approval of this change request for the Growth Service scheme to accept additional funding of £1.062 million of which 50% is from ERDF, 25% as CA match funding and 25% as Local Authority match funding and extend delivery to March 2023.

Total value of the scheme - £4.464 million

Total value of Combined Authority funding - £3.285 million

Funding recommendation sought - £0.802 million

A recommendation to the Combined Authority is sought as part of this report.

Decisions made through the delegation to the Managing Director.

- 4.19 Since the Investment Committee’s meeting on 7 April 2021, 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 £20.747 million has been approved.

<p>Bradford City Village (Phase 1) Bradford</p>	<p><u>Scheme description</u></p> <p>The scheme is to deliver a new market hall in Bradford City Centre, replacing an outdated market and unlocking a mixed-use development opportunity.</p> <p>The scheme is to be funded from the Getting Building Fund (£3 million, with Bradford Council contributing £21.055 million.</p> <p><u>Impact</u></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> • 400 (gross) jobs by 2024 through the occupation of floorspace/market units and reoccupation of vacant units on Darley Street and Piccadilly. A further 300 jobs will be safeguarded through current market tenants relocated to the new market and the Council’s Markets team. • 4,000 m² of mixed-use commercial space and 1,000m² of improved or created public realm/ green space. <p>The value for money assessment shows a GVA-based benefits cost ratio for this scheme of 10.17:1 when measured against the GBF investment.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 on 26 March 2021, giving approval to the Combined Authority funding of £3 million towards a total scheme value for the Bradford City Village Phase 1 scheme of £24.055 million, and for work to commence on activity 6 (delivery)</p>
<p>Leeds City Centre ‘Grey to Green’ (Stage 1 - Corn Exchange) Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme is designed to address low levels of greenspace and poor-quality public realm in areas of Leeds city centre and improve walking and cycling connectivity to the city centre for the communities that surround it.</p> <p>Stage 1 of the scheme (this approval) is to deliver additional public realm improvements in the area linked to the Corn Exchange Gateway (LPTIP) scheme, utilising redundant highways land.</p> <p>Stage 1 has a total cost of £1.186 million of which £0.400 million will be funded from the Getting Building Fund.</p> <p><u>Impact</u></p> <p>The completed overall scheme will deliver:</p> <ul style="list-style-type: none"> • 6,700 m² of new green space and public realm

	<ul style="list-style-type: none"> • 1.4 km of cycling and walking improvements (on and off-highway) • An annual reduction in CO2 of 3,500 kg in the area • Creation of 123 construction jobs <p>The value for money assessment shows a forecast BCR (benefit cost ratio) of 1: 2.5 representing very good value.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 5 on 29 March 2021 giving approval to the Combined Authority funding of £0.400 million towards a total scheme cost of £1.186 million, for Stage 1 of the Grey to Green scheme (Corn Exchange) and for work to commence on activity 6 (delivery).</p> <p>The Managing Director also approved additional development costs of £0.915 million to take the Meadow Lane, Crown Point Road and Sovereign Square Footbridge elements (Stages 2-4) of the scheme through to decision point 5 (full business case with finalised costs).</p>
<p>North Halifax Improved Streets for People</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>As part of the wider Halifax Walking, Cycling & Bus Transformation Package this scheme is to deliver cycle links from Halifax town centre towards Mixenden, Ovenden and Illingworth as identified in the Calderdale Cycling Strategy while also creating greater space for walking within the residential neighbourhoods of Ovenden and Holmfield.</p> <p>The scheme is funded by the Transforming Cities Fund (TCF)</p> <p><u>Impact</u></p> <p>The completed scheme will provide:</p> <ul style="list-style-type: none"> • Improvements to the walking environment within the area, including enhanced and widened footways, pedestrian priority measures and improvements to the public realm in local shopping areas. • Protected cycling links and facilities in line with LTN 1/20, from the town centre towards north Halifax. • Public realm improvements linking the town centre to Dean Clough Mills employment site and the residential areas of north Halifax. • A bus gate on Dean Clough to reduce through traffic on Lee Bridge/Dean Clough. • Liveable neighbourhoods – quieter residential streets to be achieved by installing modal filters to reduce through traffic. <p><u>Decision</u></p> <p>The Managing Director approved this change request on 26 March 2021, giving approval to an increase in development costs for the North Halifax Improved Streets for People scheme of £0.420 million, from its current TCF approval of £0.210 million</p>

	to a new total of £0.630 million. This is within the indicative TCF approval for the scheme of £8 million.
<p>A6177 Great Horton Road - Horton Grange Road Bradford</p>	<p><u>Scheme description</u></p> <p>The scheme is to deliver improvements to the western section of the A6177 Bradford Outer Ring Road to enhance the highway efficiency for the benefit of private vehicle and public transport (bus) road users. The highway improvements will be complemented by both public transport and active travel interventions as well as enhanced public realm.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> • Improved journey times and journey reliability on the western section of the A6177 Outer Ring Road for both private vehicle and public transport. • A 5% increase in active mode users within one year of completion. • Improved air quality within five years of scheme completion by reducing congestion levels and idle traffic, supporting a 4000-tonne reduction in carbon emissions over a 60-year appraisal period. • A 5% reductions in traffic accidents within 5 years of completion. <p>The value for money assessment shows a benefit cost ratio of 13.4:1 – very high VfM.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 4 on 9 April 2021 giving approval to additional development costs of £0.140 million towards a total scheme value of £4.457 million for the Corridor Improvement Programme – Bradford – A6177 Great Horton Road-Horton Grange Road and for work to commence on activity 5 (full business case with finalised costs).</p>
<p>TCF: Leeds City Centre Cycle Improvements Phase 1 Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme is to deliver high quality, LTN 1/20 compliant cycling infrastructure in Leeds, to improve the cycle connectivity to the city centre and enhance the legibility of the city-wide cycle network.</p> <p>The proposed scheme phasing is as follows:</p> <ul style="list-style-type: none"> • Phase 1: Holbeck Connector and Crown Point Bridge Gateway. • Phase 2: Western Gateway and Eastern Gateway • Phase 3: Southern Gateway and Dewsbury Road Connector <p>The scheme is to be funded from the Transforming Cities Fund</p> <p><u>Impact</u></p> <p>The completed scheme will deliver:</p>

	<p>7 kms of high-quality, LTN 1/20 compliant cycling infrastructure including provision of 3.2kms of new segregated cycle lanes in Leeds City Centre by 2023</p> <p>The value for money assessment shows a benefit cost ratio of 4:1 corresponding to Very High Value for Money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision</u></p> <p>The Managing Director approved this decision point 4 on 23 April 2021 giving approval to total Combined Authority funding for this phase 1 scheme of £1.641 million, towards a total full scheme value of £7.057 million and for the scheme to proceed through decision point 4 and, subject to the conditions set by the Programme Appraisal Team, for work to commence on activity 5 (delivery)</p>
<p>A650 Newton Bar Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme is to deliver a major junction improvement of an existing roundabout and approach roads around the A650 at Newton Bar, Wakefield.</p> <p>It involves the construction of a new signalised 'hamburger' roundabout (where the main road goes through the centre of the roundabout), upgrade of adjacent signal-controlled junction, additional traffic lanes, the provision of shared cycle / pedestrian footways, signalised pedestrian/cycle crossings, and the extension of a shared bus and cycle lane along the A650/A61 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> • Improved journey time reliability by reducing journey times for all motorised modes including bus services along the route by 8% by 2025. • Enhanced provision for active modes by providing 1,320 metres of footpath / cycle way and 11 new signalised pedestrian / cycle crossings by 2022. • Improved road safety by reducing the number of collisions by 10% by 2025. <p>The value for money assessment shows a benefit cost ratio of 7,74:1 - Very High VfM.</p> <p><u>Decision</u></p> <p>The Managing Director approved the decision point 5 on 23 April 2021, giving approval to the Combined Authority funding of £8.285 million towards a total scheme cost of £8.720 million, and for work to commence on delivery.</p>
<p>Leeds Bus Station Gateway Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme is to deliver improvements to Leeds Bus Station, to ensure that the bus station offers passengers a positive gateway experience, this supporting the wider LPTIP objective of</p>

	<p>improving the quality of the bus passenger experience to increase bus patronage.</p> <p>The scheme is to be funded from the Leeds Public Transport Investment Programme (LPTIP)</p> <p><u>Impact</u></p> <p>The completed scheme will deliver:</p> <ul style="list-style-type: none"> • An enhanced customer experience with a customer satisfaction target increase of 15% and a footfall increase of 5% within five years of scheme opening. • Enhanced revenue opportunities, with a revenue target increase of 14% within five years of scheme opening, and 5% increase in staff within five years. • 45% annual decrease in carbon emissions and electricity usage from the building within the first five years of scheme opening. • Enhanced accessibility and infrastructure for travel by public transport supporting better air quality for passengers, benefitting their health. <p>The value for money assessment shows a benefit cost ratio of 0.97:1- poor VfM, however this should be considered alongside the strategic benefits and drivers of the scheme.</p> <p><u>Decision</u></p> <p>The Managing Director approved the decision point 5 on 7 May 2021, giving approval to additional Combined Authority funding of £4.491 million, taking the total Combined Authority funding and scheme cost to £5,682 million, and for work to commence on activity 6 (Delivery).</p>
<p>Leeds Bradford Airport Parkway Station</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a new ‘parkway’ station between Horsforth Station and the southern entrance to Bramhope tunnel on the Harrogate Line with the station serving one of the region’s key Employment Growth spatial priority areas and Leeds Bradford Airport (LBA) as well as serving as a Park and Ride for commuters into Leeds, York, Harrogate and beyond.</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF) and the Leeds Public Transport Investment Programme (LPTIP).</p> <p><u>Impact</u></p> <p>Scheme delivery will:</p> <ul style="list-style-type: none"> • Support one of the region’s key Employment Growth spatial priority areas and help to unlock 36 hectares of high-quality employment land providing 5,500 new jobs adjacent to LBA. • Improve connectivity and public transport links to LBA which connects the City Region internationally and sustainably promotes business growth in key sectors and other industries, attracting more investment to unlock the airports full economic potential.

	<ul style="list-style-type: none"> • Improve public transport modal share to LBA whilst attracting new users to the rail market, reducing congestion and improving air quality on Leeds arterial roads. <p><u>Decision</u></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.650 million development costs, taking the total development costs to £5.650 million. The total scheme value is £41.987 million.</p>
<p>Dewsbury Bus Station and Dewsbury Town Centre Walking & Cycling Improvements</p> <p>Kirklees</p>	<p><u>Scheme descriptions</u></p> <p>These two schemes are part of the wider package of TCF schemes for Dewsbury entitled ‘Connecting employment and skills centres in Dewsbury’.</p> <p>The Dewsbury Bus Station scheme will deliver a refurbished bus station which would include a safer waiting environment and improved pedestrian links, including to Kirklees College.</p> <p>The Walking and Cycling Improvements scheme will deliver improved town centre walking routes, and improved walking and cycling facilities and crossings of the Dewsbury Ring Road, to give greater pedestrian links to the north east of Dewsbury town centre and better access to Dewsbury College.</p> <p>The schemes are funded by the Transforming Cities Fund</p> <p><u>Impact</u></p> <p>The completed package will lead to:</p> <ul style="list-style-type: none"> • An improved customer experience for passengers moving through Dewsbury Bus Station by transforming facilities and improving user safety. • Improved walking routes between Dewsbury Bus Station and the Town Centre to increase bus passenger numbers. • To enhance revenue opportunities within the existing Bus Station facility and in the immediate surrounding area. • Contribute towards Dewsbury Town Centre regeneration plans to maximise business confidence and improve the attractiveness of the area. • Improve the standard of provision and safety for pedestrians and cyclists and the attractiveness/journey quality of these forms of transport. • Improve Air Quality in Dewsbury Town Centre and reduce carbon emissions. <p><u>Decision</u></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.262 million development costs to progress the Dewsbury Bus Station scheme to outline business case, and an additional £0.209 million development costs to progress the Dewsbury Town</p>

	<p>Centre Walking & Cycling Improvements scheme to outline business case.</p> <p>The total value of the two schemes is £16 million (£8 million each).</p>
<p>Elland Rail Station Access Calderdale</p>	<p><u>Scheme description</u></p> <p>The Elland Rail Station Access scheme aims to deliver cycle and walking links from the core town centre and employment areas within Elland to the proposed railway station, making the station more accessible to residents of both Elland and West Vale where there is currently poor pedestrian and cycling infrastructure across both towns as well as low car ownership and poor public transport hindering access to employment</p> <p>The scheme is funded by the Transforming Cities Fund</p> <p><u>Impact</u></p> <p>The completed scheme will lead to:</p> <ul style="list-style-type: none"> • Reduced congestion on A629 and improved journey time reliability for strategic journeys to/from Elland. • Increased rail mode share for journeys to/from Elland, West Vale and surrounding areas. • The provision of high-quality infrastructure to increase the number of walking and cycling trips within Elland, West Vale and surrounding areas. • Improved accessibility to rail services, and hence employment and education opportunities, for residents within Elland, West Vale and surrounding areas, particularly those in the most deprived quintiles of the IMD. <p><u>Decision</u></p> <p>The Managing Director approved this change request on 7 May 2021, giving approval to an additional £0.334 million development costs to progress the scheme to final business case. The total scheme cost is £7.214 million of which the Combined Authority contribution is £7.208 million.</p>

Decisions made through the delegation to the Director of Delivery and Director of Policy, Strategy and Communications

- 4.20 The following decision point 1 (Strategic Assessment) reports have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery and Director of Policy, Strategy and Communications.

<p>TCF Leeds Public E-bike Cycle Share Scheme</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will explore options for an e-bike cycle sharing scheme to support mode transfer from private vehicles to bikes, to reduce carbon emissions and congestion, improving air quality and the health of the local population.</p> <p>The funding will be used to develop the Outline Business Case (OBC), during which the full range of options for the delivery and operation of the hire scheme will be investigated, including alternative operating models.</p> <p>The scheme will complement a range of initiatives planned for Leeds, to encourage more bike use, including expanding segregated cycle routes and creating more cycle hubs.</p> <p>The scheme is funded from the Carbon Mitigation Measures Fund, which is part of the Transforming Cities Fund. The funding will be used for the OBC development only and at this stage no other funding has been sought to implement the scheme. Total project costs are expected to be approximately £2 million.</p> <p>The Combined Authority approved £0.200 million from the Transforming Cities Fund for schemes such as this one. Additionally the Transforming Cities Fund Programme Strategic Outline Case included £8 million for carbon reduction schemes.</p> <p><u>Impact</u></p> <p>The scheme will encourage more people to use bikes rather than private vehicles to travel around Leeds. A reduction in private vehicles will reduce carbon emissions and congestion leading to improved air quality and the improved health for the local population.</p> <p><u>Decision</u></p> <p>The Director of Delivery and Director of Policy, Strategy and Communications approved this decision point 1, on 25 May 2021, giving approval for development costs of £0.150 million from the Transforming Cities Fund and for work to commence on activity 3 (Outline Business Case).</p>
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Decisions made through the delegation to the Director of Delivery

- 4.21 The following decision point 1 (Strategic Assessment), 5 (Delivery Closure Report) and decision point 6 (Financial Closure Report) reports have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery.

<p>Leeds District Heat Network Leeds</p>	<p><u>Scheme description</u> This scheme was to construct a 4.5km District Heating Network (DHN) along with an energy centre and a heat transfer station at Cross Green, to connect the Recycling and Energy Recovery Facility (RERF) at Cross Green to key locations across the city.</p> <p><u>Impact</u> The scheme aims to reduce CO2 by 5,000 tonnes of carbon per annum by 2023/4 and by 47,000 tonnes equivalent by 2029, while also tackling fuel poverty by reducing notional fuel bills by between 11-30% (a direct saving of up to £250 per annum per household converted from electrical heating to district heating).</p> <p><u>Decision</u> The Director of Delivery approved the decision point 6 Financial Closure and work continuing on benefits realisation until April 2029.</p>
<p>Kirklees Housing Programme Kirklees</p>	<p><u>Scheme description</u> This scheme, funded by the Local Growth Fund (LGF), aimed to bring forward three identified housing sites within the Kirklees Council area for development; with the LGF funding objectives being to deliver preparatory and investigation work to de-risk and improve market viability to prospective developers.</p> <p><u>Impact</u> Following the reduction in sites being developed from three to two, the key outcomes from the scheme, which are enabled by the LGF-funded preparatory work and are required to be met by March 2025 are 477 new homes, 915 construction jobs and 26 apprenticeships.</p> <p><u>Decision</u> The Director of Delivery approved the decision point 6 Financial Closure and work is continuing on benefits realisation</p>
<p>Dewsbury Riverside Kirklees</p>	<p><u>Scheme description</u> This scheme, to be funded by the Local Growth Fund (LGF), aimed to acquire land to facilitates the first phase of the Dewsbury Riverside urban expansion, unlocking stalled development and enabling Kirklees Council's delivery of the first phase of strategic highways infrastructure for the site.</p> <p><u>Impact</u> The scheme did not progress beyond OBC. A preferred developer had been engaged at FBC stage; however they withdrew from the scheme in Spring 2020. Interest had been</p>

	<p>expressed from an alternative developer, but they would have been unable to commit to delivering the homes by March 2025.</p> <p><u>Decision</u> The Director of Delivery approved the decision point 6 Financial Closure.</p>
<p>Leeds, Bath Road Leeds</p>	<p><u>Scheme description</u> This scheme, funded by the Local Growth Fund (LGF), was to deliver remediation of Leeds City Council owned land at Bath Road in Leeds South Bank. The project involved remediation, ground works and site preparation work to enable the site to be sold for residential development.</p> <p><u>Impact</u> The scheme objectives were to undertake and complete on-site remediation while delivering environmental improvements to improve connectivity to neighbouring areas and the city centre, create 240 new jobs, and lever in private sector investment of £16 million for a development scheme at Bath Road consisting of 160 residential units.</p> <p>The objectives have not yet been fully met with a risk remaining that the 160 homes may not be delivered within the Growth Deal period by March 2025.</p> <p><u>Decision</u> The Director of Delivery approved the Decision Point 6 Financial Closure and work continuing on benefits realisation.</p>
<p>Beech Hill Halifax Phase 1 Calderdale</p>	<p><u>Scheme description</u> This scheme is to deliver the regeneration of the Beech Hill site close to Halifax town centre following the demolition of three tower blocks.</p> <p><u>Impact</u> Phase 1 of the scheme is to deliver:</p> <ul style="list-style-type: none"> • 105 new affordable homes; • An improved residential environment in Calderdale by delivering a high-quality housing scheme which helps meet the needs of future household growth, including new high-quality family homes at a range of sizes to meet local needs; • Support to the sustainability of local shops and services; • Reduction in fuel poverty, improvements to health and reduction in CO2 emissions; • Investment and creation of green infrastructure to boost resilience and quality of place – protection and creation of links to North Halifax and the town centre. <p><u>Decision</u> The Director of Delivery approved the change request for a nine-month extension to the delivery timeframe for this scheme. There was no change in the Combined Authority funding for this scheme as a result this approval.</p>

5 Information

- 5.1 The background information on the Combined Authority's new 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: Assessment and Sequencing

Project Title	Net Zero Region Accelerator
Stage	1 (Assessment and Sequencing)
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.2 The West Yorkshire Combined Authority declared a climate emergency in July 2019 and has strengthened its ambition to be net-zero carbon by 2038, with significant progress by 2030. Net-zero carbon refers to the balance between the amount of carbon dioxide (CO₂) produced and the amount removed from the atmosphere. The region reaches net-zero carbon when the amount added to the atmosphere is no more than the amount taken away. The Net Zero Region Accelerator scheme will influence achieving a net-zero carbon West Yorkshire by 2038.
- 5.3 The Combined Authority has published a series of West Yorkshire Carbon Emission Reduction Pathways (CERP) demonstrating how the net-zero target could be achieved. This work illustrates a significant increase in a wide range of measures, for example energy efficiency upgrades in homes, will be needed, if the target is to be achieved.
- 5.4 A sustainable environment is also one of the two central goals of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three schemes, in that plan, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities, which have agreement in principle from the Combined Authority, to share up to

£7 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also delegated approval for these schemes to the Investment Committee.

- 5.5 The scheme will run up to March 2024 and is seeking approval for £0.8 million from the £7 million agreed in principle, to fund up to four new posts in the Combined Authority to deliver the programme, provide a revenue budget for research, evidence gathering and specialist external services that support programme delivery and help develop a list of projects to a point where they can be delivered, subject to further investment being secured, that will boost green jobs, restore nature, tackle air pollution and the climate emergency. Phase one of the programme will focus on developing projects related to the decarbonisation of transport and buildings as the two sectors with the highest carbon emissions in the region.
- 5.6 An investment prospectus will also be created, available online and in hard copy format, to showcase the region's investment ready projects to potential investors, funding agencies, UK government and decision makers and will be promoted via social media and at events, conferences, and meetings. The prospectus will be used at the 26th United Nations Climate Change Conference (COP26), in Glasgow in November 2021, giving the Combined Authority the opportunity to showcase the region's work to tackle the climate emergency and present low carbon investment opportunities to a global audience including heads of state and climate experts.
- 5.7 Without the prospectus, the Combined Authority's ability to respond to, and make the case for, government funding opportunities, and attract investor interest in the region's net zero commitment and plans, will be affected. This will impact on the region's economic recovery and its ability to meet the 2038 net zero carbon target.
- 5.8 A summary of the scheme's business case is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 5.9 The scheme will contribute towards achieving a net-zero carbon West Yorkshire by 2038, developing and delivering a sustainable pipeline of high impact investment and funding ready projects that will boost green jobs, restore nature, tackle air pollution and the climate emergency.

Outputs, Benefits, and Inclusive Growth Implications

- 5.10 The scheme outputs and benefits include:
- Delivering emissions reduction in line with the pathways demonstrating how the net-zero target could be achieved.
 - Establishing a sustainable pipeline of projects, which have reached a stage where they are ready for investment and further funding.

- Creating a prospectus to showcase the investment ready projects available in the region to potential investors.
- Building the foundations that will grow the region's green economy, increasing investment and funding in the region to support a green and inclusive economic recovery.

5.11 Enabling the Combined Authority to position and promote the region as leading the climate emergency response, creating an environment where businesses want to move to and invest, and people want to live, work, and learn.

Risks

5.12 The scheme risks include:

- Unable to recruit individuals with the relevant knowledge and experience required for the NZRA mitigated by ensuring grading of roles is appropriate to attractive to people with the right skills, publicised across all available channels.
- Delays in recruitment of NZRA team mitigated by ensuring early conversations are had with relevant internal colleagues, including Human Resources, to enable recruitment to begin as soon as possible and preparing and supporting existing Combined Authority staff to take forward initial NZRA workstreams to mitigate delays in recruitment.
- Failure to deliver expected carbon savings mitigated by bringing projects through to implementation and operation quickly, using low and zero carbon distributed energy resources at scale. To minimise this risk, projects will be prioritised on deliverability (including affordability, acceptability, commercial and financial), scale and choice of low-carbon technology criteria.
- Failure to establish a self-sufficient net zero and nature recovery market. Mitigated by previous Combined Authority programmes having been instrumental in supporting delivery across the region.
- Failure to increase capacity and upskill public and private sector partners and stakeholders to support development and delivery. Mitigated by capacity and capability building exercises instrumental in identifying and supporting new projects and establishing a healthy pipeline.

Costs

5.13 The scheme costs are:

- The total scheme costs are £0.8 million. The Combined Authority's contribution to the scheme is £0.8 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery.

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	08/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/06/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/24
6 (Financial Closure) and 7 (Evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/09/24

Other Key Timescales

- Recruitment of internal team by September 2021
- Design programme for delivery by September 2021
- Outline investment prospectus ready for COP26 by October 2021
- Forecasted completion date for the programme is expected by March 2024, at which point the programme will progress directly to decision point 7. Individual projects developed as part of the programme will have their own completion date determined by the programme board.

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Ian Smyth, West Yorkshire Combined Authority
Project Manager	Daniel Barrett, West Yorkshire Combined Authority

Combined Authority case officer	Helen Feltrup, West Yorkshire Combined Authority
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Appraisal Summary

- 5.14 There is a strong strategic case for investing the £0.8 million to capitalise on the potential opportunities and resulting economic growth that the low carbon and renewable energy economy sector can bring to the City Region. The scheme will support the achievement of the 2038 climate emergency target and contribute to the economic recovery as part of the West Yorkshire Economic Recovery Plan, the Combined Authority's response to COVID-19.
- 5.15 The scheme will identify and develop a range of low carbon projects up to the point where they are ready for further investment so they can be delivered. A prospectus will be produced to showcase the projects to potential investors, to encourage and support investment in the region. The funding is required for staffing resource in the Combined Authority to identify and develop projects with a range of stakeholders and to produce the prospectus.
- 5.16 Without this scheme and investment in developing projects to an investment ready stage, there is a risk that potential investment opportunities will be missed, and the jobs will be created elsewhere, outside the region. The lack of a scheme will also impact on the Combined Authority's net zero carbon target and the post COVID-19 economic recovery.

Recommendations

- 5.17 The Investment Committee approves that:
- (i) The Net Zero Region Accelerator scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
 - (ii) Approval to the Combined Authority's contribution of £0.8 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.8 million.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Health Innovation Support
Stage	1 (Assessment and Sequencing)
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.18 Health outcomes and economic performance are intrinsically linked, and this link forms a central part of the West Yorkshire Economic Recovery Plan, the combined Authority's response to COVID-19. The Health Innovation Support scheme is one of three schemes, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities set out in the plan, which have agreement in principle from the Combined Authority to share up to £7 million from the Combined Authority's gainshare to fund the economic recovery. The Combined Authority also gave approval to delegate approval for these schemes to the Investment Committee, on 9 March 2021.
- 5.19 The significance of the link between health outcomes and economic performance is demonstrated by the Economic Recovery Plan Health Innovation Proposition, which the Combined Authority has submitted to government. This sets out the unparalleled assets the City Region has, on which to build a recovery based on health innovation. The proposition is seeking significant government investment of £60 million over time to invest in activities in the region to drive innovation and the adoption of new technologies. Investing in this scheme now, is critical to lay the foundations for the any future government investment and shows the Combined Authority's is committed to health innovation.
- 5.20 Health innovation is also a key priority in the development of the Local Industrial Strategy and Innovation Framework. Tackling health and economic inequalities by supporting new health technologies into the health and care system, for example the NHS and care homes, will support both economic growth and the health outcomes of patients.
- 5.21 Leeds City Region has unique strengths in health innovation and is the UK leader in translating health innovation research into product development.

These strengths can drive levelling up for the region's economy and nationally. The City Region has the opportunity to become the leading healthtech cluster nationally and to partner with other clusters in the UK and globally, but it must act now to capitalise on these strengths, before other clusters already established or developing elsewhere in the UK, take the lead and investment opportunities.

- 5.22 A range of existing activities and projects are being developed across the region, but these are fragmented and relatively disparate with no overarching coordination or shared vision to support health innovation. As a result, it is not clear what role different organisations play in achieving a coherent City Region health innovation offer.
- 5.23 Like the rest of industry, the health innovation sector faces enormous post COVID-19 challenges and in the City Region this is exacerbated by the number of micro businesses and SMEs which struggle with challenges including accessing finance, expertise, talent and where to go for innovation support. The health innovation sector is also more complex and routes to market are not easily navigable. The health and care system needs to work with innovators to find solutions to challenges.
- 5.24 The scheme is seeking approval for £0.200 million, to fund one new Combined Authority post (Regional Healthtech Lead), for three years. The Leeds Academic Health Partnership and Leeds Council were involved in the conception of and objectives of the role. The postholder will work with partners to:
- develop a virtual healthtech cluster to improve collaborative working across the health innovation sector and support the City Region's existing health innovation businesses
 - to develop a pipeline of investment ready projects.
- 5.25 The postholder, working with partners, will have a clear focus on getting new health technologies into the NHS, care homes and other health and care systems and will also develop a pipeline of future investable projects and act as coordinator/ leader of health innovation in the region, growing the business base and encouraging investment into the region.
- 5.26 The postholder will also work closely with the Combined Authority's inward investment health and life sciences sector lead, who focusses on attracting investment into the region's health and life sciences sector. The Regional Healthtech Lead's work will to join up health innovation activity will make it easier for future investment opportunities to be identified.
- 5.27 A summary of the scheme's business case is included in **Appendix 3**.

Tackling the Climate Emergency Implications

- 5.28 The scheme will support the inclusion of environmentally sustainable considerations within the development of innovations; and support the uptake

of 'green' innovation into the NHS. The potential savings from just one digital product are in total an estimated 127,000 kg CO2e, 32,000 m3 of fresh water and 890kg of waste.

Outputs, Benefits, and Inclusive Growth Implications

5.29 The scheme outputs and benefits include:

- A dedicated resource to co-ordinate the City Region's health innovation offer, so it is better able to use its existing assets to attract investment into the region to support economic growth and the post Covid-19 recovery.
- Support the up take on new health technologies into the health and care system supporting the region's businesses and health of the population.
- Creation of a virtual healthtech cluster, working with partners to:
 - define what the region can offer to investors, so it is able to compete nationally and globally and attract investment into the region, rather than it going elsewhere
 - support activity to get new technologies found through research, to be developed into products that are used in the NHS and care homes and other health and care systems
 - identify gaps in the health and care system and explore opportunities to address these gaps
 - Identify opportunities, including funding, to better support businesses in navigating and understanding the expertise available to support their products into the market (NHS and social care)

Risks

5.30 The scheme risks include:

- That the Combined Authority is unable to recruit a suitably experienced individual, mitigated by promoting the opportunity and sharing across partners networks and secondments considered.

Costs

5.31 The scheme costs are:

- The total scheme costs are £0.200 million. The Combined Authority's contribution to the scheme is £0.200 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
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2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/06/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/08/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/11/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025

Other Key Timescales

- Recruitment starts 9 June 2021.

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Liz Hunter, West Yorkshire Combined Authority
Project Manager	Sarah Bowes, West Yorkshire Combined Authority
Combined Authority case officer	Helen Feltrup, West Yorkshire Combined Authority

Appraisal Summary

- 5.32 There is a strong strategic case for investing the £0.200 million in a dedicated staffing resource to capitalise on the potential opportunities and resulting economic growth that health innovation can bring to the City Region.

- 5.33 Health innovation has been identified as the key priority in the development of the Local Industrial Strategy and Innovation Framework. This scheme is also one of several projects aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, set out in the West Yorkshire Economic Recovery Plan, the Combined Authority's response to the COVID-19 pandemic.
- 5.34 The Strategic Outline Case (SOC) highlights the issues and business needs, this scheme aims to address. The initial work of bringing together a virtual team as part of a healthtech cluster will allow the next steps to fully realising the potential benefits of health innovation to be taken. Without this co-ordination there is a risk that despite its existing strengths and solid business base, the City Region gets left behind, as other clusters in other locations take the lead and exploit the opportunities available nationally and globally, which will impact on the region's economic growth.
- 5.35 Stakeholders have been consulted throughout this scheme's development. and have been involved in identifying gaps in current support, in particular the need for a dedicated resource to capitalise on health innovation opportunities for the City Region, which this scheme seeks to address.
- 5.36 Scheme objectives, in this case the outcomes expected from having the dedicated resource in place in, are clearly articulated and the outcomes and benefits described appear achievable and in line with the outcomes and benefits that stakeholders want to see to address current gaps in service and support.
- 5.37 Critical to the success of this scheme is appointing someone who has the right experience and expertise in health innovation to bring stakeholders together and really capitalise on all the opportunities potentially available to the City Region.

Recommendations

- 5.38 The Investment Committee approves that:
- (i) The Health Innovation Support scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
 - (ii) Approval to the Combined Authority's contribution of £0.200 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.200 million.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Entrepreneurship Package of Support
Stage	1 (Assessment and Sequencing)
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.39 The Entrepreneurship Package of Support forms part of the West Yorkshire Economic Recovery Plan (Recovery Plan), the Combined Authority's response to the COVID-19 pandemic. The scheme is one of three projects, which are aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy, building on the region's strengths and opportunities set out in the Recovery Plan, which have agreement in principle from the Combined Authority to share no more than £7 million of revenue funding from the Combined Authority's gainshare to fund the economic recovery. The Entrepreneurship Package of Support is seeking approval for £6 million from this indicative allocation.
- 5.40 This ambitious programme is needed to promote and support enterprise as a career choice for people of all backgrounds and ages including young people and adults looking to change direction, employed in sectors undergoing structural change, are under-employed, have been furloughed, made redundant or are at risk of redundancy. Practical support will then be provided to start up a business.
- 5.41 The Entrepreneurship Package of Support will encourage people from across West Yorkshire to set up a business and provide the support if they decide to do so - leading to the creation of new businesses and jobs. The scheme will target underrepresented groups and encourage all to set up a business. Workstream 1 will aim to stimulate interest from individuals to consider enterprise as a career. Individuals through this (and other provision in the region) will then be supported through to either Workstream 2 (general business start-up support) or Workstream 3 (start-ups with high growth potential) or helped to access alternative employment support if they decide not to set up a business.

- 5.42 The Entrepreneurship package of support will build on the track record of current business start-up and enterprise programmes, working closely with other services and products to support business start-ups. The scheme has an ambitious set of targets to unleash an entrepreneurial revolution in West Yorkshire.
- 5.43 The scheme will play a major role in delivering the Economic Recovery Plan for West Yorkshire and will also align with planned investments to rejuvenate and reinvigorate town and district centres, including through the re-starting of businesses and the use of vacant buildings for commercial use. West Yorkshire's high streets have experienced a significant rise in independent traders and this scheme seeks to build on that potential.
- 5.44 The Combined Authority will procure, and contract manage the workstreams, convening regional partners through a Steering Group to oversee the programmes and delivery.
- 5.45 Local authority partners will support the design of specification, evaluation panel and steering group overseeing delivery. Local authorities will recruit, and line manage the start-up growth managers which will support the reach into local communities and local need.
- 5.46 Contracted delivery partners will deliver the three programmes following their procurement. Monitoring of outputs will be overseen by the contract manager, the Steering Group and ultimately the Combined Authority's Business Innovation and Growth (BIG) Panel. The programme will also be subject to any monitoring as part of gainshare funding requirements.
- 5.47 A summary of the scheme's business case is included in **Appendix 4**.

Tackling the Climate Emergency Implications

- 5.48 The scheme will help support clean growth and the climate change agenda through delivering a significant number of services online (reducing travel requirements including private vehicles); using digital resources (rather than paper resources) while commissioned services will be asked how they will minimise waste and the scheme opportunities will be actively promoted to individuals and businesses looking to develop clean growth businesses and ideas and solutions for clean growth.

Outputs, Benefits, and Inclusive Growth Implications

- 5.49 The scheme outputs and benefits include:
- 100,000 people engaged with enterprise campaign
 - 3000 participants trained
 - 15,000 young people reached
 - 100 enterprise projects carried out in educational institutions

- 1500 new businesses supported with a minimum of 6 hours of workshop support (combination of attending workshops and accessing 1-2-1 coaching/mentoring)
- 1500 new business start-ups supported
- 500 new businesses accessing coaching/mentoring support
- 1000 new businesses created
- 2250 jobs created
- 150 new medical technology ventures
- 150 new 'innovations' - products/services
- At least 15% of those reached from BAME backgrounds (current best data suggests only 5% of business founders are from BAME backgrounds)
- At least 25% of those reached female (current best data suggests only 19% of business founders are female)

5.50 The outputs and benefits are based on previous local, regional, and national experience in delivering similar schemes. Evaluation will be planned in for various stages across the three- year programme.

Risks

5.51 The scheme risks include:

- Communication to the hardest to reach groups is not effective. This will be mitigated by clear outcome-based specs with overall objectives for the scheme. Bidder responses will be evaluated according to those outputs set out above (based on a standard methodology) and their approach to targeting underrepresented groups which will ensure target groups are identified and creative, effective plans to reach them are in place before procurement of services. Regular working group meetings will ensure on-line and in-person communication activities are effectively planned and executed.
- Risk that the outcomes set out in the specification are not realised - particularly around attracting and supporting underrepresented groups. This will be mitigated by ensuring outcomes are clearly established and form the basis for evaluation of tender responses.

Costs

5.52 The cost for the programme is £6 million. The Combined Authority approved on 9 March 2021 to support in principle this programme and delegate to the Investment Committee the approval for this programme, from the Combined Authority's gainshare to fund the economic recovery.

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	08/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	08/06/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/09/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2024
7 (Evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/01/2025

Other Key Timescales

- Delivery commences September 2021

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within +5% of those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 3 months of those outlined in this report.</p> <p>That outcomes/benefits remain within 20% of those outlined in this report.</p>

Project Responsibilities

Senior Responsible Officer	Liz Hunter, West Yorkshire Combined Authority
Project Manager	Sarah Bowes, West Yorkshire Combined Authority
Combined Authority case officer	Mary Innes, West Yorkshire Combined Authority

Appraisal Summary

5.53 The Entrepreneurship Package of Support scheme addresses the West Yorkshire Combined Authority's Strategic Economic Framework through the 'boosting productivity, enabling inclusive growth and tackling the climate emergency' priorities and other national, regional, and local policies and priorities. The scheme is well planned, informed by thorough stakeholder engagement, and based on local, regional, and national excellent practice and is due to deliver good value for money. The scheme will be managed by the Combined Authority's Economic Services team in close partnership with local partner councils and specialist delivery partners.

Recommendations

5.54 The Investment Committee approves that:

- (i) The Entrepreneurship Package of Support project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £6 million, funded from the Combined Authority's gainshare to fund the economic recovery, is given. The total scheme value is £6 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Housing Revenue Fund
Stage	1 (Assessment and Sequencing)
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.55 The Combined Authority was directly allocated £3.2 million of revenue funding to develop a housing pipeline as part of the West Yorkshire Devolution Deal. The West Yorkshire Strategic Housing Pipeline currently comprises of 74 sites across the region and has been developed with Local Authority partners. The pipeline consists of sites and clusters of sites that are regarded as the most strategic for the region in relation to the priorities of the Strategic Economic Plan and subsequent Strategic Economic Framework. The pipeline of schemes was endorsed by Place Panel in January 2021.
- 5.56 The funding will be used to recruit two new posts within the Combined Authority to lead on the programme and develop the pipeline of projects, using relevant technical support and to undertake feasibility works, including site investigation and ground surveys, working with the highest scoring 20 sites to create viable housing schemes. For example, the funding will be used to establish implementation plans and delivery strategies to take forward the region's most strategic housing sites so that deliverability is tested ahead of projects entering suitable capital funding programmes.
- 5.57 The aims of this programme are to:
- Support detailed technical advice at a project level to test the deliverability of pipeline projects.
 - To increase capacity and resource as a Local Authority level focussed on pipeline development activity. This will be through a mixture of recruitment and consultancy.

- To scope and establish a regional resource and expertise to support the Combined Authority to move towards taking a more proactive role in housing delivery across the region.

5.58 The current situation across many of the sites on the strategic pipeline means that they face considerable market failures and viability issues meaning sites fail to come forward for development in a timely manner. This hinders the levels of investment from developers in certain parts of the housing market, in particular low value areas of West Yorkshire leading to risky development and stalled sites.

5.59 The revenue funding will be used to support pre-development work to have greater certainty of the deliverability of the pipeline of projects, which will mean they are in a better position to access capital funding programmes when they become available. There may be some instances where the projects are removed from the pipeline if they are deemed to be undeliverable as a result of the pre-development works, for example where projects are assessed as unviable following feasibility and technical work being undertaken. The purpose of the Strategic Outline Case is to gain approval and provide transparency regarding how pipeline projects will be tested on deliverability using the funding which will assist in assessing project suitability to accessing suitable capital funding programmes moving forward.

5.60 It is recognised that the funding will not be able to support all projects within the pipeline. The Combined Authority has undertaken a prioritisation exercise to rank sites according to their strategic fit and priorities of the Strategic Economic Framework.

5.61 The funding will be split between three broad areas to support the programme's aims. Work is ongoing to allocate specific funding to individual projects and will be refined as the programme develops. The table below outlines how the funding will be broadly split between the programme's aims:

Regional resource and capacity building (work to scope and develop the parameters, resource, risk appetite and tools/ vehicle options for the Combined Authority to take a more proactive approach towards regional housing delivery)	£0.5 million to £0.85 million
Technical advice and support (site/ project specific advice to test site deliverability. Options include but not limited to urban design, feasibility studies, cost planning, legal advice etc.)	£1.5 million to £1.8 million
Local resource (support at local level where required around project management and expertise)	£0.425 million to £0.475 million
Programme management	£0.117 million

5.62 This programme will be managed by the Programme Team within the Combined Authority's Policy and Development Directorate. A programme manager and project co-ordinator will be recruited for the management of this programme.

5.63 A summary of the scheme's business case is included in **Appendix 5**.

Tackling the Climate Emergency Implications

5.64 The pre-development work undertaken by this programme will enable a pipeline of projects to be established. These projects will then be able to move into capital funding streams, as and when funding becomes available, to contribute towards housing targets across West Yorkshire.

5.65 It is recognised that housebuilding adds significant carbon emissions to the atmosphere through its construction, embodied carbon, and the final product. The revenue funding is proposed to support piloting of pre-development and feasibility work exploring zero carbon schemes on some Local Authority sites along with boosting expertise regionally to move towards zero carbon ambitions.

Outputs, Benefits and Inclusive Growth Implications

5.66 As a direct output by the end of the financial year the revenue funding will have increased capacity locally and regionally to increase technical knowledge which in turn will test deliverability of the initial highest scoring 20 sites across West Yorkshire. Outputs will include provision of training and support for business case development based on Green Book assessment and provide specific strategic advice on moving the pipeline from a district led list of allocated projects to a developed list ready for active investors and developers of transformational regeneration.

Risks

5.67 The scheme risks include:

- Capacity to lead and deliver on project pre-development work is limited at a local level. This is mitigated by some of the funding being used to support local capacity related specifically to supporting pipeline development
- Funding is not spent by 31st March 2022 as required in line with the Ministry of Housing, Communities and Local Government (MHCLG) funding agreement. Funding may be subject to clawback from MHCLG if it is not spent by March 2022. This is mitigated by seeking approval and subsequent delegations for spending via this Strategic Outline Case and ongoing discussions with MHCLG on the programme's progress
- The programme is unable to fully test prioritised project deliverability by March 2022 hampering the ability of projects to enter capital funding programmes and meet housing requirements. This is mitigated by early

and ongoing engagement with Local Authorities and development of projects which will begin to be allocated funding providing the Strategic Case is approved.

Costs

- 5.68 The Combined Authority received £3.2 million of revenue funding for this programme. Due to the timeframes involved, the Combined Authority approved £0.250 million of funding to be spent in 2020/2021. The £0.250 million has been spent on early pipeline development projects that were able to spend in the short timescales. The remainder of the funding approval is requested as part of this Strategic Outline Case.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Investment Committee Decision: Combined Authority	24/06/2021
4 (full business case)	Recommendation: Investment Committee Decision: Combined Authority	24/06/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/04/2022
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/04/2022
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/08/2022

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report. Delivery (DP5) timescales remain within those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Ian Smyth, West Yorkshire Combined Authority
Project Manager	Rebecca Greenwood, West Yorkshire Combined Authority
Combined Authority case officer	Heather Briggs, West Yorkshire Combined Authority

Appraisal Summary

- 5.69 This scheme will support the West Yorkshire Strategic Housing Pipeline by supporting pre-development work to have greater certainty around deliverability of projects. There are currently limited options to support housing pre-development works and this scheme enables the first development costs for housing schemes to be allocated in advance of business case submissions. This will enable better quality projects being delivered as it enables early assessment of options and deliverability along with providing the skills and technical expertise for scheme development.
- 5.70 The Pipeline currently consists of 74 projects with capacity to delivery around 35,000 homes. 52 of these sites are on Brownfield land and will be considered for the Brownfield Housing Fund. The allocated funds will not support development of all the projects and a prioritisation exercise has been undertaken to focus the funding.
- 5.71 Due to the nature of the scheme, the economic case has not been developed in a traditional way. The list of options for the allocation of revenue funding to develop a housing pipeline was tested with the Combined Authority's Senior Leadership Team and through a Strategic Place Officer Group which comprised of Housing & Regeneration Officers from Local Partner councils.

Recommendations

- 5.72 The Investment Committee recommends to the Combined Authority that:
- (i) The Housing Revenue Fund programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
 - (ii) Approval to the remainder of the Combined Authority's contribution of £2.95 million, funded from the West Yorkshire Devolution Deal, is given is given. The total scheme value if £3.2 million.
 - (iii) Allocation of the £2.95 million of funding for the individual work packages is delegated to the Managing Director.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

Projects in Stage 2: Scheme Development

Project Title	TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.73 The Skipton Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 5.74 Skipton Railway Station is the second busiest rail station in North Yorkshire with over 1.2 million passenger journeys per year, with passenger demand anticipated to grow significantly over the next 20 years. Despite its high usage levels and importance as a travel hub for Craven district, the existing rail station environment has poor public spaces (public realm), limited accessibility for people walking or cycling and limited opportunities for rail-bus interchange. The current rail station layout is also dominated by car parking, which can make non motor vehicle users feel unsafe. As a consequence of this and the limited walking and cycling infrastructure in Skipton Town Centre, sustainable multi-modal trips on foot, by bike, bus or train or a combination of, are discouraged, and car travel promoted.
- 5.75 Skipton is the commercial and economic centre of Craven district and the focal point for future housing and employment development in the area around Skipton Railway Station, which has been identified as key for mixed use regeneration. Most of the other planned development sites in Skipton will be located on the edge of the town's built-up area, within a short journey time to the railway station by bike, bus or on foot.

- 5.76 Some of the key road junctions in Skipton are already over capacity during peak periods, resulting in congestion and longer journey times. The location of the development sites suggests that, without this scheme, the increased number of trips generated will put additional pressure on the local road network increasing existing congestion, emissions, and air quality issues.
- 5.77 The proposed scheme aims to improve the public spaces (public realm) of the Skipton Station Gateway area and improve accessibility and connectivity between the railway station, the bus station, the town centre and the planned housing and employment developments through high-quality cycling and walking routes.
- 5.78 The proposed scheme will transform Skipton Rail Station into a multi-modal, sustainable travel hub improving the town and district's connectivity with Leeds, Bradford and the wider Leeds City Region supporting inclusive and sustainable future economic growth. The small, compact nature of Skipton and the location of future developments demonstrate the scheme's potential to encourage behaviour change and stimulate a shift from car to walking, cycling, rail, and bus.
- 5.79 The scheme consists of the following four complementary elements:

Skipton Railway Station Gateway will include:

- A new plaza with planting, lighting, and seating.
- New cycle storage facilities at the rail station; widened footpaths; two-way cycle lane and new pedestrian / cycle crossing on Broughton Rd linking the rail station to the town centre and Aireville Park.
- Reconfiguration of the existing car park, with the number of parking spaces remaining the same and the installation of five electric vehicle (EV) charging points.
- Proposed provision for drop off/coach/bus parking and disabled parking.

Broughton Road Active Travel Corridor

- New two-way cycle route along Broughton Road and one-way segregated cycle lanes on both sides at the section between Belmont Bridge and the junction of Keighley Road and Swadford Street
- The realignment of the existing roundabout at Broughton Road Morrisons to allow for a new cycle route
- New pedestrian / cycling crossing to the east of Broughton Road / Brewery Lane's junction, upgraded signal-controlled crossing on Swadford Street
- Raised pedestrian crossings at side roads to slow down vehicles.

Skipton Railway Station to College Campus Footpath Enhancements

- Re-surfacing and widening of 1.1 kilometre of existing public footpath between Skipton Railway Station, Craven Auction Mart, and Craven College Campus
- New 300 metre footpath connecting the canal footpath to Craven Leisure Centre; Signage and other safety measures, and new seating.

Skipton Railway Station to Skipton Bus Station Active Travel Improvements

- Improvement works to Gallows Bridge to address known issues with the Bridge where uneven steps create a slip and fall hazard, as well as concerns over corrosion to the underside of the decking and severely corroded steel elements. It is important to note the works will improve pedestrian access and will not extend to maintenance or renewal of the bridge. New pedestrian crossing at Cross St/Gas St junction; one way system for motor traffic on Carleton Street (westbound only); Parking on the north side of Carleton St to be removed.
- Reconfiguration of the Black Walk / Tesco / Craven Street junction; provision of new signalised crossing on Craven Street between Carleton Street and Craven Mews.
- Enhancements to Black Walk to provide a safer and attractive pedestrian route between the railway station, the bus station, and the town centre.

5.80 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to delivering a 21st century transport infrastructure through public realm and accessibility enhancements of Skipton travel gateway and supporting clean growth by encouraging cycling, walking and sustainable multi-modal (cycling, walking, bus, and rail) long-distance trips. The scheme will also promote inclusive growth by improving access to employment and education opportunities within Craven District and, crucially, across the wider Leeds City Region.

5.81 The total scheme cost is estimated at £7.831 million, with a Combined Authority contribution of £7.631 million from the Transforming Cities Fund. The remaining £0.200 million will be funded by North Yorkshire County Council (£0.100 million) and Craven District Council (£0.100 million).

5.82 The increase in cost (£1.828 million on £6.003 million) is attributed to the inclusion of risk, contingency, and inflation allowances, not previously accounted for as part of the Strategic Outline Case cost estimates. The project scope aligns to the low scenario approval for the scheme. Within the overarching TCF budget there is currently an unallocated risk/contingency and inflation amount of £63.440 million. The additional costs will be covered through this budget, in-line with the principals and indicative scheme budget allocations, set out in the TCF Programme Review Report to the June 2021 Investment Committee.

- 5.83 A summary of the scheme's business case and location map is included in **Appendix 6**.

Tackling the Climate Emergency Implications

- 5.84 One of the aims of the scheme is to reduce the level of greenhouse gas emissions by encouraging shift from car to walking, cycling, bus, and rail. A decrease of 220t of CO₂ emissions over 60 years equivalent to an average reduction of about 52,000 car kilometres per annum over a 60-year period is expected.
- 5.85 Furthermore, the scheme proposals involve the installation of five new Electric Vehicle charging points within the railway station car park. As part of the car park reconfiguration, ducting will be also undertaken to enable the expansion of the Electric Vehicle charging network in the future. This is anticipated to further encourage a higher Electric Vehicle uptake in the future, resulting in an additional associated reduction in greenhouse gas emissions, not currently captured by the methodology used.

Outputs, Benefits, and Inclusive Growth Implications

- 5.86 The scheme outputs and benefits include:
- Deliver 0.57 kilometres of segregated cycling routes, two kilometres of new / upgraded pedestrian routes/ footpaths, four new/upgraded crossing points, and upgrade of 1 pedestrian footbridge.
 - Increase cycling and walking trips from / to Skipton Railway Station by 4% within five years post scheme implementation (by 2027) through the delivery of enhanced walking and cycling infrastructure.
 - Enhance perception of safety for pedestrians and cyclists through the provision of high-quality, segregated cycling routes and upgraded, safe pedestrian facilities including wider footpaths and pedestrian crossings.
 - Improve air quality and reduce carbon dioxide emissions by 220tCO₂ over a 60-year period, as a result of taking on average about 52,000 car kms off the road network each year.
 - Provide better integration between rail and bus in Skipton and increase passenger usage for both modes by upgrading the pedestrian and cycling links between the rail and bus stations.
 - Increase patronage levels at Skipton Rail Station by 4% by 2036.
 - Deliver improved connectivity and economic links with Lancashire and the Leeds City Region, through enhanced access to the station gateway area.
 - Contribute to enhanced cycling and walking connectivity between Skipton Railway Station and new housing and employment developments planned in Skipton town centre by 2032.

- Promote social inclusion and improve labour supply by enhancing accessibility via sustainable modes (cycling, walking, bus, and rail) to key employment and educational sites located locally and within the wider region.

Risks

5.87 The scheme risks include:

- Risk of TCF funds not entirely spent before the TCF funding deadline of March 2023. Mitigation plans involve potential use of match funding from the scheme promoter (NYCC) and the local authority (CDC) post March 2023 and exploration of opportunities to reduce costs through value engineering throughout preliminary and detailed design stages.
- Risk of objections from residents affected by the loss of parking on Broughton Road and from landowners/key third parties where planning consent or third-party agreements including access rights have still to be granted. Partially mitigated by undertaking early and continuous engagement with all parties involved. Positive feedback received to date from key stakeholders indicating support for the scheme. Negotiations are underway with Morrisons, to purchase land to enhance Black Walk, though this is not a showstopper risk, and engagement with Network Rail and Northern Rail is underway including development of an Asset Protection Agreement.
- Risk of programme slippage and increased costs should a full Environmental Impact Assessment be required as part of the Planning Application. An EIA Screening has been prepared and is currently under review by Craven District Council (CDC) Planning Department. A non-EIA consenting route is currently considered as the most likely scenario. It should be confirmed when an outcome on the EIA requirement is expected.
- Risk of programme delays and cost increases in case of objections to the station change request from Network Rail / Northern and amendments to designs required. Partially mitigated by initiating early and ongoing engagement with both parties to ensure design meets requirements and receives support from rail industry stakeholders as part of the GRIP processes. A Basic Service Agreement (BSA) with Network Rail is well under way and a Basic Asset Protection Agreement (BAPA) is to follow.
- Risk of objections from taxi drivers regarding the relocation of the taxi rank resulting in delays and additional costs. Mitigated through early and ongoing liaison with Taxi licensing and local drivers exploring and assessing various location options.
- Risk of encountering unexpected, buried services and utilities during excavation works causing significant cost increases and programme slippage. Partially mitigated by undertaking early statutory searches with C2 utility records being currently under review.

- Risk of cost increases and delays due to the need to relocate the existing electric sub-station along with associated cables and gas meter house within the station car park area. Consultation with Northern Power Grid is in progress and a budget estimate for relocation has been received. Further consultation will be undertaken during preliminary design stage.
- Risk of increased costs should drainage requirements for the station car park necessitate significant additional infrastructure and attenuation. Mitigated by ensuring continuous engagement with NYCC Lead Local Flood Authority (LLFA).

Costs

5.88 The scheme costs are:

- The total scheme cost is £7.831 million, an increase of £1.828 million on the estimated costs of £6.003 million at decision point 2 (Strategic Outline Case).
- An indicative approval of £5.803 million from the Transforming Cities Fund (TCF) was given at decision point 2 (Strategic Outline Case) representing the TCF Low Scenario, with match funding of £0.200 million bringing the total scheme value to £6.003 million.
- The scheme is now seeking indicative approval for an additional £1.828 million from the TCF Fund, bringing the total TCF contribution to £7.631 million, with match funding of £0.200 million bringing the total scheme value to £7.831 million.
- The increase in cost is made up of risk, contingency and inflation costs which were not included at the TCF bid or Strategic Outline Case stage for the three North Yorkshire TCF schemes at Skipton, Harrogate, and Selby) as the TCF programme contingency allowance would be used for these costs.
- It is important to note that the cost estimates and scope provided at OBC still represent the TCF Low scenario, but that the increased scheme costs are primarily driven by inclusion of risk, contingency, and inflation allowances. The allocation of funds from the TCF programme level risk and contingency fund aligns with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.
- Out of the total scheme's cost, £7.631 million is to be funded through the Department for Transport's Transforming Cities Fund (TCF). The remaining £0.200 million will be funded jointly by North Yorkshire County Council (NYCC) and Craven District Council (CDC), each contributing £0.100 million. The £0.200 million has been secured and an S151 Letter of Intention has been provided to evidence NYCC support for the scheme.
- To date, the scheme has secured approval of £0.426 million for development costs at Strategic Outline Case. At this stage, approval of

further £0.934 million development costs, is sought to enable the scheme to progress to decision point 4 (Full Business Case), bringing the total development costs to £1.36 million.

- The funding profile provided suggests that £0.562 million from the total TCF funds are to be spent post the programme end date of March 2023. Match funding contributions will be utilised towards the end of the delivery programme in order to mitigate against any potential overrun on the March 2023 delivery deadline.
- The opportunities to reduce costs through value engineering will be further explored throughout the next stages of project development.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	24/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	29/03/2022
ATP (Approval to Proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/06/2022
5 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2023
6 (Financial Closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2024

Other Key Timescales

- Planning application determination- July 2021 – October 2021
- Start of main construction works- June 2022
- End of main construction works- June 2023

Assurance Tolerances

Assurance tolerances

Combined Authority costs remain within +5% of those outlined in this report.
 Delivery (DP5) timescales remains within 2 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Barrie Mason, North Yorkshire County Council
Project Manager	Aidan Rayner, North Yorkshire County Council
Combined Authority case officer	Marina Triampela, West Yorkshire Combined Authority

Appraisal Summary

- 5.89 The scheme has a strong strategic case that aligns with the overarching TCF objectives and the key priorities of the Strategic Economic Framework. The scheme will potentially deliver a high BCR with more than 90% of the scheme benefits being related to health and journey ambience improvements for cyclists, pedestrians, and rail users, in full alignment with the scheme's strategic scope and aspirations. The scheme is expected to support future housing and employment growth in Skipton town, however dependency of the planned developments on the scheme's delivery has not been evidenced.
- 5.90 A key challenge is the number of third parties and stakeholders involved from whom consents are required in order to enable the proposed scheme interventions to further progress. The outcomes of public consultation and engagement undertaken to indicate overall support for the scheme. Safety concerns have been raised on the proposed layout of the Broughton Road cycleway that should be addressed at preliminary design stage. Loss of parking space along Broughton road is another area of concern, with local residents likely to oppose it. Further consultation with bus operators, taxi companies and Craven disability forum should be undertaken as part of the next stage.
- 5.91 Approval of proposed designs needs to be secured from Network Rail and Northern as part of the Governance for Railway Investment Projects (GRIP) and station change processes. A review of the planning requirements and Environmental Screening is currently undertaken to determine whether a planning permission with a full Environmental Impact Assessment would be necessary or the scheme could alternatively progress with a number of third-party agreements and consents in place. Given that the scheme's estimated completion date is already three months beyond the target TCF delivery date of March 2023, the requirement for a full EIA to be undertaken or any objections raised from stakeholders and local residents should that occur, could cause further programme delays.

- 5.92 The scheme is to be procured through a traditional construction contract with Early Contractor Involvement. A NEC4 Option C contract is to be implemented from September 2021. Total costs are currently estimated at £7.831million. Although this suggests a £1.828 million increase since SOC, cost estimates are considered more robust and realistic at this stage as allowances for risk and contingency have been accounted for and estimates have been validated through ECI. It has been stated that local contributions from NYCC and CDC will be utilised to cover any cost overruns beyond the TCF longstop date of March 2023. Options for any additional contributions to Gallows Bridge works will be explored with Canal and Rivers Trust during FBC development. Options to reduce scheme costs through value engineering to be further explored as part of the preliminary design stage.
- 5.93 Further work is also required at the next stage of the assurance process to secure consents from third parties, undertake targeted consultation activities, amend designs based upon feedback received from stakeholders and the public, refine SMART objectives, and confirm Benefits Realisation and Monitoring and Evaluation plans.

Recommendations

- 5.94 The Investment Committee approves that:
- (i) The Skipton Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
 - (ii) An indicative approval to the Combined Authority's contribution of £7.631million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £7.831 million.
 - (iii) Development costs of £0.934 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.360 million.
 - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.360 million from the Transforming Cities Fund.
 - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme
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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.95 The Harrogate Railway Station Gateway - Active Travel Improvement scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 5.96 Harrogate is a historical spa town in North Yorkshire with a thriving visitor economy and important strategic and economic links to Leeds and the wider City Region. Harrogate Rail Station is the busiest rail station in North Yorkshire serving over 1.7 million passenger journeys per year with significant passenger growth forecast over the next 30 years. Despite its importance as a travel hub in the district and its high visitor numbers, the existing station gateway is of poor quality, with poor public spaces (public realm), has limited accessibility for people walking, cycling, and travelling by bus and rail and does not reflect Harrogate's status and heritage. There is no dedicated cycle route to connect the station with the town centre, public space is uninviting and pedestrian walking links require improvement, and the integration with the bus station is poor, acting as a constraint to rail-bus interchange.
- 5.97 The notably high levels of car ownership and cross-boundary commuting particularly from/to Leeds, combined with the heavy reliance on private cars even for local, short distance trips result in significant congestion on the local transport network. The population of the wider Harrogate district is forecast to grow substantially over the next fifteen years with significant housing and commercial development planned in Harrogate Town Centre and the Station

Parade area, in the immediate vicinity of the Station Gateway. If the current unsustainable ways of travelling continue, the increased number of trips generated in future will put additional pressure on the local highway network increasing existing congestion, emissions, and air quality issues.

5.98 The proposed scheme aims to improve accessibility in the Harrogate Station Gateway area for people walking, cycling, and travelling by bus or rail and provide better integration with the bus station. The scheme will improve the links with the town centre, the planned developments and ultimately the wider Leeds City Region. The scheme will transform Harrogate Rail Station to a 21st century, iconic gateway, and a central multi-modal hub, making it easier for people to change their mode of transport to continue their journey. The scheme has the potential to stimulate shift from car to walking and cycling for local, short distance trips and to bus and rail for longer distance, cross boundary commuting trips.

5.99 The Harrogate Station Gateway scheme is primarily located on Station Parade alongside other interventions within the surrounding area on James Street, East Parade and at Station Gardens. The scheme consists of four complementary elements:

Cheltenham Crescent - Cheltenham Mount – Cheltenham Parade

- Junction reconfiguration to discourage traffic from using Station Parade
- Increased bus priority and improved access to the bus station
- Short section of (eastbound) segregated cycle track connecting to the Station Parade junction.

Station Parade

Section 1: Between Bower Road and Cheltenham Parade

- One-way system for motorised vehicles, new bus lane and segregated two-way cycle lanes
- Reduction of on-street parking and tree planting
- Station Parade / Cheltenham Parade junction reconfigured to improve safety for pedestrians.

Section 2: Between Cheltenham Parade and Victoria Avenue

- Reducing Station Parade from two lanes to one lane for motorised vehicles
- New pavement next to the bus station
- New segregated cycle track
- New plant covered living pillar lighting columns to provide extra green features along the street.

James Street – East of Princes Street

- Part pedestrianisation during certain times of day
- Pedestrian improvements including resurfacing with natural stone, new trees, improved lighting, and rain gardens
- Reduction of on-street parking

Station Square

- Creation of a more flexible public space, with the potential to host a range of events and activities
- New planting and trees, potential site for a new public art feature.

Station Bridge

- New segregated cycle tracks; with vehicle access retained
- Walking and cycling improvements at the Station Bridge / East Parade roundabout.

East Parade – Section from Station Bridge to Victoria Car Park Access Junction

- New segregated cycle tracks, with general traffic still having access to East Parade.

One Arch Underpass

- Entrance and lighting improvements to One Arch underpass, north of the bus station, to make it more welcoming at all times of the day and night as well as safer for users.

Package of Sustainable Transport Measures

- Electric Vehicle charging provision at the Victoria multi-storey car park.
- Cycle hub and secure parking adjacent to Harrogate Station.

5.100 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to “*deliver 21st century transport infrastructure*” by “*levelling up*” cycling and pedestrian infrastructure in Harrogate Town Centre and “*enable inclusive growth*” by providing inclusive infrastructure, accessible for all social groups. The scheme will also contribute to “*tackle the climate emergency*”, increasing trips by sustainable modes (cycling, walking, bus, and rail) and cutting carbon through the delivery of high-quality cycling and walking routes and the improvements to the station gateway area, making travel by bus and train more attractive.

5.101 Total scheme cost is estimated at £10.938 million, with a Combined Authority contribution of £10.638 million from the Transforming Cities Fund (TCF). The

remaining £0.300 million will be funded jointly by the scheme promoter North Yorkshire County Council (£0.100 million), and Harrogate Borough Council (£0.200 million).

5.102 The increase in cost (£2.745 million on £8.193 million) is attributed to the inclusion of risk, contingency, and inflation allowances, not previously accounted for as part of the Strategic Outline Case cost estimates. The project scope aligns to the low scenario approval for the scheme. Within the overarching TCF budget there is currently an unallocated risk/contingency and inflation amount of £63.440 million. The additional costs will be covered through this budget, in-line with the principals and indicative scheme budget allocations, set out in the TCF Programme Review Report to the June 2021 Investment Committee.

5.103 A summary of the scheme's business case and location map is included in **Appendix 7**.

Tackling the Climate Emergency Implications

5.104 The scheme is expected to encourage higher uptake of walking, cycling and rail trips, reducing vehicle kilometres travelled on the road network by around 81,666 kilometres per annum. The scheme also includes the planting of 34 new trees with an estimated beneficial impact of 8.3 tCO₂ on carbon sequestration.

1.1 Despite this, reducing the levels of general traffic on Station Parade may result in some longer trips as cars are diverted away from the station area. Thus, a slight adverse impact in carbon emissions is likely in the short to medium term until behaviour change induced by the scheme is achieved/ fully realised. The manufacture and transport of materials required for the scheme's construction (embodied carbon) will inevitably result in carbon emissions, however the use of more sustainable, or less materials will help to reduce this impact.

1.2 The installation of Electric Vehicle charging points at the station car park will potentially encourage a higher uptake of electric vehicle use, not currently captured by the methodology implemented. If combined with wider policy and behaviour change, in the medium to long term, the scheme has the potential to induce higher emission reductions and offset the traffic re-routing disbenefit.

Outputs, Benefits and Inclusive Growth Implications

5.105 The scheme outputs and benefits include:

- Provision of 0.9 kilometres of new segregated cycle routes to Harrogate Town Centre and the rail and bus stations by 2023.
- Increase trips to the Station Gateway Area by 5% (walking) and 27% (cycling) by 2027 through enhancing the attractiveness of facilities and creating direct and attractive routes for pedestrians and cyclists.
- Increase passenger levels at Harrogate Rail Station and increase rail as a mode of travel across the district.

- Improve health and reduce the risk of premature death through promoting physical activity, walking, and cycling.
- Contribute towards improving local air quality & reducing carbon emissions through encouraging walking, cycling and sustainable modes of travel and implementing Green Street principles.
- Improve access to employment, skills, and education by creating a combined off-road, quiet street and segregated cycle connection to Harrogate Town Centre and the rail and bus stations.
- The scheme will promote social equality and inclusive growth by enhancing access to opportunities for all social groups across the town and within the wider Leeds City Region.

Risks

5.106 The scheme risks include:

- Risk of altered or reduced scheme scope due to stakeholders' and local businesses' opposition to the preferred option mostly regarding the decrease in highway capacity and loss of parking on Station Parade. Ongoing engagement with affected businesses to address concerns. Public consultation outcomes suggest overall support for the proposed scheme interventions.
- Risk of encountering unexpected, buried services and utilities causing significant cost increases and programme slippage. Partially mitigated by undertaking early statutory searches.
- Risk of additional excavation works required and adverse ground conditions. Partially mitigated by geotechnical studies carried out to date and further detailed assessments to be undertaken at the next stage.
- Risk of increased traffic management costs due to interfaces and complex sequencing of the scheme components. Early Contractor Involvement (ECI) activities during design stages to develop robust construction programme and cost estimates.
- Risk of maintenance costs and liabilities associated with the scheme being higher than forecast. To be mitigated by continuous engagement with the Local Authority's maintenance team.
- Risk of COVID-19 impacts on scheme design and programme delivery. Mitigations plans involve continuous monitoring of COVID-19 regulation and early consideration of future construction and procurement requirements.
- Risk of specific scheme elements being delivered post March 2023 longstop date. A process of Early Contractor Involvement to review the programme has validated the construction period estimate and that this scheme is deliverable by March 2023.

Costs

5.107 The scheme costs are:

- The total scheme cost is £10.938 million, an increase of £2.745 million on the estimated costs of £8.193 million at decision point 2 (Strategic Outline Case)
- An indicative approval of £7.893 million from the Transforming Cities Fund (TCF) was given at decision point 2 (Strategic Outline Case) representing the TCF low scenario, with match funding of £0.300 million bringing the total scheme value to £8.193 million.
- The scheme is now seeking indicative approval for an additional £2.745 million from the TCF Fund, bringing the total TCF contribution to £10.638 million, and match funding of £0.300 million bringing the total scheme value to £10.938 million.
- The increase in cost is mainly made up of risk, contingency and inflation costs which were not included at the TCF Bid or Strategic Outline Case stage for the three North Yorkshire TCF schemes at Skipton, Harrogate, and Selby), as the TCF programme contingency allowance would be used for these costs.
- It is important to note that the cost estimates and scope provided at OBC still represent the TCF Low Scenario and that the increased scheme costs are primarily driven by inclusion of risk, contingency, and inflation allowances. The allocation of funds from the TCF programme level risk and contingency fund aligns with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.

5.108 Out of the total scheme's cost, £10.638 million is to be funded through the Department for Transport's Transforming Cities Fund (TCF)., The remaining £0.300 million will be funded jointly by the scheme promoter. North Yorkshire County Council (NYCC) (£0.100 million) and Harrogate Borough Council (HBC) (£0.200 million). The £0.300 million has been secured and an S151 Letter of Intention has been provided to evidence NYCC support for the scheme.

5.109 Match funding contributions will be utilised towards the end of the delivery programme in order to mitigate against any potential overrun on the March 2023 delivery deadline.

5.110 To date, the scheme has secured approval of £0.645 million for development costs at Strategic Outline Case. At this stage, approval of additional development funding of £0.800 million is sought to enable the scheme to progress to decision point 4 (Full Business Case), bringing the total development costs to £1.445 million.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Investment Committee Decision: Combined Authority	24/06/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	26/11/2021
ATP (Approval to Proceed)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	08/02/2022
5 (Delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
6 (Financial Closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2024

Other Key Timescales

- Statutory Approvals: June to October 202
- Start of Construction: February 2022
- End of Construction: March 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +5% of those outlined in this report. Delivery (DP5) timescales remain within 2 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Barrie Mason, North Yorkshire County Council
Project Manager	Aidan Rayner, North Yorkshire County Council

Appraisal Summary

- 5.111 The TCF Harrogate Station Gateway scheme has been recommended for approval, following confirmation from the promoter of approval of the preferred way forward by the North Yorkshire County Council Executive Board, following its meeting on the 25 May 2021.
- 5.112 The scheme has a strong strategic case and its potential to encourage higher uptake of walking, cycling and trips by bus and rail is evidenced by the high proportion of daily local, short distance trips along the Station Parade that are most likely to be shifted from car to walking, cycling and bus, post scheme implementation.
- 5.113 Scheme benefits are mostly related to health and journey improvements for cyclists, pedestrians, and rail users, in full alignment with the scheme's aspirations and scope. As the scheme is diverting cars away from the Station Gateway area to encourage access by non-motorised and sustainable modes instead, this may result in some longer trips and slightly higher journey times for private cars in the short to medium term until behaviour change induced by the scheme is fully achieved. This could, however, be reversed in the longer term, through a higher electric vehicle uptake encouraged by the scheme installing electric vehicle charging points, the traffic evaporation effect and a material change in travel behaviour encouraged by the implementation of other sustainable schemes, wider policies, and initiatives to encourage walking and cycling in Harrogate.
- 5.114 The scheme is expected to deliver a BCR of 1.7:1 falling into the "medium Value for Money" category. Excluding highway impacts, a high BCR is estimated. The proposed interventions will also support significant housing and employment growth planned in Station Parade, however dependency of the planned developments on the scheme's delivery has not been evidenced.
- 5.115 The scheme is still at feasibility design stage with certain design elements including the relocation of the taxi rank and the exact location of the cycle hub to be specified at preliminary stage.
- 5.116 Objections raised from local businesses and stakeholders on the loss of parking and the decrease in highway capacity along Station Parade is a key risk for the scheme that could lead to reduced or altered scope. The results of public consultation suggest that, although there is strong public support for the majority of scheme proposals, a significant percentage of respondents are not fully supportive of the proposals to decrease Station Parade's capacity to one lane mainly concerned about impacts on congestion and traffic flows. Scheme promoter is actively engaging with all affected businesses and local residents to address any concerns and further stakeholder engagement and public consultation activities are planned throughout the design development process.

- 5.117 Most of the proposed works are to be undertaken within adopted highway area and are therefore, considered permitted development. A planning permission is only likely to be required for the demolition of the wall on One Arch underpass within a conservation area, but this needs to be confirmed at Full Business Case. A consent will be also required from Network Rail regarding the development of a cycle hub within the Station Plaza area. It needs to be clarified whether a Station Change process will be necessary to facilitate works. It has been stated that a review of the potential planning requirements along with Environmental Screening are currently undertaken to determine whether an Environmental Impact Assessment is required.
- 5.118 The scheme promoter has stated that any cost overruns beyond the current funding ask from the Combined Authority will be covered from local contributions. It has also been confirmed that the match fund contribution from the scheme promoter will contribute to the improving public spaces elements of the scheme, which fall outside of TCF scope. Options to reduce scheme costs through value engineering will also be further explored through preliminary and detailed design stages.
- 5.119 Feedback received to date and plans for further engagement with all key stakeholders including rail industry stakeholders, local businesses and residents affected, bus companies, taxi operators and disability groups should be provided. Political backing for the preferred way forward to be confirmed. Additional work to be undertaken in the economic case as part of the next stage of the assurance process.

Recommendations

- 5.120 The Investment Committee approves that:
- (i) The TCF Harrogate Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
 - (ii) An indicative approval to the Combined Authority's contribution of £10.638 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £10.938 million.
 - (iii) Development costs of £0.800 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.445 million.
 - (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.445 million from the Transforming Cities Fund.
 - (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Steeton and Silsden Crossing
Stage	2 (development)
Decision Point	3 (outline business case)

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

Background

- 5.121 In 2017 the Department for Transport provided £0.7 million in grant funding in the form of 'top up' Cycle City Ambition Grant. This funding was to develop an Outline Business Case (OBC) exploring solutions to improve cycle and pedestrian access between Steeton and Silsden.
- 5.122 Steeton and Silsden are home to around 13,000 residents (census 2011). With the settlement of Silsden to the north accounting for nearly two-thirds of the residential development of the two. Steeton has a greater concentration of employment sites and services, including Airedale Hospital, Steeton and Silsden Rail Station with links to the major economic centres of Leeds and Bradford.
- 5.123 Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers. The primary underlying cause is the A629 dual carriageway, which separates Steeton and Silsden. The road has very high volumes of traffic, a 70mph speed limit and lies near the Airedale Rail Line, the River Aire and the Leeds and Liverpool Canal. All of which reduce the viable options for addressing these issues. The next alternative crossing point to the east is and around an eight kilometres journey to the east or seven kilometres to the west.
- 5.124 The poor access and connectivity between Steeton and Silsden are compounded by inadequate pedestrian and cycle crossing facilities on the A629. These currently consist of uncontrolled crossing points on each of the four arms of the roundabout, with pedestrians and cyclists required to wait for a break in traffic before being able to cross. There are no cycling facilities or controlled crossing points leading to the crossing either.
- 5.125 Despite only making up 12% of traffic movements in the corridor between Steeton and Silsden, pedestrians are disproportionately represented in accident

figures, making up 50% of all incidents. This disproportionality is also seen with cyclists. Although making up only 0.07% of total traffic movements, they are involved in 12.5% of collisions. Indicating a significant safety issue for active travel modes on the corridor.

- 5.126 Steeton and Silsden are only 1.5 kilometres apart and well within the recommended walking and cycling distances set by the Department for Transport (DfT). 2011 census data shows only 11% of commuter journeys between the two were on foot, and only 1% were by bike. The lack of safe provision between the settlements has led to the over reliance on private car use, with over 70% of people choosing to drive this short journey.
- 5.127 Overreliance on the car not only negatively impacts carbon emissions, air and noise pollution, safety, and health. Accessibility for those with disabilities and people on low incomes are also affected. On average around 17% of households in the two settlements do not have access to a car or van, representing a considerable number of people already. This figure rises to 50% in some areas of Silsden. It is also these areas which represent the most deprived areas of Silsden. All of which means that the poorest members of the community are more likely to have to risk the dangerous conditions or spend money they are less likely to have on public transport/taxi to access the opportunities in Steeton.
- 5.128 Public consultation, held in November 2020, saw 94% of respondents class the current facilities for cycling and walking between Steeton and Silsden as 'poor' or 'very poor'. – The same consultation found that 74% of respondents would walk and 56% would cycle between Steeton and Silsden more frequently, if facilities were improved. The consultation received an excellent response, with around 1,100 completed surveys returned.
- 5.129 As part of the OBC development three options were identified to address the safety and connectivity issues for cycling and walking. All options included shared use (cycling and walking) three-metre-wide footpaths to connect the intervention at the A629 roundabout to Steeton and Silsden. The options were:
- Option A: At grade, signalised crossing over A629. Reducing speed limits to 50mph and introducing toucan crossings at each arm.
 - Option B: Subway under the western arm of the existing A629 roundabout.
 - Option C: Pedestrian and cycle bridge over the western arm of the A629 roundabout.
- 5.130 The November 2020 public consultation saw 68% of respondents identify Option C – pedestrian and cycle bridge, as their preferred option.
- 5.131 The following interventions are proposed as the preferred option:
- A single arm five-meter-wide pedestrian and cycle bridge over the western arm of the A629 roundabout.

- Three-metre-wide shared use (pedestrians and cycling) footpath linking Steeton and Silsden, and to the wider cycling network through the Leeds Liverpool Canal towpath.

5.132 Bradford Metropolitan City Council will lead on the management and delivery of the scheme.

5.133 Currently no funding has been identified to deliver the scheme. Bradford Council intends to develop the scheme to a “shovel ready” project (FBC), so it will be ready for delivery once funding has been secured. Bradford Council is also currently exploring the potential to secure funding through the Levelling Up Fund.

5.134 A summary of the schemes business case and location map is included in **Appendix 8**.

Tackling the Climate Emergency Implications

5.135 Based upon the information provided by Bradford Council, it is likely that there will be clean growth / climate change benefits through the reduction of greenhouse gas emissions because more people are encouraged to cycle or walk between Steeton and Silsden, rather than travel by car. The scheme will be appraised using the Combined Authority’s Carbon Assessment Tool once the tool has been developed

5.136 Steeton and Silsden are located 1.5 kilometres apart, well within the DfT’s recommended distances for both walking and cycling trips, with key trip attractors, such as retail, residential, health services existing in both settlements. The A629 and a lack of safe and accessible walking and cycling routes impacts on the number of people currently travelling on foot and by bike between the two towns. The scheme will provide safe and accessible walking and cycling routes which are expected to increase cycling and walking and reduce car journeys, an expectation supported by responses from the public consultation.

Outputs, Benefits, and Inclusive Growth Implications

5.137 The scheme outputs and benefits include:

- Provision of 1.75 kilometre of shared use (pedestrians and cycling) cycle lanes
- Provision of a 0.45 kilometre of five-metre-wide pedestrian/cycle bridge over the western arm of the A629 roundabout junction.
- Remove the key barrier to cycling and walking between Steeton and Silsden by providing an A629 crossing that is 100% segregation from general traffic, creating a safer environment whilst not negatively impacting journey times for pedestrians and cyclists by more than 10 seconds.

- Make cycling and walking a natural and popular choice for local and short distance trips and deliver a 20% uplift in walking and a 50% uplift in cycling between Steeton and Silsden within five years of the scheme opening.
- Provide better access to facilities and services, such as Steeton and Silsden Station and Airedale Hospital, with a cycling and walking route between Steeton and Silsden that has 100% level access and is 90% segregated from general traffic.
- Reduce the number of cycling and walking accidents by 100% at the junction of the A629, Keighley Road and Station Road, and by 20% on Keighley Road and Station Road between Steeton and Silsden within one year of the scheme opening.
- Reduced greenhouse gas emissions and noise pollution as more journeys are made on foot or by bike rather than private vehicles that results in a 5% reduction in vehicle movements within five years of the scheme opening.

5.138 The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.

Risks

5.139 The scheme risks include:

- The increased in car parking spaces at Steeton and Silsden Rail Station makes travel by car more desirable than cycling and walking. Mitigation - Proposed options increase desirability of cycling and walking, reducing the want to travel by car.
- Building on the floodplain. Mitigation - Understanding of the local floodplain and design options considered to mitigate any additional flooding impact.
- Planning application objections. Mitigation - Undertake regular and appropriate stakeholder engagement and address feedback received in a timely manner.
- Land requirement for options. Mitigation - Minimise need to build on private land and constrain design to council owned land.

Costs

5.140 The scheme costs are:

- The current project cost for the scheme is £5.52 million.
- The scheme will be developed up to Full Business Case (FBC) stage only, using the £0.7 million from the Department for Transport's (DfT) Cycle City Ambition Grant 'top up'. At this stage funding to progress the scheme beyond FBC to delivery has not been identified, with options still being explored.

- On 9 November 2017 the Investment Committee gave decision point 2 (Strategic Outline Case) approval for spend up to £0.21 million to develop the Outline Business Case, of this £0.19 million has been spend to date.
- Costs to develop the FBC have been estimated at £0.6 million. As there is only £0.51 million of the £0.7 million Cycle City Ambition Grant 'top up' remaining, the funding gap of £0.09 million will be provided through s106 developer contributions held by Bradford Council.

5.141 Approval is sought at decision point 3 (OBC) for release of the remaining £0.49 million from the £0.7 million Cycle City Ambition Grant 'top up', to continue development up to FBC. If approved, the Combined Authority will need to enter into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council up to £0.7 million from the Cycle City Ambition Grant 'top up'.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Decision point 3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Investment Committee	24/06/2021
Decision point 4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/02/2022

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +10% of those outlined in this report. Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Project Responsibilities

Senior Responsible Officer	Richard Gelder, Bradford Council
Project Manager	Aaron Okorie, Bradford Council
Combined Authority case officer	David Powell, West Yorkshire Combined Authority

Appraisal Summary

- 5.142 The Steeton and Silsden Crossing scheme has shown a clear strategic need exists to change the existing situation to make conditions more conducive for active travel modes between the settlements of Steeton and Silsden. This fits well with other current policies being delivered both nationally through Gear Change, and by the Combined Authority regarding cycling, walking, Zero Carbon Pathway work and addressing the Climate Emergency.
- 5.143 An excellent response was received to the proposals through the public consultation exercise undertaken in November 2020. Nearly 1,100 surveys were returned, showing the strong public demand for the scheme, with 94% rating current provision for walking and cycling as either 'poor' or 'very poor'. A clear preferred option was selected, as 68% of respondents supported the cycle footbridge option as their preferred solution.
- 5.144 Further work is required at FBC to ensure that LTN 1/20 guidance is adhered to when detailed design comes forward. This will make sure that best practice principals are being adhered to and is a stipulation of the incoming Active Travel England Commissioner for any cycling scheme.
- 5.145 The preferred scheme shows a BCR of 1.79 which represents 'medium' Value for Money.

Recommendations

- 5.146 The Investment Committee approves that:
- (i) The CityConnect Steeton and Silsden Crossing scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case). The scheme will be developed up to Full Business Case stage only. At this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified, with options still being explored.
 - (ii) Development costs of £0.49 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £0.7 million.
 - (iii) The Combined Authority enters into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council for expenditure of up to £0.7 million from the Cycle City Ambition Grant 'top up' fund.
 - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery & Evaluation

Project Title	Leeds City Region Growth Service
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 6)

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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Background

- 5.147 This scheme will deliver a dedicated, flexible business support service for the Leeds City Region's SMEs. The support will be delivered by a team of 20 FTE SME Growth Managers as a key component of the Leeds City Region Growth Service. The Growth Managers provide Information, Diagnosis and Brokerage (IDB) support to SMEs in Leeds City Region that are eligible for European Regional Development Fund (ERDF) support (this covers businesses with under 250 staff and excludes some sectors, such as retail and primary agriculture). The IDB role involves an initial meeting with an eligible SME to determine their business needs via the use of a diagnostic tool, and then brokering the SME to the most appropriate support to meet those needs on an ongoing basis. It can also include specialist one-to-many support related to key business topics.
- 5.148 The project will focus on business resilience by supporting the SMEs to undertake more holistic and longer-term financial planning that will enable them to address the challenges, and take advantage of any opportunities, arising from changing business environment. It will also focus on SMEs that are in larger supply chains and have suppliers of their own. Private sector support will be procured to develop a financial health check product that will be used to improve cash-flow and risk management.
- 5.149 This change request is required because of MHCLG's invitation to extend the delivery timescales of this scheme by 12 months from its original delivery end date of March 2022. As a result of this invitation, this scheme through this Change Request will secure additional funding of £1.062 million.
- 5.150 The objectives of the scheme are to:

- Support and facilitate the growth and sustainability of SMEs in Leeds City Region
- Put SMEs in stronger positions to identify, and plan effectively for, short to mid—term changes in the economic, regulatory, and legislative environment.
- Gather direct intelligence from SMEs on the main issues, challenges and opportunities facing them in the current climate.
- Support a number of SMEs to find sustainable, long-term solutions to their accommodation requirements.
- Develop a contemporary financial health product and successfully apply it for SMEs.
- Support SMEs to trade more successfully and sustainably within the national and international markets.

5.151 The scheme seeks approval of additional funding of £1.062 million, £0.531 million of which is funded by ERDF, £0.288 million is funded by BEIS and £0.242 million is funded by the Local Authority Delivery Partner councils. The funding from ERDF and Local Authority delivery partners is secured. However, the contribution from BEIS is reliant on the Autumn 2021 budget. In the interim it is recommended that this funding gap to be underwritten from other combined authority resources.

5.152 The Mayor and Chief Executives have been briefed on the role and impact of the Growth Managers and they are supportive.

Tackling the Climate Emergency Implications

5.153 The scheme supports clean growth by gaining commitment, where appropriate, from recipient businesses to carry out an energy efficiency audit to identify ways to reduce energy usage and improve collection/use of waste. Appropriate recipient businesses will also be referred to the Travel Plan Network team to look at sustainable and active travel options for employees. Furthermore, where appropriate, businesses are also referred to the Leeds Enterprise Partnership's Resource Efficiency Business (ReBiz) programme to get support and advice with lowering energy usage, reducing water and waste costs, and minimise the impact on the environment by promoting recycling and reuse activities.

Outputs, benefits and inclusive growth implications

- The SME's supported will improve their business resilience and, as a result, be in a stronger position to address future challenges and take advantage of future opportunities for growth. A significant proportion of the SMEs will receive support with property relocation / reconfiguration, which will make their futures more secure, sustainable, and productive.
- At a more macro level, the Leeds City Region will become stronger as a result of 690 of its SMEs becoming more resilient, sustainable, and

productive. This will enable them to strengthen their positions within national and international markets and continually introduce new products and processes.

- The Government's backing for the Growth Service is clear indication of it meeting national policy objectives in the field of business support, and that extends to the Growth Manager function. Partner Councils and the West Yorkshire Mayor are also supportive of the Growth Manager function.
- Existing clients will be referred to grant schemes to support productive investment and the provision of advice and consultancy on access to finance. The Investment Readiness project will be a key referral product and the Growth Manager's most common product-referral is to the LEPs Capital Grants programme.
- 290 SMEs to receive a minimum of 12 hours support, 954 SMEs to receive a minimum of 3 hours of Information, Diagnostic and Brokerage (IDB) support and 173 new jobs will be created.
- In the current economic climate, support for SMEs to recover from the impacts of the pandemic will be a priority e.g., support to pivot products and services through more effective use of digital technology.

Risks

5.154 The scheme risks include:

- There is a risk that the BEIS funding may not be approved in the Autumn 2021 budget and Combined Authority may be required to provide match-funding from other combined authority resources. This risk is mitigated by communicating effectively with BEIS and through the strong assurances that the government is supportive of the successes previously achieved by the national Growth Hub Network.

Costs

5.155 The scheme costs are:

- The scheme seeks approval of additional funding of £1.062 million, £0.531 million of which is funded by ERDF, £0.288 million is funded by BEIS and £0.242 million is funded by the Local Authority Delivery Partner councils. The funding from ERDF and Local Authority delivery partners is secured. However, the contribution from BEIS is reliant on the Autumn 2021 budget. In the interim it is recommended that this funding gap to be underwritten from other combined authority resources.
- The total scheme costs through this Change Request are £4.464 million which will be funded by £2.232 million ERDF and £2.232 million from BEIS Growth hub and Local Authority Delivery Partner funding.

Assurance Pathway and Approval route

Assurance pathway	Approval route	Forecast approval date
Change Request	Recommendation: Investment Committee Decision: Combined Authority	24/06/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/06/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/06/2023

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery (DP5) timescales remain within 6 months of those outlined in this report.</p>

Project Responsibilities

Senior Responsible Officer	Henry Rigg, West Yorkshire Combined Authority
Project Manager	Jo Wilkinson, West Yorkshire Combined Authority
Combined Authority case officer	Namrata Chhabra, West Yorkshire Combined Authority

Appraisal Summary

- 5.156 Based on the expansion of an existing successful programme, this proposal is closely aligned to the priorities of the Strategic Economic Framework.
- 5.157 There is a growing level of demand for the type of information, diagnosis and brokerage support proposed. Additional funding will result in additional benefits and outputs.

Recommendations

5.158 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Growth Service Programme to extend the delivery timescales to March 2023 and formal acceptance of £1.062 million of additional funding and approval of Combined Authority's contribution of £0.802 million, including the interim underwriting of the BEIS contribution from other combined authority resources, pending the Autumn 2021 budget outcome.
- (ii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

6 Tackling the Climate Emergency Implications

6.1 The Climate Emergency implications have been considered 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 Equality and Diversity Implications

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

9 Financial implications

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

10 Legal implications

10.1 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.

11 Staffing implications

11.1 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.

12 External consultees

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

13 Recommendations

Net Zero Region Accelerator

13.1 The Investment Committee approves that:

- (i) The Net Zero Region Accelerator scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £0.8 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.8 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Health Innovation Support

13.2 The Investment Committee approves that:

- (i) The Health Innovation Support scheme proceeds through decision point 2 (Strategic Outline Case) and decision point 4 (Full Business Case) with Approval to Proceed to activity 5 (Delivery).
- (ii) Approval to the Combined Authority's contribution of £0.200 million (which will be funded from the Combined Authority's gainshare to fund the economic recovery) is given. The total scheme value is £0.200 million.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Entrepreneurship Package of Support

13.3 The Investment Committee approves that:

- (i) The Entrepreneurship Package of Support project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £6 million, funded from the Combined Authority's gainshare to fund the economic recovery, is given. The total scheme value is £6 million.

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

Housing Revenue Fund

13.4 The Investment Committee recommends to the Combined Authority that:

- (i) The Housing Revenue Fund programme proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) with Approval to Proceed to activity 5 (delivery).
- (ii) Approval to the remainder of the Combined Authority's contribution of £2.95 million is given. The total scheme value is £3.2 million.
- (iii) Allocation of the £2.95 million of funding for the individual work packages is delegated to the Managing Director.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme

13.5 The Investment Committee approves that:

- (i) The Skipton Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £7.631 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £7.831 million.
- (iii) Development costs of £0.934 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.360 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.360 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme

13.6 The Investment Committee approves that:

- (i) The TCF Harrogate Railway Station Gateway - Active Travel Improvement scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case).
- (ii) An indicative approval to the Combined Authority's contribution of £10.638 million (which will be funded from the Transforming Cities Fund) is given. The total scheme value is £10.938 million.
- (iii) Development costs of £0.800 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £1.445 million.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £1.445 million from the Transforming Cities Fund.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Steeton and Silsden Crossing

13.7 The Investment Committee approves that:

- (i) The CityConnect Steeton and Silsden Crossing scheme proceeds through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case). The scheme will be developed up to Full Business Case stage only. At this stage funding to progress the scheme beyond Full Business Case to delivery has not been identified, with options still being explored.
- (ii) Development costs of £0.49 million are approved in order to progress the scheme to decision point 4 (Full Business Case) taking the total scheme approval to £0.7 million.
- (iii) The Combined Authority enters into an addendum to the existing Funding Agreement with Bradford Metropolitan District Council for expenditure of up to £0.7 million from the Cycle City Ambition Grant 'top up' fund.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Leeds City Region Growth Service

13.8 The Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Growth Service Programme to extend the delivery timescales to March 2023 and formal acceptance of £1.062 million of additional funding and approval of Combined Authority's contribution of £0.802 million, including the interim underwriting of the

BEIS contribution from other combined authority resources, pending the Autumn 2021 budget outcome.

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

14 Background documents

14.1 None as part of this report.

15 Appendices

Appendix 1 – Background to Assurance Framework

Appendix 2 – Net Zero Region Accelerator - Business Case Summary

Appendix 3 - Health Innovation Support - Business Case Summary

Appendix 4 - Entrepreneurship Package of Support - Business Case Summary

Appendix 5 – Housing Revenue Fund - Business Case Summary

Appendix 6 - TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme - Business Case Summary

Appendix 7 - TCF: Harrogate Railway Station Gateway - Active Travel Improvement Scheme - Business Case Summary

Appendix 8 - Steeton and Silsden Crossing - Business Case Summary