
Report to: West Yorkshire Combined Authority

Date: 22 October 2021

Subject: **Capital Spending and Project Approvals**

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1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, three West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 or 3 of the Combined Authority's assurance process.
- 1.2 The schemes being considered for approval today have come directly to the Combined Authority due to expediency of delivery. The schemes will be reported to the relevant thematic Committee as appropriate.
- 1.3 The recommendations can be found in Section 14 of this report.

2 Impact of COVID-19

- 2.1 With the impact of COVID-19 on the region and its economy, 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.
- 2.2 Although it is generally expected that in the medium and long-term behaviours will return to the pre COVID-19 position, the impact of COVID-19 in relation to travel behaviour into and around towns and cities will be assessed as part of scheme appraisal and any assumptions made to address issues identified prior to the pandemic 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 the assurance process. Draft results of the outcomes of these assessments, including any potential mitigation of carbon impact, are currently being prepared and will be presented to the Combined Authority before the end of the calendar year. This represents a delay due to difficulties encountered carrying out carbon impact assessments on an initial subset of schemes. This has allowed the consultants to take these challenges into account in making improvements to the methodology. 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 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 Additional approval

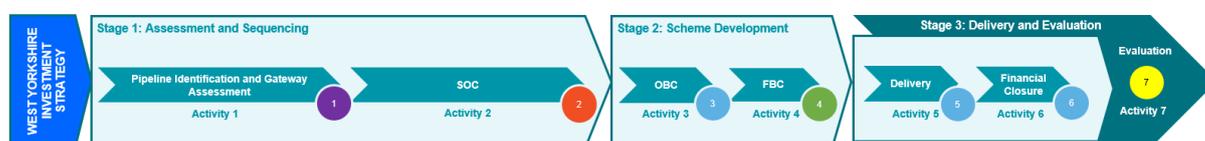
Social Housing Decarbonisation Fund

- 4.1 The Combined Authority is bidding, through a competitive tendering process, for funding from the Department for Business, Energy and Industrial Strategy's £160 million fund, which will improve the energy performance of social rented homes. This England wide roll-out is the wave 1 of the fund and follows the governments UK wide Demonstrator pilot.
- 4.2 The programme will tackle the climate emergency by reducing the carbon emissions, whilst tackling fuel poverty by delivering warm and energy efficient homes. It will support green jobs in the region and support the development of the retrofit sector.
- 4.3 The Combined Authority is working with social housing providers in the region to bid for funding. Work will continue to prepare for future funding waves.

- 4.4 The scheme is seeking delegated authority from the Combined Authority to the Climate, Energy and Environment Committee to approve the scheme due to expediency of delivery around the timescales set by Government.
- 4.5 The Department for Business, Energy and Industrial Strategy (BEIS) expect funding to be awarded in December 2021. Funding for the Combined Authority is expected to be approximately £6 million. If successful, BEIS will require agreements to be signed before the end of January 2022.
- 4.6 In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority is requested to approve:
- (i) The delegation of authority to the Climate, Energy and Environment Committee to accept the Social Housing Decarbonisation Fund and approve the scheme in accordance with the Assurance Framework (decision point 4 (Final Business Case)), so that delivery can commence in line with government's delivery timeframes.

5 Report

- 5.1 This report presents proposals for the progression of three schemes. These schemes have a total combined funding value of £13,361,310 when fully approved, of which £13,361,310 will be funded by the Combined Authority. A total expenditure recommendation to the value of £13,361,310 is sought as part of this report for the development and delivery of these schemes. Further details on the schemes summarised below can be found as part of this report.
- 5.2 The assurance process is a three-stage approach with the requirement that all projects subject to minor exceptions as detailed in the Assurance Framework, will as a minimum, need to formally pass decision point 2 (strategic outline case) and 4 (full business case), with the requirement to meet the intervening activities deemed on a project-by-project basis.
- 5.3 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

- 5.4 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 Investment Strategy (WYIS). Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (decision point 1).

- 5.5 If approved the scheme will progress to strategic outline case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the SOC. Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (decision point 2).

Stage 2: Scheme Development

- 5.6 If approved the scheme will progress to outline business case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme, and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (decision point 3) as set out in the approval pathway and route approved at decision point 2.
- 5.7 If approved the scheme will progress to full business case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The economic case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (decision point 4) as set out in the approval pathway and route approved at decision point 2.
- 5.8 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

- 5.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).

- 5.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (decision point 5) as set out in the approval pathway and route approved at decision point 2.
- 5.11 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.
- 5.12 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.
- 5.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

Value for Money - Benefit Cost Ratios

- 5.14 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.
- 5.15 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.
- 5.16 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. This is in line with HM Treasury guidance where appraisal should take account of all five cases (strategic,

commercial, economic, financial and management) and the economic case be balanced with these.

- 5.17 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.
- 5.18 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.

<p>Green Jobs Taskforce and Gateway West Yorkshire</p>	<p>Scheme description</p> <p>The Green Jobs Taskforce and Gateway scheme will support the Mayor of West Yorkshire's pledge to 'create 1,000 well paid, skilled, green jobs for young people'. The scheme will also support the region's commitments to be net zero carbon by 2038 by supporting green skills and jobs.</p> <p>The scale, reach, provision and future demand for green skills and jobs in West Yorkshire, is not currently known. The scheme will research what is currently available, future demand and identify any gaps in provision, to develop a plan of actions the Combined Authority can take to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'. The research will include how the Combined Authority's own current and future programmes can support green skills and jobs.</p> <p>The scheme will fund two new Combined Authority posts to work with the newly convened West Yorkshire Green Jobs Taskforce. The taskforce will provide input into the development of a Green Jobs Gateway, a web portal launched in August 2021, where employers can pledge jobs, and support is provided by sign posting to employment and skills services in the region.</p> <p>The scheme will also fund marketing and communications to promote the taskforce's work, including raising awareness of its findings to individuals and businesses.</p> <p>The scheme is seeking approval for £500,000 from the Single Investment Fund, which was agreed in principle by the Combined Authority on 24 June 2021.</p> <p>Impact</p> <p>The scheme will provide the Combined Authority with a comprehensive understanding of current green jobs and green skills and future demand in West Yorkshire. Actions will be identified, and a plan produced which the Combined Authority can use to support achievement of the Mayor's pledge and net zero carbon target. The scheme will also identify how the Combined Authority can contribute to the pledge and net zero target through its own current and future programmes and how it can influence partners it works with to support green skills and jobs.</p> <p>Decision sought</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 - £500,000</p> <p>Total value of Combined Authority funding - £500,000</p> <p>Funding recommendation sought - £500,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Creative New Deal</p> <p>Leeds City Region</p>	<p>Scheme description</p> <p>This scheme will support development and delivery of activities to support the cultural and creative industries across West Yorkshire as the region emerges from the Covid-19 pandemic. The package of proposed activity will ensure that the Mayor's pledge for a Creative New Deal can be delivered as a prioritisation of a key objective of the Economic Recovery Plan. Further funding will be required to meet the scale of these ambitions, and this work will enable a robust business case to be developed to secure further delivery.</p> <p>Two strands of activity will be supported:</p> <p>Strand one: boosting capacity to deliver a creative new deal including a continuation of the Beyond Brontes programme, an existing scheme which aims to address under representation within the screen industries, by breaking down the perceived and actual barriers that can prevent young people (aged 18-24) from diverse backgrounds starting and establishing careers within the industry.</p> <p>Strand two: progress the concept of a town of culture award, a new initiative for West Yorkshire to promote culture, and for developing the concept of a theatre without walls to maximise the collective potential and access to theatre in the region.</p> <p>Supporting the creative and cultural industries is a key Mayoral priority.</p> <p>The scheme is seeking approval for £500,000 from the Single Investment Fund, which was agreed in principle by the Combined Authority on 24 June 2021.</p> <p>Impact</p> <p>Funding will build capacity and expertise to support businesses and communities across West Yorkshire to make sure that people from diverse backgrounds are able to participate in and benefit from the creative industries.</p> <p>Decision sought</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 - £500,000</p> <p>Total value of Combined Authority funding - £500,000</p> <p>Funding recommendation sought - £500,000</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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<p>Active Travel Fund: Local Authority Capital Funding 2021/22</p> <p>Leeds City Region</p>	<p>Scheme description</p> <p>The Active Travel Fund: Local Authority Capital Funding for 2021/22 programme was developed in partnership with partner councils and the fund will improve walking and cycling infrastructure to better support safe walking and cycling in line with district, regional and national strategies.</p> <p>The Active Travel Fund 21/22 will fund a programme of permanent walking and cycling infrastructure delivery across West Yorkshire to enable more people to feel safe and comfortable to walk and cycle more of their journeys.</p> <p>Impact</p> <p>Enabling more people to walk and cycle to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>The programme will encourage increased levels of physical activity leading to improved health, particularly in urban communities in areas of higher deprivation, reduce air and noise pollution and reduce isolation.</p> <p>Decision sought</p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery), subject to a successful funding bid to the Department for Transport</p> <p>Total value of the scheme - £12,361,310</p> <p>Total value of Combined Authority funding - £12,361,310</p> <p>Funding recommendation sought - £12,361,310</p> <p>A decision by the Combined Authority is sought as part of this report</p>
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Decisions made through the delegation to the Managing Director

- 5.19 Since the Combined Authority's meeting on 9 September 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 £0 has been approved.

<p>White Rose Station</p> <p>Leeds</p>	<p>Scheme description</p> <p>The proposed White Rose railway station will be a new rail station with associated access situated on the existing Leeds – Huddersfield Line in Millshaw, Leeds, between Morley and Cottingley on the Transpennine route.</p> <p>Proposals to open a new station at White Rose, have implications for the existing Rail Station at Cottingley 800m along the Huddersfield line. These implications are currently subject to a statutory public consultation and DfT station closure guidelines.</p> <p>Impact</p> <p>This scheme contributes to the delivery of all four Leeds Enterprise Partnership Strategic Economic Plan priority areas: Growing Businesses, Skilled People, Better Jobs, Clean Energy and Environmental Resilience and Infrastructure for Growth.</p> <p>The scheme has a forecast benefit cost ratio of 3.01:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p>The scheme's wider social benefits include enhanced access to employment and training opportunities at the White Rose Office Park. The station will provide the catalyst for continued expansion of the Office Park and wider economic development of the area contributing to regeneration in South Leeds. It will provide an accessible rail station for commuters and shoppers including the provision of step free access between platforms. A reduction in emissions is also expected because of modal shift from road to rail.</p> <p>Decision</p> <p>The Managing Director gave approval to this change request on 27 August 2021, approving the re-profiling of the existing LPTIP allocation to the scheme of £5 million to allow the unspent £741,000 from the LPTIP GA1 approval to be used to fund immediate works required to maintain the contractors programme and hit key pre booked possession dates.</p> <p>Total value - £24.198 million</p> <p>Total value of Combined Authority funding: £17 million</p> <p>Combined Authority funding previously approved: £5 million</p> <p>Funding recommendation sought: £0</p>
<p>TCF Early Wins: York, Scarborough Bridge</p>	<p>Scheme description</p> <p>This scheme forms part of the Transforming Cities Fund Early Wins and will improve the pedestrian and cycle access to York city centre and York rail station. This scheme will enhance the recently completed Scarborough Bridge by making a number of</p>

Location (Partner Council area)	<p>improvements on the Scarborough Bridge to Bootham Park route, aimed to make it easier and help encourage greater use of the river crossing by pedestrians, cyclists and the disabled.</p> <p>Impact</p> <p>The wider social benefits of the scheme include improved access to the rail station and the city centre for all, including the disabled, reduced greenhouse gas emissions and health benefits due to a shift from car use to more active modes of transport.</p> <p>Decision</p> <p>The Managing Director gave approval to this change request on 27 August 2021, approving that the TCF Early Wins: York Scarborough Bridge project extends the construction completion dates for 3 elements of the scheme with a final completion date of 31 March 2022.</p> <p>Total value - £300,000</p> <p>Total value of Combined Authority funding: £280,000</p> <p>Combined Authority funding previously approved: £280,000</p> <p>Funding recommendation sought: £0</p>
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Decisions made through the delegation to the Director of Delivery

<p>Gain Lane Enterprise Zone Bradford</p>	<p>Scheme description</p> <p>This scheme, funded from £9.877 million Growth Deal funding was the first enterprise zone scheme where the Combined Authority has worked with a private developer, and was to provide infrastructure and services to an enterprise zone site located on the border between Bradford and Leeds at Gain Lane.</p> <p>Impact</p> <p>This scheme has enabled the full site of 12.77 hectares to be developed. It is anticipated that the completed site will accommodate 29,404m² of industrial space when fully developed</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for the Gain Lane EZ project is approved, proceeds through decision point 7. • The project has completed all agreed financial spend so is now in the closure stage. • The financial and legal implications sections of the closure reports and required follow on activities which have resource implications are noted.
<p>South Kirkby Enterprise Zone Extension Wakefield</p>	<p>Scheme description</p> <p>This scheme, funded from £2.674 million Growth Deal funding being developed with the same private sector developer as Gain Lane, was to extend development on South Kirkby EZ by the provision of four speculative units, serviced by an extension to Data Drive, a new electricity substation, internal site roads and a drainage swale to assist with the drainage issues associated with the site</p> <p>Impact</p> <p>Three units were successfully delivered by January 2021 and are now fully occupied. In addition to the build of the units the Growth Deal funded the marketing of the units as they will be provided on a speculative basis, together with the enabling of the creation of 233 net new jobs by December 2026</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for South Kirkby Enterprise Zone Extension project is approved, proceeds through decision point 7. • The project has completed all agreed financial spend so is now in the closure stage. • The financial and legal implications sections of the project closure reports and required follow on activities which have resource implications are noted.

<p>Corridor Improvement Programme – A6177 Great Horton Road / Cross Lane, Bradford Bradford</p>	<p>Scheme description</p> <p>This scheme, one of three separate projects along the A6177 Bradford Outer Ring Road being funded as part of the West Yorkshire plus Transport Fund (WY+TF) CIP Phase 1 programme, aimed to deliver traffic improvements at the junction of the A6177 Great Horton Road and Cross Lane, in order to improve highway efficiency and safety for the benefit of all road users.</p> <p>Impact</p> <p>The scheme was withdrawn from the CIP programme prior to outcome of decision point 3 (outline business case), due to overall budgetary constraints within the Bradford CIP programme. More broadly the scheme is now paused until a new source of funding is identified.</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for CIP - Bradford – Great Horton Road/Cross Lane scheme is approved, and proceeds through decision point 6 (Financial Closure) • Confirmation of outstanding development costs of £210,000 taking total Combined Authority approval for the scheme to £390,000 funded from the WY+TF CIP budget, as approved by the Combined Authority Transport Fund Review. • The CIP - Bradford – Great Horton Road/Cross Lane scheme is withdrawn from the West Yorkshire plus Transport Fund, paused and held by Bradford until a new source of funding is identified.
<p>Corporate Technology Programme</p>	<p>Scheme description</p> <p>This programme, fully funded from the Combined Authority's Corporate Projects allocation at a total final cost of £4.035 million aimed to deliver the CA's Corporate Technology Strategy (CTS) which was approved on 20 March 2018. The programme consisted of ten objectives, with 37 individual tasks grouped into 16 delivery areas.</p> <p>Impact</p> <p>The programme has delivered five of its ten objectives:</p> <ul style="list-style-type: none"> • Established a Partnership Management Model with a third party for the procurement, development, and implementation of new technology services. • Provided the Combined Authority with PSN so that it can connect to other public sector systems. • Developed and implemented a new equipment allocation policy so staff have devices that meet the requirements of their roles. • Implemented technology that provides quick access to internal documents from any location and from mobile.

	<ul style="list-style-type: none"> • Provided SharePoint expertise to support and develop systems such as PIMS and the organisation's Intranet by January 2019. <p>The remaining ongoing objectives have now been incorporated into the MCA Digital Programme.</p> <p>Decision</p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for the CTP project is approved, and the programme proceeds through decision point 7 and work continues on Benefits Realisation as outlined in this report.
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6 Information

6.1 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority's entry into a funding agreement with the scheme's promoter.
- The assurance pathway and approval route for future decision points.
- The scheme's approval tolerances.

6.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

Projects in Stage 1: Assessment and Sequencing

6.3 There are no schemes to review at this stage.

Projects in Stage 2: Development

Project Title	Green Jobs Taskforce and Gateway
Stage	2 (development)
Decision Point	2 (strategic outline case)

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

Background

- 6.4 The Green Jobs Taskforce and Gateway scheme will support the Mayor of West Yorkshire's pledge to 'create 1,000 well paid, skilled, green jobs for young people'. Young people have been disproportionately affected by unemployment during the COVID-19 pandemic and should be prioritised for support.
- 6.5 The scheme will also support the region's commitments to be net zero carbon by 2038 by supporting green skills and jobs. Net-zero carbon refers to reducing the amount of carbon dioxide (CO₂) produced so that it is no more than the amount removed from the atmosphere.
- 6.6 The scale, reach, provision and future demand for green skills and green jobs, including those that support 'greening of the economy' in West Yorkshire, is not currently known. Opportunities to change employers' behaviours also need to be identified and acted upon if greening of the economy is to happen.
- 6.7 The scheme will undertake research to review and map green skills and green jobs, to establish what is currently available, future demand and identify any gaps in provision. This will give the Combined Authority a plan of actions it can take to support achievement of the pledge and net zero carbon target and to capitalise on the opportunities and longer-term benefits from 'greening of the economy'.
- 6.8 The scheme will fund two new Combined Authority posts to work with the newly convened West Yorkshire Green Jobs Taskforce, which brings together experts from education, business, third sector and the public sector, to create the plan of actions. The taskforce will act as ambassadors for the scheme and

provide input into the development of a Green Jobs Gateway, a web portal launched in August 2021, where employers can pledge jobs, and support is provided by sign posting to employment and skills services in the region.

- 6.9 The scheme will commission research from external organisations when additional resource or specialist knowledge is needed to support the Combined Authority's research and intelligence team in determining the priorities for green jobs in West Yorkshire and building on the work of the West Yorkshire Carbon Emission Reduction Pathways (CERP) study, published by the Combined Authority, to demonstrate how the net-zero target could be achieved.
- 6.10 As part of the research phase the Combined Authority will review its own existing and future programmes to determine how they can contribute to creating green jobs and supporting green skills. The review will focus on existing programmes, for example Employment and Skills programmes and whether they could be enhanced to support adults' skills and progression towards work, alongside careers inspiration and job matching services. The review will also consider how future programme design can complement the overall target for programmes such as Net Zero Region Accelerator and how the scheme will complement the Combined Authority's strategic priorities including tackling the climate emergency. The Combined Authority will also consider how it can use the delivery of its schemes, to influence contractors to create green jobs and support green skills, through its procurement processes.
- 6.11 A plan of actions will then be produced, some of which will be progressed as part of this scheme, most likely where enhancements to existing programmes will address actions identified. Other actions, for example those filling gaps in current provision, will develop separate business cases, subject to funding being secured from other sources, and will progress through the assurance process individually.
- 6.12 The scheme will also fund marketing and communications to promote the taskforce's work, including raising awareness of its findings to individuals and businesses.
- 6.13 The scheme is seeking approval for £500,000 from the Single Investment Fund.
- 6.14 A summary of the scheme's business case is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 6.15 The scheme will contribute to tackling the climate emergency implications by identifying and taking the actions needed to create 1,000 well paid, skilled, green jobs for young people' and to support the region's commitments to be net zero carbon by 2038 through supporting green skills and jobs.

Outputs, Benefits, and Inclusive Growth Implications

- 6.16 The scheme outputs and benefits include:

- Supporting achievement of the Mayor's pledge to create 1,000 well paid, skilled, green jobs for young people with local employers.
- Young people are supported to secure good quality work paying at least the Real Living Wage.
- Organisations, residents, and the workforce in West Yorkshire have the skills necessary to make West Yorkshire a net zero carbon economy by 2038.
- A comprehensive understanding of the current green jobs and green skills situation and what the future demand will be.
- Actions are identified and a plan produced which the Combined Authority can use to support achievement of the Mayor's pledge and net zero carbon target.
- Action is coordinated to accelerate change in behaviours to respond to the demand for green skills and jobs.
- Development of the Green Jobs Gateway and recommended supporting activity are overseen by the Green Jobs Taskforce to ensure a pipeline of talent into jobs needed for greening of the economy and in the sector.

Equality and Diversity Implications

- 6.17 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

Risks

- 6.18 The scheme risks include:
- Due to the impact of COVID-19 there is a risk that stakeholders may not be able to support delivery of the pledge, for example businesses are unable to commit to recruitment and training of young people. Mitigated by early business engagement and marketing to highlight benefits to businesses by getting involved.
 - Lack of dedicated resource and capacity, leading to delays in scheme delivery. Mitigated by recruiting a dedicated Programme Development Lead and Policy Coordinator with recruitment taking place as soon as possible after approval.

Costs

- 6.19 The Combined Authority agreed £500,000 in principle on 24 June 2021, to support scheme development relating to employment and skills support for 16- to 30-year-olds, which has since become known as the Green Jobs Taskforce and Gateway scheme.
- 6.20 The total scheme costs are £500,000 from the Single Investment Fund:

- Policy and Programme Development Lead, Policy Coordinator, Policy Manager - £339,500.
- Marketing and communications: £40,000.
- Research and intelligence: £93,500
- Green Jobs Taskforce resource (including travel and subsistence costs, venue hire (if required) to host events to promote the taskforce's work, conference attendance): £27,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/09/2024
7 (evaluation)	Recommendation: Not applicable - reporting only Decision: Not applicable - reporting only	30/09/2024

Other Key Timescales

- 6.21 Recruitment of two new Combined Authority posts - November 2021
- 6.22 First meeting of the West Yorkshire Green Jobs Taskforce - November 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.

Appraisal Summary

- 6.23 There is a strong strategic case for investing £500,000 in this development scheme, so the Combined Authority fully understands the action it could potentially take to support the mayor's pledge of achieving 1000 well paid green jobs and the net zero carbon target.
- 6.24 Currently it is unclear what green jobs or training are available, or what the future demand for green jobs and skills will be. Through this scheme research will take place, supported by the West Yorkshire Green Jobs Taskforce, to understand the current situation, future demand and identify gaps in provision.
- 6.25 The scheme will also enable the Combined Authority to identify how it can contribute to the pledge and target, by creating its own green jobs and supporting green skills, through the delivery of its own programmes and / or influencing delivery partners to create green jobs and support green skills through its procurement processes.
- 6.26 The Combined Authority delegated decision point 2 approval to the Finance, Resources and Corporate Committee, alongside the agreement in principle for the funding, in June 2021. The Finance, Resources and Corporate Committee is no longer taking place in October and therefore approval is sought from October's Combined Authority.
- 6.27 A Strategic Outline Case has been submitted but it is recommended that the scheme progresses through decision point 2 and decision point 4 and goes direct to activity 5 (delivery).

Recommendations

- 6.28 The Combined Authority approves that:
- (i) The Green Jobs Taskforce and Gateway 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 £500,000 (which will be funded from the Single Investment Fund to progress the mayor's pledges). The total scheme value is £500,000.
 - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Employment and Skills Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Creative New Deal
Stage	2 (development)
Decision Point	4 (full business case)

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

Background

- 6.29 This scheme will support development and delivery of activities to support the cultural and creative industries across West Yorkshire as the region emerges from the COVID-19 pandemic. Funding will build capacity and expertise to support businesses and communities across West Yorkshire to make sure that people from diverse backgrounds are able to participate in and benefit from the creative industries. The package of proposed activity will ensure that the Mayor's pledge for a Creative New Deal can be delivered as a prioritisation of a key objective of the Economic Recovery Plan. Further funding will be required to meet the scale of these ambitions, and this work will enable a robust business case to be developed to secure further delivery. Two strands of activity will be supported.
- 6.30 Strand one: boosting capacity to deliver a creative new deal including a continuation of the Beyond Brontes programme, an existing scheme which aims to address under representation within the screen industries, by breaking down the perceived and actual barriers that can prevent young people (aged 18-24) from diverse backgrounds starting and establishing careers within the industry.
- 6.31 Strand two: progress a town of culture award, a new initiative for West Yorkshire to promote culture, and for developing the concept of a theatre without walls to maximise the collective potential and access to theatre in the region. This would be opportunity to bring some of the brightest and best talent together, under a single banner, to grow audiences and create a platform for the region. The aim would be to take stories formed in the region, that are of the region, to the people of the region.
- 6.32 Supporting the creative and cultural industries is a relatively new area of work for the Combined Authority and is a key Mayoral priority. To ensure that this

work maximises the opportunities of the sector, scoping and development activity is required. The funding will lead to:

- More capacity for delivery in the Combined Authority including partial funding of a new Policy Manager post to manage the work
- Direct benefit to businesses in the creative and cultural sector through enhanced support from the Creative Catalyst, an existing scheme designed to support the growth of the creative industries sector across Leeds City Region.
- Support for young people from diverse backgrounds to access training and work experience in the Screen Industries
- Capacity building and leverage for future funding opportunities
- Robust evidence to support next steps of delivery
- A strong evidence base and platform to deliver scope of Mayoral pledge and Economic Recovery Plan ambitions including a town of culture award concept.

6.33 The scheme will support the development of the Mayor's pledge for a Creative New Deal for West Yorkshire, laying the foundations to deliver key elements of the West Yorkshire Economic Recovery Plan. The proposed areas of activity will draw upon strong working relationships between Local Authorities and the Combined Authority. Despite recognition of the vital role that culture and the creative industries can play to boost the economy and drive inclusive growth, there is currently a lack of capacity and relevant expertise to deliver on these objectives, this funding will begin to address those gaps.

6.34 The work developed through this scheme will lay the foundations and provide the evidence needed to support further funding bids. This is likely to include Combined Authority funding through the gainshare element of the Single Investment Fund but will also support evidence to make the case to Government for additional funding alongside leverage from the private sector and national funding such as UK Shared Prosperity Fund.

6.35 The scheme will develop capacity to support the development of creative industries including tailored support to businesses in the creative sector which are less well served by mainstream, general business support schemes.

6.36 The scheme will explore the use of Langthwaite Enterprise Zone for creative industry purposes as part of early scoping conversations around Strand one: boosting capacity to deliver a creative new deal.

6.37 Elements to be delivered by external partners will be procured using the Combined Authority's Procurement processes following approval of the funding. Internal delivery will be managed by the Creative Catalyst Programme, an existing scheme designed to support the growth of the creative industries sector across Leeds City Region.

6.38 The Combined Authority delegated decision point 2 approval to the Finance, Resources and Corporate Committee, alongside the agreement in principle for

the funding, in June 2021, and subsequent agreement in principle for the Beyond Brontes funding in July 2021. The Finance, Resources and Corporate Committee is no longer taking place in October and therefore approval is sought from October's Combined Authority.

6.39 A summary of the scheme's business case is included in **Appendix 3**.

Tackling the Climate Emergency Implications

6.40 The beginning of 2020 saw the West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership, along with the City Region's partners affirm their commitment and vision for culture in the region through the support for a Cultural Framework. The substantial pre-pandemic work to develop the priorities of the framework has provided the guiding principles for our proposition for culture in economic recovery:

- Culture is embedded within all place-based work and place planning and is used to deliver higher quality, more connected and sustainable places. Culture is recognised and developed for its role in supporting the visitor economy.
- Cultural and creative businesses and their supply chains are developed and supported to maximise their potential.
- More people are actively engaged and take part in cultural activity and there is a growth in audiences and participants of all cultural activity.
- There is an increase in employment in culture, sport and arts roles across the Leeds City Region.
- Cultural activity that promotes clean growth and sustainability is developed and promoted including active travel, walking and cycling alongside programmes that deliver key messages relating to climate change and sustainability.

Outputs, Benefits and Inclusive Growth Implications

6.41 The scheme outputs and benefits include:

- Funding contribution to staff capacity through contributing towards the Policy Lead for Culture post
- Ongoing provision of the Beyond Brontes programme to facilitate access to training and development opportunities in the creative and cultural industries. This will include increasing participation across West Yorkshire and ensuring those hardest to reach young people from disadvantaged backgrounds are able to participate. This will include a lessons learned evaluation and good practice guide.
- Identification of new business support models for the sector and delivery mechanisms to boost participation in the arts to be delivered through the Creative Catalyst
- Skills audit report on future skills needs for creative sector

- Town of culture award brand development and delivery plan as well as a plan to develop the concept of a theatre without walls to maximise the collective potential and access to theatre in the region.

Equality and Diversity Implications

6.42 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of the development of the project and the business case development.

Risks

6.43 The scheme risks include:

- Lack of staff capacity to support delivery – mitigated through recruitment being underway for a policy lead for culture. Staff resource from within the Trade and Investment Team has been identified to support delivery.
- Lack of external expertise / market interest to support delivery – mitigated through early engagement with colleagues in procurement building on pre-existing knowledge of the market to ensure the right procurement channels are used.
- Further COVID-19 restriction prohibit delivery - There is uncertainty on the level of restrictions that will be in place during winter 2021/22 and the impact this will have on the sector, this could prove difficult for some elements of delivery proposed in the scheme – mitigated by previous experience of delivering similar services amid lockdowns.

Costs

6.44 The scheme costs, including monitoring and evaluation, are £500,000 from the Single Investment Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/12/2023

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/04/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/12/2024

Other Key Timescales

- 6.45 Recruitment of new Combined Authority post – November 2021
- 6.46 Specification design for business support programme and social prescribing model – December 2021
- 6.47 Specification for skills audit – December 2021
- 6.48 Market engagement to procure relevant services – November 2021 – March 2022

Assurance Tolerances

Assurance tolerances
That the total project cost remains within the costs identified within this report.
That the timeframes remain within 3 months of those outlined in this report.

Appraisal Summary

- 6.49 The scheme directly contributes to the delivery of one of the Mayor's manifesto pledges for a Creative New Deal, the West Yorkshire Combined Authority's Strategic Economic Framework and Economic Recovery Plan. The programme of activity proposed directly supports West Yorkshire Investment Strategy (WYIS) investment priorities of Culture and Creative Industries; Good Jobs and Resilient Businesses; Skills and Training for People, Creating Great Place and Accelerated Infrastructure.
- 6.50 The scheme is planned, recruitment of staff is underway, and has been informed by stakeholder engagement, and based on local, regional and national successful practice and is due to deliver good value for money. The scheme will be managed by the Combined Authority's Policy team in close partnership with local partner councils and specialist delivery partners.

Recommendations

6.51 The Combined Authority approves that:

- (i) The Creative New Deal project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £500,000, funded from the Combined Authority's Single Investment Fund is given. The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Culture, Arts and Creative Industries Committee. This will be subject to the scheme remaining within the tolerances outlined in this report..

Project Title	Active Travel Fund: Local Authority Capital Funding for 2021/22
Stage	2 (development)
Decision Point	4 (full business case)

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

Background

- 6.52 On 9 May 2020 the Department for Transport (DfT) announced a new £250 million emergency active travel fund - the first stage of a £2 billion investment over the next five years, for walking and cycling in England. A further announcement confirmed that £225 million of this funding will be allocated to local authorities to reallocate road space to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand.
- 6.53 Across tranches 1 and 2 of the Active Travel Fund, West Yorkshire secured £12.566 million to fund highways infrastructure schemes, behaviour change measures and both temporary and permanent walking and cycling infrastructure improvements.
- 6.54 This next stage, Department for Transport Active Travel Fund: Local Authority Capital Funding for 2021/22 (also known as Active Travel Capital Programme tranche 3) provides for another year of delivery of similar permanent schemes, this time targeted at enabling modal shift from short car journeys and in areas of significant deprivation.
- 6.55 In June 2021 the DfT invited West Yorkshire to bid for an allocation of capital funding from the latest tranche of its Active Travel Fund, which is part of the £2bn allocated nationally for walking and cycling in May 2020.
- 6.56 To be considered for inclusion, schemes need to be delivered by March 2023 and comply with national minimum standards for cycling infrastructure. In addition, schemes were required to focus on:
- Converting short vehicle journeys to walking and cycling

- Tackling areas with poor health and high levels of deprivation
- 6.57 The bid submission to DfT for the capital funding included 13 schemes, 11 of which had been prioritised by the districts and then assessed by Combined Authority officers against the objectives of the fund, with 2 of the schemes being West Yorkshire-wide and led by the Combined Authority. The 13 schemes are:
- Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")
 - Leeds - A660 Otley Road
 - Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements
 - Bradford - Active Travel Neighbourhoods
 - Wakefield - Ackworth to Fitzwilliam Station
 - Calderdale - Active Travel Neighbourhoods
 - Bradford - School and Hospital Access Improvements
 - Bradford - Buck Lane Bridleway and Esholt Path
 - West Yorkshire - Cycle Parking Provision
 - West Yorkshire - School Streets Programme
 - Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton
 - Bradford - Darley Street (Bradford City Centre)
 - Bradford - Chellow Dean Valley – Access Improvements
- 6.58 The proposal for the Leeds A660 Otley Road scheme will upgrade the existing temporary Tranche 1 scheme to provide a permanent segregated one way cycle track on both sides of the road from the Clarendon Road to Grove Lane, including junction treatments and some associated bus priority enhancements near Woodhouse Moor.
- 6.59 Given the forecast cost and complexity of delivery of the Leeds A660 Otley Road scheme this report is seeking approval of developments costs to progress the scheme to full business case with approval of the full indicative amount delegated to the Managing Director.
- 6.60 The DfT has advised the outcome of the bid is expected by October 2021 and to ensure that money can be committed and schemes can be delivered within the tight timescales, the Combined Authority is requested to approve, subject to a successful bid to DfT:
- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)

- (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
- (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000
 - Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (iv) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (v) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (vi) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner Council.
- (vii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

6.61 A summary of the programme is included in **Appendix 4**.

6.62 A summary of the programme's business case is included in **Appendix 5**.

Tackling the Climate Emergency Implications

6.63 The delivery of the schemes identified, enabling more people to walk and cycle more of their journeys, will support the Combined Authority in responding to the Climate Emergency and working towards achieving the changes in travel behaviour currently being identified through the Carbon Emissions Reduction Pathway work.

6.64 The important role that increased levels of walking and cycling is expected to play in reducing carbon emissions required for the region to meet its ambition to be net-zero carbon by 2038, as set out in the “Strengthened decision making in the light of the Climate Emergency” report approved at the November 2020 meeting of the West Yorkshire and York Investment Committee.

Outputs, Benefits and Inclusive Growth Implications

6.65 The scheme outputs include:

Scheme	Outputs
Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")	0.6 miles of new off-road cycleway
Leeds - A660 Otley Road	3.0 miles of new on-road cycleway 0.3 miles of bus priority corridor 9 upgrades to existing facilities
Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements	1.25 miles of new off-road cycleway
Bradford - Active Travel Neighbourhoods	3 new Low Traffic Neighbourhoods
Wakefield - Ackworth to Fitzwilliam Station	1.3 miles of new off-road cycleway
Calderdale - Active Travel Neighbourhoods	1 bus priority measure at single location 2 secure cycle parking facilities 2 new road crossings
Bradford - School and Hospital Access Improvements	0.6 miles of new permanent footway 0.3 miles of widened existing footway 1.9 miles of upgrades to existing facilities
Bradford - Buck Lane Bridleway and Esholt Path	0.5 miles of new permanent footway 0.5 miles of upgrades to existing facilities 0.5 miles of upgraded bridleway

West Yorkshire - Cycle Parking Provision	2500 spaces for cycle parking
West Yorkshire - School Streets Programme	24 school streets
Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton	1.9 miles of new off-road cycleway
Bradford - Darley Street (Bradford City Centre)	0.16 miles new on-road segregated cycleway 0.3 miles widened existing footway 4 upgrades to existing facilities 15 number restricted parking availability 0.16 miles of traffic calming
Bradford - Chellow Dean Valley – Access Improvements	0.7 miles new off-road cycleway 0.7 miles new permanent footway

- Creating “active travel neighbourhoods” where measures including segregated cycle lanes on busier roads and local roads being closed to traffic, will enable more people to make local journeys on foot and bike, to shops, health services and workplaces in the area, as well reach cycle routes on main roads for destinations further afield
- Improve pedestrian access into urban centres, to schools and to employment destinations, enabling people to make safer journeys on foot
- Nationally compliant cycling infrastructure to fill identified gaps in the region’s cycling network, including upgrading existing towpaths on three canals and making a temporary scheme (delivered through Tranche 1) permanent on the A660, Otley Road.
- Support for cycling and walking to school through implementation of “school streets” measures, including installation of cycle and scooter parking spaces at schools across West Yorkshire
- Increased levels of physical activity through everyday active travel leading to improved health, including interventions in communities in urban areas experiencing high levels of deprivation.
- Overall, the programme will reduce journeys by car and increase cycling and walking by enabling safer and more convenient journeys by bike and on foot, for local journeys, travel to education and employment and other key destinations.

Equality and Diversity Implications

- 6.66 An Equality Impact Assessment (EQIA) will be undertaken for each of the schemes outlined above and equality and diversity impacts taken account of as part of the development of the schemes.

Risks

- 6.67 The scheme risks include:

- Projects being delivered within the challenging timeframe set by the funding body. This will be mitigated by continuing a dialogue to influence and manage the funding body expectations in line with the Combined Authority's funding application, supported by robust programme monitoring and early identification of delivery issues. All schemes were proposed by West Yorkshire partner Councils and were challenged at a high level on their deliverability by the Combined Authority before inclusion in the programme.
- Project development and design quality meeting government's requirements, mitigated through careful identification of realistic schemes appropriate for constrained timescales and existing resources for scheme development, including existing programme governance and partners' increasing familiarisation of new cycle design guidance.
- Effective engagement with communities benefitting from improvements, which may be challenged by restrictions relating to COVID-19. This will be mitigated through use of existing online engagement tools such as the interactive map on the Your Voice platform which allows local issues and potential measures for walking and cycling to be identified. We will also feedback from our engagement with stakeholders during delivery through forums like the West Yorkshire Active Travel Advisory Panel and our social media presence to capture feedback and identify emergent issues with delivery partners.
- Supply chain issues delaying delivery of infrastructure due to increased demand nationwide. This will be mitigated by early engagement with the supply chain and identification of new suppliers where possible.
- Changing COVID-19 restrictions could impact on delivery timescales. This will be managed through liaison with delivery partners and the supply chain and the development of their management plans
- Procurement of equipment and services within short timescales. This will be mitigated by early engagement with Procurement departments and supply chain to identify an effective procurement route that maintains value for money.

Costs

6.68 The scheme costs are:

- In total the Combined Authority sought £12,361,310 split across the 13 schemes as shown below, along with £350,010 to cover programme delivery costs.

Bradford - Silsden – Kildwick (Leeds Liverpool Canal "Missing Link")	£650,000
Leeds - A660 Otley Road	£4,785,000
Kirklees - Huddersfield Narrow Canal – Feeder Routes & Accessibility Improvements	£660,000
Bradford - Active Travel Neighbourhoods	£525,000
Wakefield - Ackworth to Fitzwilliam Station	£585,000
Calderdale - Active Travel Neighbourhoods	£475,000
Bradford - School and Hospital Access Improvements	£841,300
Bradford - Buck Lane Bridleway and Esholt Path	£250,000
West Yorkshire - Cycle Parking Provision	£500,000
West Yorkshire - School Streets Programme	£350,000
Kirklees - Huddersfield Broad Canal – Leeds Road Gasworks - Deighton	£1,600,000
Bradford - Darley Street (Bradford City Centre)	£600,000
Bradford - Chellow Dean Valley – Access Improvements	£190,000
Combined Authority programme costs	£350,010
Total	£12,361,310

Assurance Pathway and Approval Route

Programme

Assurance pathway	Approval route	Forecast approval date
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority	22/10/2021
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	28/07/2022

Leeds A660 Otley Road full business case

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	31/03/2022
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	28/07/2023

Other Key Timescales

6.69 The scheme funding will be committed by March 2022 and activities delivered by Spring 2023.

Assurance Tolerances

Assurance tolerances
That the Combined Authority's costs remain within the agreed settlement amount of Active Travel Fund: Local Authority Capital Funding for 2021/22 funding allocated to the Combined Authority.
That the programme remains within 3 months of the timescales set out in this report.

Appraisal Summary

- 6.70 An application for £12,361,310 million was submitted in August 2021 for Active Travel Fund: Local Authority Capital Funding for 2021/22. The outcome of the bid is expected to be announced in October 2021.
- 6.71 Authorities must fully commit the funds this financial year (i.e. by the end of March 2022), so in order to ensure that schemes can be delivered the Finance, Resources and Corporate Committee is requested to recommend to the Combined Authority in October to approve at risk and delegated authority is given to the Managing Director for approval of the full business case of the Leeds A660 Otley Road scheme.
- 6.72 The outputs, benefits and inclusive growth implications correlate well with the Combined Authority's priorities and the Strategic Economic Framework. Risks are well considered and mitigation measures in place.

Recommendations

- 6.73 The Combined Authority approves that, subject to a successful bid to DfT:
- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)
 - (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
 - (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:
 - Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000

- Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (i) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (ii) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (iii) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner Council.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation

6.74 There are no schemes to review at this stage.

7 Tackling the Climate Emergency Implications

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

8 Inclusive Growth Implications

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

9 Equality and Diversity Implications

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

10 Financial Implications

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

11 Legal implications

- 11.1 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.

12 Staffing implications

- 12.1 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.

13 External consultees

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

14 Recommendations (Summary)

Additional approval: Social Housing Decarbonisation Fund

- 14.1 In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority is requested to approve:
- (i) The delegation of authority to the Climate, Energy and Environment Committee to accept the Social Housing Decarbonisation Fund and approve the scheme in accordance with the Assurance Framework (decision point 4 (Final Business Case)), so that delivery can commence in line with government's delivery timeframes.

Green Jobs Taskforce and Gateway

14.2 The Combined Authority approves that:

- (i) The Green Jobs Taskforce and Gateway 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 £500,000 (which will be funded from the Single Investment Fund to progress the mayor's pledges). The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Employment and Skills Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Creative New Deal

14.3 The Combined Authority approves that:

- (i) The Creative New Deal project proceeds through decision point 2 (strategic outline case) and decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £500,000, funded from the Combined Authority's Single Investment Fund is given. The total scheme value is £500,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Culture, Arts and Creative Industries Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Active Travel Fund: Local Authority Capital Funding 2021/22

14.4 The Combined Authority approves that, subject to a successful bid to DfT:

- (i) The allocation to the Combined Authority of the Active Travel Fund: Local Authority Capital Funding for 2021/22, subject to a successful bid, for expenditure of up to £12,361,310 and that the programme proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery) for all schemes except the Leeds A660 Otley Road scheme which commences work on activity 4 (full business case)
- (ii) Delegation to the Managing Director to approve the Leeds A660 Otley Road full business case
- (iii) The allocation of the Active Travel Fund: Local Authority Capital Funding for 2021/22 funding, should it be secured, between the Combined Authority and the five West Yorkshire partners as set out below:

- Bradford - £3,056,300
 - Calderdale - £475,000
 - Kirklees - £2,260,000
 - Leeds - £4,785,000 including development costs of £470,000
 - Wakefield - £585,000
 - Combined Authority - £850,000 (for Cycle Parking and School Streets Programmes across all five districts with a further £350,010 for programme costs)
- (i) Development costs of £470,000 to progress the Leeds A660 Otley Road scheme to full business case
- (ii) In order to ensure that schemes can be delivered within the tight timescales, the Combined Authority delegates authority to the Managing Director to amend the approval and allocation of Active Travel Fund: Local Authority Capital Funding for 2021/22 if the DfT award differs from £12,361,310, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.
- (iii) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above, including potentially the Canal and River Trust, in agreement with the relevant partner council.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and any change requests are delegated to the Place, Regeneration and Housing Committee, which will be subject to the scheme remaining within the tolerances outlined in this report.

15 Background documents

15.1 None as part of this report.

16 Appendices

Appendix 1 – Background to the Combined Authority’s Assurance Framework

Appendix 2 – Green Jobs Taskforce and Gateway Business Case Summary

Appendix 3 – Creative New Deal Business Case Summary

Appendix 4 - Active Travel Fund: Local Authority Capital Funding 2021/22 Programme Summary

Appendix 5 - Active Travel Fund: Local Authority Capital Funding 2021/22 Business Case Summary