

Report to: Place, Regeneration and Housing Committee

Date: 25 November 2021

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

Author: Craig Taylor, Head of Portfolio Management and Appraisal

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects that have been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 The Place, Regeneration and Housing Committee has delegated decision making authority approved by the Combined Authority on 9 September 2021. Where the Place, Regeneration and Housing Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 13 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

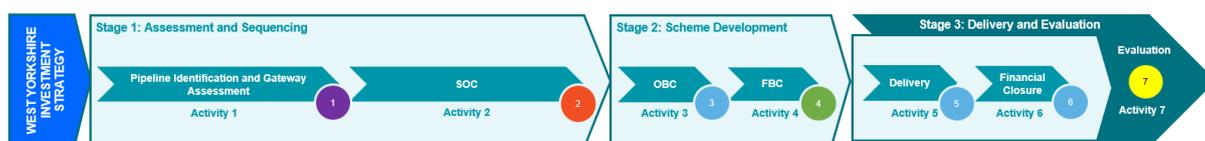
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:
- Has strengthened how clean growth and climate change impacts are considered as part of all schemes that come through the Combined Authority's Assurance Framework.
 - 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 Report

- 4.1 This report presents proposals for the progression of 9 schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. These schemes have a funding value of £328,409,768 when fully approved, of which £56,743,988 will be funded by the Combined Authority. A total expenditure recommendation to the value of £29,720,988 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.

- 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 WYIS. Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (decision point 1).
- 4.5 If approved the scheme will progress to strategic outline case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the SOC. Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (decision point 2).

Stage 2: Scheme Development

- 4.6 If approved the scheme will progress to outline business case (OBC) unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme, and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The Economic Case must be developed in consistency

with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (decision point 3) as set out in the approval pathway and route approved at decision point 2.

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

Stage 3: Delivery and Evaluation

- 4.9 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 4.10 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (decision point 5) as set out in the approval pathway and route approved at decision point 2.
- 4.11 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (decision point 6) as set out in the approval pathway and route approved at decision point 2.
- 4.12 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.

- 4.13 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

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. 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.
- 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.

Brownfield Housing Fund programme (BHF)

- 4.19 The Brownfield Housing Fund programme received strategic outline case (decision point 2) approval by the Combined Authority in September 2020. Each scheme will now progress through the Assurance Process individually, for approval at outline or full business case. A proposed pipeline of schemes, subject to the assurance process, was presented to the Combined Authority in July 2021 following engagement with partner Councils and the private sector. The 5 schemes outlined in this report, are part of that pipeline of projects.
- 4.20 The schemes will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will create more homes in the region by bringing forward more brownfield land into development through targeted investment in activities such as making former industrial land safe.
- 4.21 The programme will contribute to the Government's 'levelling up' agenda to re-balance the UK economy, targeting funding to help ease the viability issues that brownfield projects face. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
- 4.22 One of the high-level objectives of the Brownfield Housing Fund as set by the Government is that all projects must represent good value for money and be Green Book compliant with a benefit cost ratio of at least 1. The Combined Authority will strive for a BCR higher than this for projects that come through the programme, and it will also be important to take account of the wider social, economic, and environmental benefits in appraisal of the programme and prioritise projects with the highest additionality.
- 4.23 Schemes also need to demonstrate market failure (i.e. that without public sector funding the scheme could not progress) and the construction of homes to have started on site by 31 March 2025 when the funding stream will come to an end.
- 4.24 Due to the emphasis on Clean and Inclusive Growth criteria in the project selection process, the Brownfield Housing Fund schemes seeking approval in this report will help positively contribute to the Mayor of West Yorkshire's pledge to build 5,000 sustainable homes including council houses and affordable homes.
- 4.25 On its own, BHF will only take the ambition to a certain stage but BHF is expected to contribute as follows:

- All sites are on brownfield land and the target is to deliver a minimum of 4500 start on sites by March 2025. Brownfield redevelopment ensures that contaminated land is cleaned up and restored, bringing sites which are often underutilised, or derelict back into wider use for local communities, improving the quality of the environment and removing threats to health and safety.
- The BHF Programme will help to deliver an estimated 4563 sustainable homes.
- The BHF Programme will help to deliver an estimated 1900 affordable homes.
- The current pipeline of projects being considered in the programme offers the ability to work with a range of housing providers, including Registered Providers, the public and the private sector, and also the potential to co-invest with Homes England on major regeneration initiatives.
- A number of projects support the Combined Authority's ambitions for sustainable development through promotion of low carbon homes, Modern Methods of Construction, early adoption of the Future Homes Standard and opportunities for Passivhaus¹ development.
- The nature of brownfield sites means that the majority are in more sustainable locations, e.g. close to local public transport hubs, reducing reliance on car ownership and usage, and providing closer access to employment and educational centres and opportunities. The current pipeline of projects also includes opportunities for refurbishment of a small number of heritage buildings, bringing new purpose to important buildings of local identity.

4.26 Due to the commercial nature of these projects some of the details of the schemes are outlined in the exempt **appendix 10**.

¹ A voluntary standard for energy efficiency in a building, which reduces the building's ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

Scheme Summaries

<p>Rail Parking Package - Outwood Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme is part of the Rail Park & Ride Programme, a package of car park extensions which aims to increase access to train services in West Yorkshire and beyond.</p> <p>The scheme will increase car parking capacity at Outwood Rail Station to support increased access to train services. This will help reduce congestion, improve local air quality and enhance people's access to jobs, training and apprenticeship opportunities, as well as leisure and family/caring responsibilities.</p> <p>The scheme is to be funded by the West Yorkshire plus Transport Fund.</p> <p><u>Impact</u></p> <p>The scheme's wider social benefits include noise reduction, air quality improvement and greenhouse gas emission associated with the reduction in car use as a result of the car parking provision provided. Enhanced landscaping will counterbalance the loss of some greenfield land while improving drainage and reducing flood risks.</p> <p>The scheme represents very high value for money with a benefit to cost ratio of 4.5:1.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value - £2,731,000</p> <p>Total value of Combined Authority funding - £2,731,000</p> <p>Funding recommendation sought - £296,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>TCF - North Halifax Improved Streets for People</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme will encourage walking and cycling in north Halifax through a series of improvements including 4 kilometres of new cycle lanes, walking pathway improvements and traffic calming measures, providing improved access between Ovenden in north Halifax and the town centre.</p> <p>The scheme will be funded by the Transforming Cities Fund (TCF).</p> <p><u>Impact</u></p> <p>By improving journeys by bike and on foot, the scheme will improve access to training, education, employment, retail and leisure for local residents.</p> <p>By encouraging walking and cycling, the scheme will help to increase physical activity and contribute to improved health for local residents. Reduced reliance on private vehicles will reduce transport related emissions and improve local air quality.</p> <p>The scheme's value for money reflects a benefit cost ratio (BCR) of 1.81:1 which represents medium value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme – £10,958,000</p> <p>Total value of Combined Authority funding – £10,958,000</p> <p>Funding recommendation sought – £1,350,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>TCF - West Halifax Improved Streets for People</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme will improve journeys made by bus and on foot, in the Park ward area in west Halifax, through a series of improvements, including new pedestrian crossing facilities, traffic calming and parking restrictions, along with bus priority measures at key junctions. The scheme will improve access on foot and by bus between the Park ward area in west Halifax and the town centre.</p> <p>The scheme will be funded jointly by the Transforming Cities Fund (TCF) and the Integrated Transport Block (Streets for People Demonstration Project).</p> <p><u>Impact</u></p> <p>By improving journeys made by bus and on foot, the scheme will improve access to training, education, employment, shops and leisure for local residents.</p> <p>By encouraging walking and cycling, the scheme will also help to increase physical activity and contribute to improved health for local residents. Reduced reliance on private vehicles will reduce transport related emissions and improve local air quality.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 1.37:1 which represents low value for money. However, when considering the sensitivity test results and given additional modelling work to be undertaken at the next stage to better capture the scheme's benefits, it is likely that the scheme's value for money will fall into the medium category.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £9,240,000</p> <p>Total value of Combined Authority funding - £8,240,000</p> <p>Funding recommendation sought - £1,275,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>BHF West Leeds Phase 1</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver 623 new homes and 362 student residential accommodation on brownfield land located southwest of Leeds city centre.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 230 affordable homes.</p> <p><u>Impact</u></p> <p>This scheme will deliver a new riverside walkway and cycle/footbridge across the River Aire to encourage cycling and walking, improving health of local residents and encourage less reliance on private cars, therefore improving local air quality. The development includes provisions for cycle parking spaces, a resident's car club, and a number of energy efficiency measures will be included in the building designs, including air source heating pumps, along with new green outdoor space.</p> <p>The scheme will provide 10 homes for homeless people on the site. It is proposed that nine of the units will be occupied and the one will be used for healthcare and training.</p> <p>The benefit cost ratio for this scheme has been identified as 2.2:1 representing high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>BHF Hebden Bridge Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme will build 20 new homes in Hebden Bridge.</p> <p>This scheme will be funded from the Brownfield Housing Fund and provide 20 affordable homes.</p> <p><u>Impact</u></p> <p>The scheme is providing 100% affordable homes.</p> <p>This scheme will deliver energy efficient homes with zero-carbon-ready heat technology. Cycle storage and electric vehicle charging points will be built in, and where possible, on-site renewable energy provision with battery storage will be installed to enhance the scheme's low carbon credentials. The homes will also help tackle fuel poverty.</p> <p>The benefit cost ratio for this scheme is expected to be around 1:1. This will be confirmed at the next stage of the assurance process.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>BHF Leeds Central</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver 185 new homes on brownfield land located on a derelict corner site in Leeds.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 37 affordable homes.</p> <p><u>Impact</u></p> <p>The new homes will have a significant amount of external and internal leisure and workspace. The development will also include cycle spaces, which will encourage cycling and walking thereby improving health of local residents, reducing reliance on private vehicles, therefore improving local air quality.</p> <p>The scheme will connect to the Leeds Pipes District Heating Network. This will provide low carbon heating and hot water and open up the possibility for other surrounding new and existing developments to also benefit from being connected, driving investment in locally generated secure, sustainable, and low carbon energy, contributing to the Combined Authority 'Tackling the climate emergency' priority.</p> <p>The benefit to cost ratio for this scheme is 3.8:1, representing high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>BHF Leeds South 1B</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme will deliver 142 homes on brownfield land in the South Bank area of Leeds city centre.</p> <p>The scheme will be funded from the Brownfield Housing Fund and provide 13 affordable homes.</p> <p><u>Impact</u></p> <p>The scheme will deliver homes that are seven to ten times more energy efficient than current building regulations. This is based on the technology used in the properties, their airtightness and the installation of mechanical ventilation with heat recovery, removing the need to artificially heat the properties. This will support the scheme to deliver an estimated carbon saving of 490 tonnes per year.</p> <p>The benefit to cost ratio for this scheme is 4.9:1, representing very high value for money.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>BHF Knottingley</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>The scheme will build 175 new homes and two retail units on the site of a former industrial site in the Wakefield area.</p> <p>The scheme will be funded from the Brownfield Housing Fund. No affordable homes are provided, however it is hoped the scheme will help stimulate regeneration in the locality.</p> <p><u>Impact</u></p> <p>The scheme will help stimulate regeneration in the Wakefield area by increasing attractiveness of the area and encourage investment of one of the most deprived areas in Wakefield.</p> <p>The scheme will lead to reduced energy consumption by the installation of photovoltaic panels, which transform solar energy into electricity, to a number of the housing units. The scheme aims to reduce average domestic carbon emissions of the new housing units by 20%.</p> <p>Development of the site also includes the delivery of a large, public access ecology area with four ponds to enhance public space and provide suitable habitat for great crested newts.</p> <p>The value for money assessment reflects a benefit cost ratio of 1.3:1 representing acceptable value for money. The wider benefits of the scheme relate to the transformation an area in one of the most deprived parts of Wakefield.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case, and work commences on activity 5 (delivery)).</p> <p>Details of the costs and funding approval are outlined in the exempt appendix 10 as these are commercially sensitive.</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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<p>White Rose Station</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>This scheme will deliver a new rail station on the Leeds-Huddersfield line. The proposed station will sit between Morley and Cottingley on this section of the Transpennine route. The scheme will enable a shift from road to rail journeys.</p> <p>The scheme will be funded from the Leeds Public Transport Investment Programme, Transforming Cities Fund, New Stations Fund and other public and private sector match funding.</p> <p><u>Impact</u></p> <p>The scheme contributes to the delivery of the Strategic Economic Framework priority of Delivering 21st Century Transport.</p> <p>The scheme's wider social benefits include enhanced access to employment and training opportunities at the White Rose Office Park, together with enhanced transport services for local people and businesses to Leeds city centre, Dewsbury, Huddersfield and across the north of England. The station will provide the catalyst for continued expansion of the office park and wider economic development in the area, contributing to regeneration in south Leeds. The scheme 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 the shift from road to rail journeys.</p> <p>The scheme has a benefit cost ratio of 2.25:1 judging the scheme as high value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through full business case with finalised costs and work commences on delivery.</p> <p>Total value of the scheme - £26,500,000</p> <p>Total value of Combined Authority funding - £22,000,000</p> <p>Funding recommendation sought - £22,000,000</p> <p>A decision by the Place, Regeneration and Housing Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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Decisions relevant to this thematic committee made through other delegations

- 4.27 This is the first meeting of the Place, Regeneration and Housing Committee. Since the Combined Authority meetings on 9th September and 22nd October and the Finance, Resources and Corporate Committee's meeting on 3 November 2021, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process.

Decisions made by the Combined Authority

- 4.28 The following schemes have recently been assessed in line with the Combined Authority's assurance process and approved by the Combined Authority due to expediency of delivery.

<p>Department for Transport Capability Fund (Revenue) West Yorkshire 9 September 2021</p>	<p><u>Scheme description</u></p> <p>The Department for Transport's Capability Fund (Revenue) allocated to the Combined Authority will promote and enable more people to walk and cycle across West Yorkshire.</p> <p>The scheme also includes funding to support the development of the region's Local Cycle and Walking Implementation Plans (LCWIPs) which will set out the programme of future cycling and walking schemes.</p> <p><u>Impact</u></p> <p>Enabling more people to walk and cycle, and reduced car use, through behaviour change activity, to allow safer and more convenient journeys by bike and on foot, for local journeys, travel to school and for work.</p> <p>Increased levels of physical activity leading to improved health, particularly in urban communities in areas of higher deprivation.</p> <p><u>Decision sought</u></p> <p>Approval to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £1,351,341</p> <p>Total value of Combined Authority funding - £1,351,341</p> <p>Funding approval - £1,351,341</p>
<p>Active Travel Fund: Local Authority Capital Funding 2021/22 West Yorkshire 22 October 2021</p>	<p><u>Scheme description</u></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><u>Impact</u></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 approval - £12,361,310</p>
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Decisions made through the delegation to the Managing Director

4.29 The following schemes have recently been assessed in line with the Combined Authority’s assurance process and approved through the agreed delegation to the Combined Authority’s Managing Director.

<p>Corridor Improvement Programme: A62 Smart Corridor</p> <p>Kirklees</p>	<p><u>Scheme description</u></p> <p>The scheme will improve the A62 Leeds Road corridor in Huddersfield between the junction of Huddersfield Ring Road, Southgate, Northumberland Street and Old Fieldhouse Lane - a corridor length of approximately 2km.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund</p> <p><u>Impact</u></p> <p>This scheme will increase the highway capacity and reduce congestion along the A62 Leeds Road corridor in Huddersfield, supporting improved journey times for all road users and the access to existing employment and housing as well as facilitating future developments, supporting the Local Plan. Upgrading of the junction layouts will also improve safety for pedestrians, cyclists, and motorists.</p> <p>The scheme has a Very High value for money BCR of 6.01:1</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 8 October 2021 for this scheme to proceed through decision point 5 (on the previous assurance pathway) and for work to commence on Delivery.</p> <p>Total value of scheme: £10,503,000</p> <p>Total value of Combined Authority funding: £7,500,000</p> <p>Combined Authority funding previously approved: £1,282,000</p> <p>Funding approved: £6,218,000</p>
<p>Leeds City Centre Grey to Green Stages 3 & 4</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The full scheme will deliver a series of public space, greenspace and walking and cycling connectivity improvements between Leeds South Bank and the city centre. It consists of:</p>

	<ul style="list-style-type: none"> • A new green space on Meadow Lane (replacing an existing surface car park) that will form an entrance to the planned “Aire Park” on the former Tetley site. • Additional public space improvements in the area linked to the Corn Exchange Gateway. • A new footbridge across the River Aire from Sovereign Square to connect the South Bank to the city centre and Leeds Railway Station • The redesign of Crown Point Road to improve links between Aire Park and key uses in the area including education facilities and transport hubs. <p>This approval is for the third and fourth stages of the scheme – Sovereign Square Footbridge and Crown Point Road.</p> <p>The scheme is funded from the Getting Building Fund (GBF).</p> <p><u>Impact</u></p> <p>The scheme will directly deliver 6,700 m² of new green space and public space, 1.4 kilometres of cycling and walking improvements and an annual reduction in CO2 of 3,500 kilograms. When completed it has the potential to support up to 2,445 new/safeguarded jobs and provide 33,944 m² of new commercial floorspace and unlock the delivery of 1,150 new houses across Leeds South Bank.</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 22 October 2021 for Stages 3 and 4 of the Grey to Green scheme (Sovereign Square Footbridge and Crown Point Road) to proceed through decision point 5 (on the previous assurance pathway) and for work to commence on delivery.</p> <p>Total value: £13,117,000</p> <p>Total value of Combined Authority funding: £8,600,000</p> <p>Combined Authority funding previously approved: £4,747,000</p> <p>Funding approved: £3,853,000 (Sovereign Square Footbridge - £1,906,000; Crown Point Road - £1,947,000)</p>
<p>Elland Rail Station</p> <p>Calderdale</p>	<p><u>Scheme description</u></p> <p>The scheme involves provision of a new railway station, park and ride car park and complementary walking, cycling and public realm enhancements in the town of Elland in Calderdale.</p> <p>The proposed station sits on the Calder Valley Line on a site adjacent to the A629 and close to Lowfields Business Park. The walking, cycling and public realm enhancements (collectively known as the Access Package) connect the station to the business park, the town centre and surrounding residential areas including West Vale.</p> <p>The scheme is funded from West Yorkshire plus Transport Fund (WY+TF), Transforming Cities Fund (TCF) and Calderdale Council Capital funds.</p> <p><u>Impact</u></p> <p>The overarching aim of the new station and associated access and public realm improvements is to serve as a catalyst to the</p>

	<p>transformational regeneration of Elland, achieving sustainable and inclusive growth.</p> <p>The scheme's benefits will include improving access to a wider labour market for existing and prospective businesses in Elland, improved accessibility of rail services for residents of Elland and surrounding areas, particularly those within the most deprived areas, supporting local housing growth and reducing road casualties.</p> <p>The climate change and environmental impacts will include reducing carbon emissions from motor vehicle use by 5% by 2030, which equates to 1864 tonnes of CO2 over the scheme's 60-year appraisal period, through promoting mode shift and increasing the number of walking and cycling trips in Elland by 26%, which in turn will reduce traffic congestion on strategic routes such as the A629.</p> <p>The scheme currently presents a benefit cost ratio (BCR) of 1.3:1</p> <p><u>Decision</u></p> <p>The Managing Director gave approval on 22 October 2021 to the change request to the Elland Station project to draw down an additional £1,500,000 of scheme development funding is approved</p> <p>Total value - £29,435,000</p> <p>Total value of Combined Authority funding: £29,385,000</p> <p>Combined Authority funding previously approved: £1,434,000</p> <p>Funding approved: £1,500,000</p> <p>Total approved Combined Authority funding with this approval: £2,934,000</p>
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Decisions made through the delegation to the Director of Delivery

- 4.30 The following schemes 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>Wakefield City Centre Package phase 1 - Kirkgate</p> <p>Wakefield</p>	<p><u>Scheme description</u></p> <p>This scheme was the first phase of the Wakefield City Centre Package, with Phase 2 Ings Road still in development. The scheme has improved connectivity within the Kirkgate area, including to the rail station, attract new development to support economic growth and improve health and safety within the area.</p> <p>The main activities undertaken were carriageway works to include a bus priority approach on Kirkgate to the bus stops, closure of pedestrian underpasses and replace with at grade signal-controlled toucan crossings, extensive repaving of footways to match quality and style of existing footway in the vicinity and installation of a storm drainage system to mitigate against flooding in the area.</p> <p>The scheme was fully funded from the West Yorkshire plus Transport Fund (WY+TF)</p>
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	<p><u>Impact</u></p> <p>The scheme has delivered 5700 m2 of enhanced public realm, one new road junction and 7 improved junctions, three new and three improved formal pedestrian crossings and 0.4km of new cycleway and 0.4km new shared use lane.</p> <p><u>Decision</u></p> <p>The Director of Delivery gave approval that:</p> <ul style="list-style-type: none"> • The project closure report for the Wakefield City Centre Package Phase 1 - Kirkgate is approved, the scheme proceeds through decision point 7 and the project is closed. • The project has met the key requirements / deliverables in accordance with the Funding Agreement, is financially complete and no further payment is due to Wakefield Council from the WY+TF Fund.
<p>CityConnect Phase 3: Castleford to Wakefield Greenway Phase 4</p> <p>Wakefield /Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme delivered the construction of a greenway link to the Trans Pennine Trail from the existing Wakefield to Castleford routes being delivered through City Connect to provide a complete cycle route between Leeds, Wakefield, and Castleford.</p> <p>The scheme, which was delivered by Sustrans, consisted of 1.3km of off highway greenway to the south of Methley, 1.1km on disused railway line with the final 200 metres dropping off the railway alignment and through woodland to the rear of Embleton Road / Pinders Green Drive in Methley Junction and connects to the access track at the end of Pinders Green Walk</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme objectives were:</p> <ol style="list-style-type: none"> 1. To increase walking and cycling so that it becomes part of residents' healthy living plan 2. To make cycling a natural and popular choice for short journeys 3. To make cycling accessible to all low income and vulnerable groups 4. Improve access to employment, skills, and education 5. Reduce CO2 and improve local air quality 6. Create a safe environment for active modes <p>Objectives 4 and 6 can be considered to be met. The rest will be assessed, where possible, through post-scheme monitoring and evaluation.</p> <p>In the first 2 months of operation (April and May 2021) a total of 2,615 cycle trips were recorded by the cycle counter. Once 12 months of data has been collected the benefits will be able to be assessed and reported at decision point 7 stage</p> <p><u>Decision</u></p> <p>The Director of Delivery gave approval that:</p>

	<ul style="list-style-type: none">• The project closure report (financial closure decision point 6) for the CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4 project is approved, and work continues on benefits realisation and evaluation as outlined in this report.
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5 Information

5.1 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.

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

Projects in Stage 1: Assessment and Sequencing

5.3 There are no schemes requiring consideration at this assurance stage.

Projects in Stage 2: Scheme Development

Project Title	Rail Parking Package - Outwood
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.4 This scheme is funded through the Local Growth Fund. The purpose of this funding is to attract the next generation of jobs and deliver a step change to the growth of the City Region. The Local Growth Fund enables the implementation of the priorities set out in the Strategic Economic Framework including the development of housing and commercial sites, expansion of a skilled workforce, support to growing businesses, promotion of resource efficiency and investment in integrated transport (through the West Yorkshire plus Transport Fund).
- 5.5 This scheme is part of the £54,830,000 Rail Parking Package, delivered through the West Yorkshire plus Transport Fund. The package of car park extensions aims to improve travel to and from West Yorkshire, as well as travel within West Yorkshire. The purpose of the package is to increase car parking capacity at selected stations, providing people with increased access to train services. In turn this will help reduce congestion, improve local air quality, and improve people's access to jobs, training and apprenticeship opportunities, as well as leisure and caring commitments. To date, 5 sites have been completed providing an additional 447 spaces, 4 will be starting in 2021 to provide 372 spaces, and 6 are in development. Outwood is one of the priority sites currently in development.
- 5.6 The current car park at Outwood Rail Station can accommodate 130 cars. Audits carried out since January 2019 show that the car park reaches full capacity by 8am on most weekdays. Informal parking adjacent to the car park and close to nearby housing was also observed as part of the audits, which has resulted in complaints from residents.

- 5.7 This scheme will deliver 167 additional car parking spaces, including two Electrical Vehicle (EV) charging points, bringing the total of car spaces to 297, including an additional 8 blue badge bays. The additional car parking spaces will help address the capacity issues and the unauthorised parking in residential areas by commuters. The scheme will also include safety and security improvements to the lighting of the car park, CCTV and reduce flooding by improved drainage on the site.
- 5.8 The scheme meets several strategic drivers for investment, including contributions towards the Strategic Economic Framework (SEF) priorities by increasing the access to lower carbon travel and more sustainable form of transport. The key priorities this scheme will deliver include delivering 21st century transport – by creating efficient transport infrastructure to connect communities, making it easier to get to work, do business and connect with each other; tackling the climate emergency (Mayoral Pledge 10), by enabling the region to grow the economy while cutting emissions and caring for the environment, through the shortening of journeys made by car to work and leisure activities.
- 5.9 By increasing the parking provision, help will be given to those who may face barriers in accessing employment or learning/retraining opportunities as a result of a lack of accessible, reliable, and affordable public transport.
- 5.10 A summary of the scheme's business case and location map is included in **Appendix 2**.

Tackling the Climate Emergency Implications

- 5.11 The scheme will contribute to the delivery of a low emission transport system with the station car park extension enabling a further 167 users to access free, secure parking and complete onward journeys to employment, education, or retail via the rail network and therefore a less carbon intensive mode of travel. This will reduce road congestion and improve air quality.

Outputs, Benefits, and Inclusive Growth Implications

- 5.12 The scheme outputs, benefits and inclusive growth implications include:
- Improved access to rail services, including journey times, through the provision of 167 additional car parking spaces.
 - Provision of 8 Blue Badge Bays to meet minimum Department for Transport criteria.
 - Two electrical vehicle charging points will be installed with the potential to include further charge points as demand increases.
 - Provision of a new pathway between the new carpark and station.
 - New CCTV and lighting will be added to the site and along the new pathway created between the carpark and platform, creating a safer environment for all transport users.

- Reduction of on-street parking around the station in nearby residential streets.
- Value for Money is rated as Very High with a Benefit to Cost Ratio of 4.5:1.
- The scheme's wider social benefits include noise reduction, air quality improvement and greenhouse gas emission reduction benefits associated with the reduction in car use as a result of the car parking provision provided. New landscaping will counterbalance the loss of some greenfield land, while improving drainage and reducing flood risks.
- Enabling inclusive growth by enabling as many people as possible to contribute to, and benefit from, economic growth in the region's communities, towns, and cities.

Equality and Diversity Implications

5.13 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. As the full business case develops, equality and diversity impacts will be further taken account of.

Risks

5.14 The scheme risks include:

- Land acquisition - parts of the proposed route along Colliery Approach is shown on unadopted highway. This risk is mitigated by early and on-going discussions with landowners and legal services.
- Funding - unforeseen or additional survey works undertaken for feasibility exceed approved funds. This risk is mitigated by accurate budgeting of feasibility spend by the project team.
- Feasibility - increase in land acquisition costs and / or utility diversions causing greater than anticipated scheme costs and / or contingency allowance exceedance. This risk is mitigated by reassessing Value for Money at full business case.
- Funding - utility diversions may be required incurring additional costs not budgeted. This risk is mitigated by allowance in the feasibility budget for surveys and ensuring adequately detailed costs are obtained in next phase of business case development.

Costs

5.15 The scheme costs are:

- The current total forecast cost of the scheme is £2,731,000
- The current, indicative, Combined Authority contribution to the total scheme costs at this decision point is £2,731,000 allocated from the West Yorkshire plus Transport Fund.

- Previous total forecast and Combined Authority cost of the scheme:
 - £1,106,000 at decision point 2 (strategic outline case) on 29 June 2017
 - £1,540,000 in a change request on 13 December 2018
 - £2,660,000 at the West Yorkshire plus Transport Fund Review on 2 December 2020
- The total scheme costs approved to date is £2,660,000; the scheme is now seeking outline business case indicative approval of £2,731,000 with an increase in total scheme costs of £71,000. The reasons for the increase include the addition of a drainage scheme, new LED lighting, extensive land stabilisation, along with increased project design and procurement costs. The cost increase is being managed within the wider Rail Parking Package programme and has been confirmed by the Senior Responsible Owner as affordable.
- Development costs approved to date stand at £210,000 with a request for additional development costs of £86,000 taking the total scheme development cost to £296,000 which is a little over 10% of the total scheme costs. This additional funding will be used for staffing and survey costs taking the scheme to full business case.
- The Combined Authority will need to enter into an amendment to the existing Funding Agreement with Wakefield Council for expenditure of up to £286,000.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/06/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/07/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/06/2023

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/12/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	02/12/2024

Other Key Timescales

- Construction starts – October 2022
- Construction ends – May 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within +5% of those outlined in this report
Delivery (decision point 5) timescales remain within 3 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 5.16 A good strategic fit and case for change were evidenced in the business case, supporting policy at national, regional, and local levels.
- 5.17 Further detailing of constraints, interdependencies and a comprehensive outline of stakeholder engagement plans for future consultation would be beneficial at the next decision point. This scheme meets three of the five Strategic Economic Framework (SEF) priorities.
- 5.18 A summary of the demand forecast undertaken as part of this scheme was provided and in light of COVID-19.
- 5.19 The management case provides a broad structure of scheme governance and delivery. A benefits realisation schedule was provided; however, a comprehensive plan would be beneficial alongside the Monitoring & Evaluation Plan to be delivered at full business case.
- 5.20 The scheme has been deemed affordable and represents very high value for money.

Recommendations

5.21 The Place, Regeneration and Housing Committee approves that:

- (i) The Outwood Park and Ride 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 £2,731,000. The total scheme value is £2,731,000.
- (iii) Development costs of £86,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £296,000. The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £296,000.
- (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.

Project Title	TCF - North Halifax Improved Streets for People
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.22 This package 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.
- 5.23 At strategic outline case (decision point 2), the North Halifax Improved Streets for People project, alongside four other schemes, comprised part of the TCF Halifax Walking, Cycling, Rail and Bus Transformation Package with an indicative approval of £53,900,000 granted from TCF funds to fund the 'more ambitious' scenarios of all schemes included in the package.
- 5.24 Calderdale is amongst the 30% most deprived Local Authority areas in the country, and five areas in north Halifax are in the top 10% most deprived nationally. More than a quarter of people in the Ovenden ward in north Halifax, and a fifth of people in the Illingworth & Mixenden ward live in poverty. Unemployment in north Halifax is higher than the Calderdale and West Yorkshire average, and 39% of households have no access to a car or van within north Halifax. Low car ownership levels in some of the most deprived wards, combined with limited public transport services, and unappealing walking environments exacerbate inequality and poor health. Life expectancy in the Ovenden ward in north Halifax is significantly lower than for Calderdale.

Although car ownership is lower in north Halifax, there are areas where parked vehicles and footpaths combine to create barriers to walking and cycling. This, combined with obstructions and limited footpath widths, restricts pedestrians, pushchair and wheelchair users passing each other safely in several areas.

- 5.25 The project comprises a series of prioritised walking and cycling improvements including 4 kilometres of new segregated cycleway and walking route improvements, and traffic calming measures to link the communities of north Halifax to employment, retail, and leisure opportunities in the town centre. These activities will be complemented by planting, lighting, artwork, and street furniture. These measures will support the commercial, retail, leisure, and cultural sectors of the economy by enabling more employees, customers, and visitors to reach the town centre from north Halifax, and lead to an increase in the proportion of journeys made by walking and cycling, reducing reliance on private vehicles and improve residents' health.

- 5.26 The scheme will deliver:

Cousin Lane Active Travel Corridor

- A two-way cycle track on the western side of the road, junction improvements at Moor Lane and Club Lane, and improved footpaths and pedestrian crossings. New pedestrian and cycling crossing points at Ovenden Way/Cousin Lane/Nursery Lane roundabout and a new zebra crossing close to Moor Lane.

Ovenden Way & Ovenden Road Active Travel Corridor & Liveable Neighbourhood

- Dedicated cycleway on Ovenden Way
- Shared walking and cycling route on Ovenden Road and traffic calming measures including speed limit change from 40mph to 30 mph, provision of a new pedestrian and cycling crossing.
- A new traffic light operated crossing, to benefit people walking and cycling on Shroggs Road.

Dean Clough and Lee Bridge Active Travel Corridor

- Lee Bridge: Dedicated cycleway from Dean Clough Gate 9 (the entrance to the main car park) to Corporation Street. Shared walking and cycle route from Shroggs Road to Dean Clough Gate 9. New pedestrian and cycling crossing points at Lee Bridge/Lee Bank junction. Safety and local area improvements including lighting, plants, and artwork on flyovers along Lee Bridge.
- New lighting to improve the sense of security underneath the overpasses at the Lee Bridge / Lee Bank junction and over Cross Hills.
- Akroyd Place: separate cycleway.

- Separate walking and cycle route on the path around Crib Lane car park and a cycleway on Corporation Street.
- Dean Clough: improvements to footpaths and safe crossing points, planting, sustainable drainage, and improved bus waiting areas. Speed limit reduction from 30mph to 20 mph.

5.27 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), contributing to deliver 21st century transport infrastructure through improving connections for cyclists and pedestrians between Halifax Town Centre and north Halifax, as well as within north Halifax. It contributes to tackling the climate emergency and reducing carbon emissions by supporting a transformed transport network which delivers access to high quality walking and cycling infrastructure. By delivering improved access to cycling and walking, the scheme promotes inclusive growth as it ensures that residents are better connected to employment, education and training opportunities in Halifax town centre, Calderdale, and the wider city region.

5.28 A summary of the scheme's business case and location map is included in **Appendix 3**.

Tackling the Climate Emergency Implications

5.29 The scheme will deliver clean growth and reduce levels of carbon emissions from vehicles by encouraging more walking and cycling, by making them more appealing alternatives to the private car for short and medium distance journeys.

5.30 A reduction in greenhouse gas emissions equal to 430 tonnes of CO₂e over a 60-year period, following the scheme's opening in 2023, is anticipated, as a result of taking approximately 92,000 car kms off the north Halifax Road network each year. The planting of 156 new trees is expected to bring about an additional reduction of 78 tonnes of CO₂e over 60 years. Meanwhile, a significant increase in embodied carbon emissions of about 563 tonnes of CO₂e is anticipated during the scheme's construction that will slightly outweigh emission reductions from reduced vehicle kms travelled and tree planting. As a result, the scheme is expected to induce an overall slight adverse carbon impact of approximately 55 tCO₂e over a 60-year period.

Outputs, Benefits, and Inclusive Growth Implications

5.31 The scheme outputs and benefits include:

- Improve walking and cycling access from north Halifax to Halifax town centre through the delivery of a 4 km cycle track, 1 km of widened footpaths and 16 pedestrian crossings in combination with improvements to the local area through improved lighting and new plants by 2023.
- Increase levels of walking on the scheme corridor by 15% by 2025 through the provision of a high-quality walking route between north Halifax and Halifax town centre, alongside safety enhancements through traffic calming and speed reduction measures.

- Increase levels of cycling on the scheme corridor by 138% by 2025.
- Improve road safety for all users within the scheme area through the provision of 16 new, safe pedestrian and cycling crossing facilities; the implementation of about 3.5 kilometres of traffic calming measures and reductions on speed limits. Target to achieve a 3% reduction in deaths and serious injuries on the roads rate by 2025.
- Improve the attractiveness and perception of the north Halifax area by enhancing the local environment through tree and shrub planting, lighting, and artwork.
- Support local residents in north Halifax to access employment opportunities in Halifax town centre and beyond by improving walking and cycling access.

Equality and Diversity Implications

5.32 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

5.33 The scheme risks include:

Risk of cost increases due to:

- Requirement for compulsory purchase of land extending project timescales. Engagement with identified landowners will continue, and the next stage of detailed design will ensure scheme elements are designed such that the risk of compulsory purchase is removed.
- Utility diversion requirements underestimated during design. Unidentified and inaccurate location of utilities likely to be encountered within the scheme area that would require changes to scheme design, to be undertaken as part of next stage design, and further mitigated by a budget allowance included within the construction costs.
- Increases in the costs of materials due to inflation, lack of competition in the construction market and or limited availability from Brexit and COVID-19. Mitigated by the total cost estimate including allowances for risk as derived by a Quantitative Risk Assessment (QRA) and contingency at 10% of direct delivery costs.

Risk of significant programme delays due to:

- Limitations of capacity and resources within the construction market to carry out the project as multiple TCF projects are working towards the same delivery timelines. Mitigated by the Combined Authority teams reviewing the alignment of construction activities across the TCF programme.
- Underestimation of statutory works' requirements, adverse weather conditions, other works to the Strategic Road Network and/or reduced

workforce due to COVID-19. Mitigated by early engagement with statutory services. Aim for construction to take advantage of seasonal weather periods. Early contractor involvement to be undertaken to validate cost estimates and construction programme.

Costs

5.34 The scheme costs are:

- Total scheme costs amount to £10,958,000 and will be funded through the Transforming Cities Fund with the Combined Authority's contribution capped at this amount.
- This is an increased request of £2,958,000 to the Combined Authority's funding since decision point 2 (strategic outline case), when an indicative approval of £8,000,000 was given. The increase in costs is due to a requirement to include Combined Authority costs associated with delivering the scheme, significant increase in general construction market costs in 2021 compared to 2020 when the previous estimates were undertaken; allowing a greater allowance for risk and contingency; ensuring the updated design proposals align with the higher standards required by Department for Transport and addressing feedback from public consultation support for greater more improvements to the local area e.g. provision of cycling paths on Cousin Lane to serve the most disadvantaged areas, planting, lighting artwork. The additional work will be funded through the TCF programme level risk and contingency fund, in accordance with the principals and indicative scheme budgets set out within the TCF Programme Review Report to the Investment Committee, June 2021.
- Development costs of £630,000 were approved by the Investment Committee in June 2020.
- Approval of additional development funding of £1,350,000 is sought to enable the scheme's progression to Full Business Case.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Discharge of outline business case conditions	Combined Authority's Programme Appraisal Team	30/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	23/09/2022

	Decision: Combined Authority's Managing Director	
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	07/10/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/08/2028

Other Key Timescales

- Public consultation (feasibility designs): November to December 2021
- Planning application determination: March to April 2022
- Enabling works: August – October 2022
- Start of main construction works: November 2022
- End of main construction works: August 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within 0% of those outlined in this report
Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Appraisal Summary

- 5.35 The scheme has a sound strategic case and the proposed activities have been developed in response to local needs, as identified through early engagement with local communities and ward members. Support to date from key stakeholders has been adequately demonstrated.
- 5.36 Public consultation on concept designs undertaken in April 2021 suggested that the scheme is overall well received and supported by the public. Less support was received for proposals involving changes in parking provision to accommodate the new cycleways and widened footpaths. It is

acknowledged, though, that most of the parking spaces to be affected by the scheme are primarily used for business purposes and in areas where there is adequate off street parking provision. The next round of consultation on feasibility designs is planned for November – December 2021. Outcomes will be reported to demonstrate ongoing public support and concerns raised.

- 5.37 The preferred option at this stage includes cost increase from decision point 2 and a notable cost difference of £2,650,000 from the less ambitious option. The conditions attached to this approval will confirm the justification of the cost increases. The case for inclusion of Cousin Lane cycleway and pedestrian improvements in the core scheme scenario is well supported. The continuation of the Ovenden Way cycleway along Cousin Lane will link the deprived and densely populated communities of Ovenden to the town centre. Two future housing development sites are planned in proximity to Cousin Lane corridor (234 new homes anticipated) and if they would also benefit from the proposed improved walking and cycling links in this scheme.
- 5.38 Under the current scheme designs, it is possible that a Compulsory Purchase Order (CPO) will need to be raised to acquire several unregistered parcels of land required for the delivery of various scheme elements. There is a risk that the current completion date of August 2023 will slip due to delays associated with the compulsory purchase of land. Certainty needs to be provided over land requirements and CPO implications, design to be informed by further engagement with landowners and deliverability to be demonstrated before the next decision point.
- 5.39 Further work on the economic case is recommended before the next decision point, particularly in relation to the anticipated levels of demand for walking and cycling.
- 5.40 Overall, the scheme is at an early stage for an Outline Business Case submission as changes in scope, cost estimates and construction programme may occur as it progresses at the next stage. As such, an update report will be submitted to PAT prior to the submission of the full business case.

Recommendations

- 5.41 The Place Regeneration and Housing (PRH) Committee approves that:
- (i) The North Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
 - (ii) An indicative approval to total scheme costs of £10,958,000 is given, to be funded by the Combined Authority's Transforming Cities Fund (TCF).

- (iii) Additional development costs of £1,350,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,980,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,980,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
 - Outcome of public consultation on feasibility designs and demonstrate continued political support for the scheme.
 - An update on the progress of land acquisition.
 - Preliminary designs for the scheme.
 - Progression of statutory undertaker work requirements and associated costs.
 - Updated costs, QRA and programme.
 - Updated economic case.
 - Demonstrate project affordability within the overall Transforming Cities Fund's programme.
- (vi) 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 - West Halifax Improved Streets for People
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.42 This package will be funded jointly through the Department for Transport's Transforming Cities Fund (TCF) and the Integrated Transport Block (ITB). 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.
- 5.43 At strategic outline case (decision point 2), an indicative approval of £53,900,000 from TCF funds was given to fund the more ambitious scenarios of all five schemes included as part of the TCF Halifax Walking, Cycling, Rail and Bus Transformation Package. Following decision point 2, the Park Ward Healthy Streets and West Halifax Bus Efficiency projects, included in the package, were combined into a single scheme renamed as "West Halifax Improved Streets for People".
- 5.44 Historically, there has been an under-investment in sustainable transport in west Halifax. In particular, the Park Ward in west Halifax is amongst the 20% most deprived areas in the UK with an unemployment rate of 21% and a significantly lower life expectancy compared to the rest of Calderdale District and the country average. Car ownership is particularly low with 44% of people having no access to a private vehicle. Local residents face significant barriers to walking mainly due to inconsiderate parking on pavements, lack of continuous footways and pedestrian crossing points that, alongside the high traffic volumes, high speeds and antisocial driving behaviour cause serious safety concerns and create an unwelcoming

walking environment. Bus users travelling between West Halifax and the town centre also experience slow journey times and delays during peak hours.

- 5.45 In response to these barriers, the West Halifax Improved Streets for People scheme proposes improvements to walking routes, provision of new pedestrian crossing facilities alongside traffic calming measures, parking restrictions and improvements to the local environment including pocket parks, planting and street furniture. The scheme also proposes bus priority measures through signal upgrades at junctions aiming to improve journey times on key bus routes connecting west Halifax to the town centre. The scheme will deliver:

Gibbet Street

- Footpath improvements (north side) and bollards to prevent parking on the footpaths. Car parking formalisation (south side). New crossing locations. Two metre cycle lane between Hall Street and Lister Court; planting; speed limit of 20mph between Queen's Road and Lightowler Road; traffic calming through speed cushions; eight new on street parking bays and one-way traffic system at Grape Street and Hope Street.

Gibbet Street Monument and A58 Bridge

- Small park; surface improvements and plants; artwork and lighting to the A58 bridge.

Lister Court

- Small park between Pellon Lane and Lister Court; ramp to provide disabled access (linked to new pedestrian crossing as part of A629 Phase 2 scheme); new footpath between the building and the car park and road narrowing.

Model Village

- One way traffic system at Hanson Lane and Gibbet Street to accommodate changes to residential parking; traffic calming measures; Gladstone Road, Cavendish Terrace, Cromwell Terrace to be closed to traffic; access to model village only via Grosvenor Terrace and Milton Terrace. New pedestrian and cycle crossing locations; small park adjacent to Grosvenor Terrace, planting on Gladstone Road and increasing priority for cyclists and pedestrians at Hanson Lane / Lightowler Road.

Queen's Road

- Restrictions/bollards to prevent parking on footways, new crossing locations; tree and planting; speed reduction to 20mph; traffic calming measures; carriageway narrowing; formalised on street parking; turning

restrictions for HGVs at junctions with Hanson Lane, Gibbet Street, Hopwood Lane and Parkinson Lane; additional signage and junction improvements; replacement of some pedestrian guardrails.

Pellon Lane

- Bus priority signals at junctions with Hanson Lane, Queen's Road and Burdock Way / New Brunswick Street.

Beech Hill Estate

- Footpath re-surfacing, lighting and planting. Formalisation of on-street parking on Mount Pleasant Avenue.

Parkinson Lane East (between Queen's Road & A58)

- Traffic calming measures; new crossing locations; carriageway narrowing and plants. Formalised on-street parking (south) and parking restrictions (north).

- 5.46 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), contributing to deliver 21st century transport infrastructure through improving connectivity for pedestrians and bus users within the Park Ward area in West Halifax and between Park Ward and the town centre. It also contributes to tackling the climate emergency and reduce carbon emissions by supporting a transformed transport network which delivers access to high quality walking infrastructure, implementing Healthy Streets principles. By delivering improvements to sustainable infrastructure, the scheme promotes inclusive growth as it ensures that residents are better connected to employment, education and training opportunities in Halifax Town Centre, Calderdale and the wider city region.
- 5.47 The scheme's interventions will encourage a higher uptake of walking for short distance trips and bus for longer, cross boundary trips. In combination with the Active Calderdale Programme (local delivery pilot), funded by Sports England, that was launched by Calderdale Council in 2020, the scheme has the potential to contribute to improved health for residents in west Halifax by encouraging increased levels of physical activity as well as reducing carbon emissions and enhancing local air quality.
- 5.48 A summary of the scheme's business case and location map is included in **Appendix 4**.

Tackling the Climate Emergency Implications

- 5.49 The scheme will deliver clean growth and reduce levels of carbon emissions. This will be achieved by encouraging a higher uptake of walking and bus use by making them more appealing travel alternatives to private car for short and longer distance trips respectively.
- 5.50 A reduction in greenhouse gas emissions equal to 195 tonnes of CO₂e over a 60-year period, following the scheme's opening in 2023, is anticipated, as

a result of taking approximately 42,000 car kms off the west Halifax Road network each year. Planting of 148 new trees is expected to bring about an additional reduction of 74tonnes of CO2e over 60 years that would outweigh the slightly adverse embodied carbon impacts of about 70 tonnes of CO2e anticipated during the construction period.

Outputs, Benefits and Inclusive Growth Implications

5.51 The scheme outputs and benefits include:

- Increase bus patronage by up to 6% by 2036 through introducing bus priority signals at key junctions along bus routes with a frequency of at least 4 buses per hour.
- Increase average bus speeds to 20 miles per hour during the morning and afternoon / evening peak periods five-years post scheme opening.
- Increase levels of walking within the scheme area by 7% by 2036 through the provision of continuous footways, formal pedestrian crossings and traffic calming measures.
- Improve road safety for all users within the scheme area to achieve a reduction in Killed or Seriously Injured (KSI) rate by 3% five years post scheme opening.
- Improve attractiveness and perception of the Park Ward area by enhancing the local environment through tree and vegetation planting, lighting and artwork.
- Support local residents in west Halifax to access employment opportunities in Halifax Town Centre and beyond by improving walking and cycling access.

Equality and Diversity Implications

5.52 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.

5.53 A Distributional Impact Assessment undertaken suggests that the scheme is expected to have a beneficial impact across all social groups and particularly for the lower income groups in local communities.

Risks

5.54 The scheme risks include:

- Risk of inadequate stakeholder and public support for introducing parking restrictions leading to delay or risk to delivery. Mitigation plans include ongoing engagement with local communities and key stakeholders. Phase 3 of consultation on feasibility designs planned to commence in November 2021.
- Risk of significant cost increases due to:

- Utility diversion requirements being underestimated during design or unidentified/ inaccurate location of utilities likely to be encountered within the scheme boundary that would require changes to scheme design. Mitigated by an allowance of 20% added to direct construction costs to account for the requirement of utility diversions and upgrades.
- Increase in the costs of materials due to inflation, lack of competition in the construction market and or limited availability from Brexit/COVID-19. Mitigated by the total cost estimate including allowances for risk as derived by a Quantitative Risk Assessment (QRA) and contingency at 10% of direct delivery costs.
- Insufficient information on drainage systems within the scheme. Mitigation by minimising interface with drainage system as far as possible through design.
- Risk of programme delays due to:
 - Limitations of capacity and resources within the construction market to carry out the project as multiple TCF projects are working towards the same delivery timelines. Mitigated by the Combined Authority teams reviewing the alignment of construction activities across the TCF programme.
 - Underestimate of statutory works' requirements, adverse weather conditions, other works to the Strategic Road Network and/or reduced workforce due to COVID-19. Mitigated by early engagement with statutory services. Aim for construction to take advantage of seasonal weather periods. Early contractor involvement to be undertaken to validate cost estimates and construction programme.
 - Land acquisition requirements that could also result in cost increases. Partially mitigated by positive engagement with landowners to date. Ongoing engagement required to ensure all interventions are undertaken under permitted development or voluntary negotiation.

Costs

5.55 The scheme costs are:

- Total scheme costs: £9,240,000. £8,240,000 to be funded through the Transforming Cities Fund (Combined Authority's contribution capped at this amount) and £1,000,000 through the Integrated Transport Block (Streets for People Demonstration project).
- This is an increased request of £240,000 to the Combined Authority's funding since decision point 2 (strategic outline case), when an indicative approval of £8,000,000 was given. The increase in costs is due to a requirement to include Combined Authority costs associated with delivering the scheme.

- Development costs of £552,000 from Transforming Cities Fund were approved by the Investment Committee in June 2020. Approval of additional development funding of £1,275,000 from the Transforming Cities Fund is sought to enable the scheme's progression to Full Business Case.
- Full funding approval to the £1,000,000 contribution from the Integrated Transport Block was granted by the Investment Committee in November 2019.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Discharge of outline business case conditions	Combined Authority's Programme Appraisal Team	30/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	10/10/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	24/10/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	05/09/2028

Other Key Timescales

- Public Consultation (feasibility designs): November to December 2021
- Planning Application Determination: March to July 2022
- Enabling Works: September – November 2022
- Start of Main Construction Works: November 2022
- End of Main Construction Works: September 2023

Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within 0% of those outlined in this report
Delivery (DP5) timescales remain within 3 months of those outlined in this report.

Appraisal Summary

- 5.56 The scheme has a sound strategic case. Scope and objectives have been developed in response to local needs, as identified through a Streets for People survey in 2020 and following engagement with local communities and ward members.
- 5.57 Feedback from public consultation on concept designs was mixed with a balance of support and disagreement mainly relating to proposed changes in parking provision. To address these concerns, designs were modified to reduce parking loss, however, more information is required to understand the localised and net impact of the scheme in parking. The next phase of consultation on feasibility designs is planned to start in November 2021. Significant, sustained political and stakeholder support will need to be demonstrated at the next decision point.
- 5.58 More clarity is required over land requirements and engagement with landowners ahead of the next decision point, including whether additional consents are required, as a number of interventions are close to heritage sites and part of the scheme falls within a conservation area.
- 5.59 Additional work on the economic case is required in order to quantify benefits for bus users and quantified scheme outputs are to be provided.
- 5.60 Overall, the scheme is at an early stage for an outline business case submission as changes in scope, cost estimates and construction programme are likely to occur as it progresses to the next stage. As such, an update report will be submitted to PAT prior to the submission of the full business case.

Recommendations

5.61 The Place Regeneration and Housing (PRH) Committee approves that:

- (i) The West Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to total scheme costs of £9,240,000 is given, to be funded by the Combined Authority's Transforming Cities Fund.
- (iii) Additional development costs of £1,275,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,827,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,827,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
 - Outcome of public consultation on feasibility designs and continued political support for the scheme to be demonstrated
 - An update on the progress of land acquisition
 - Preliminary designs for the scheme
 - Progression of statutory undertaker work requirements and associated costs
 - Updated costs, QRA and programme
 - Updated economic case
 - Demonstrate project affordability within the overall Transforming Cities Fund's programme
- (vi) 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	BHF – West Leeds Phase 1
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.62 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.63 The site for development lies southwest of Leeds city centre and has been vacant for a number of years. The total site is 4.5 hectares however, due to the size and complexities, a phased development approach has been adopted. Support is requested for phase 1 of the site development.
- 5.64 The scheme will deliver 623 new homes and 362 student residential accommodation on 2.44 hectares of brownfield land. The homes will consist of:
- 184 market sale apartments
 - 4 market sale townhouses
 - 205 build to rent units
 - 90 social rented units
 - 140 shared ownership units
- 5.65 The scope of works includes the construction of homes stated above; 3,043sqm of commercial floorspace; a new pedestrian/ cycle footbridge

over the River Aire to connect the site to the wider area; a new riverside walkway and public green space.

- 5.66 The scheme will also provide 10 units for homeless people on the site. It is proposed that nine of the units will be occupied and one will be used for healthcare and training. Future phases of the development will enable the delivery of a further 814 homes and 1,255 sqm of commercial space.
- 5.67 BHF funding is requested to contribute towards to enable the scheme to move forward.
- 5.68 A summary of the scheme's business case and is included in **Appendix 5**.

Tackling the Climate Emergency Implications

- 5.69 This scheme will deliver a new riverside walkway and cycle/footbridge across the River Aire to encourage walking and cycling and reduce reliance on vehicles. The development includes provisions for cycle parking; a residents' car club, and a number of energy efficiency measures, such as air source heating pumps will be included in the designs along with new green outdoor space.

Outputs, Benefits and Inclusive Growth Implications

- 5.70 The scheme outputs and benefits include:
- Remediation of 2.44 hectares of brownfield land by May 2025
 - Delivery of 623 new homes
 - Delivery of 363 student residential accommodation
 - Delivery of 3,043 sqm of commercial floorspace by May 2025
 - Delivery of a new cycle/footbridge over the River Aire by May 2025
 - Provision of accommodation for homeless people
- 5.71 The benefit cost ratio for this scheme has been identified as 2.2:1 representing high value for money.

Equality and Diversity Implications

- 5.72 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

- 5.73 The scheme risks include:
- Agreement of flooding requirements in the scheme designs with Leeds City Council and the Environment Agency could result in redesigning the

scheme. This will be mitigated by early engagement with the Council and Environment Agency to discuss flood modelling.

- The development proposals have increases to building heights which may not be supported by Leeds City Council and could lead to a scheme re-design. This will be mitigated by continued engagement with the Council.
- Increases in material costs could lead to an increase in project costs and possible delays to the programme. This will be mitigated by monitoring the supply chains and tender market.
- The proposed site contains Japanese Knotweed which could lead to delays. This will be mitigated by undertaking surveys to understand the full extent of the invasive species and review the removal measures.

Costs

5.74 Please refer to exempt Appendix 10.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	25/03/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	08/04/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/08/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/12/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	07/08/2026

Other Key Timescales

- A decision on the planning permission is expected by January 2022.
- The scheme is expected to start on site in April 2022.
- Construction of homes starts October 2022.
- Construction is due to be completed by May 2025.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report.
That delivery timeframes remain as those outlined in this report.
That the number of housing units built remain within 10% of those outlined in this report.

Appraisal Summary

5.75 Please refer to exempt Appendix 10.

Recommendations

5.76 Please refer to exempt Appendix 10.

Project Title	BHF Hebden Bridge
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.77 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with homes commencing construction by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.78 The scheme in Hebden Bridge will deliver 20 new, 100% affordable rented housing to enhanced energy efficiency and quality standards.
- 5.79 A summary of the scheme's business case is included in **Appendix 6**.

Tackling the Climate Emergency Implications

- 5.80 This scheme will aim to deliver high energy efficient homes with zero-carbon-ready heat technology. Cycle storage and electric vehicle charging points will be built in, and where possible on-site renewable energy sources with battery storage will be installed to enhance the scheme's low carbon credentials.
- 5.81 The homes will also help tackle fuel poverty, through enhanced energy performance, including insulation and airtightness, of the properties will significantly exceed current building regulations.
- 5.82 The properties will also be low carbon in use in that they will not be provided with a carbon-based heating system. Space heating and hot water will be delivered through all-electric means. The ambition is also to include on site solar panels.

5.83 The central location of the scheme benefits from pedestrian links to the town centre allowing easy access to employment locations and leisure by foot, cycle or public transport, reducing car dependency.

Outputs, Benefits and Inclusive Growth Implications

5.84 The scheme outputs and benefits include:

- Remediation of 46,280 Sq. Ft of land releasing a difficult brownfield site for housing 20 new affordable homes to rent, designed to enhanced energy efficiency and quality standards
- Support 70 construction jobs during the construction phase
- Create 2 learner opportunities with qualification through construction period
- 2 homes will be designed with enhanced accessibility

5.85 The benefit cost ratio for this scheme is expected to be around 1:1. This will be confirmed at the next stage of the assurance process.

Equality and Diversity Implications

5.86 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

5.87 The scheme risks include:

- Unexpected issues in the ground are discovered once work commences. This will be mitigated by further site investigation to confirm ground conditions identified in previous reports along and also to identify any retaining structures that remain from the previous use of the site for residential housing prior to submission for planning approval.
- Key elements of local infrastructure damaged by site preparation causing major disruption. This will be mitigated by further site investigation and a road condition report and discussions with Calderdale Council's Highways team are being pursued.
- Costs increase during the project due to the ground conditions, current material market price volatility and supply shortages. Mitigated by a robust procurement strategy which would mitigate price risk transfer to the main contract as one of the key risks (ground remediation/ stabilisation) would be addressed. The main build contract will be procured through a design and build contract with price risk transferred to the main contractor.
- Planning permission not granted. The site is allocated for housing in the Local Plan and in the draft Neighbourhood Plan. However, the site was subject to a previous planning application by in 2019 which was

rejected. This will be mitigated by further engagement with the Council's planning process. Local support will be sought through a communications plan to ensure the local community has high levels of awareness and understanding of the plans and its benefits.

- Slippage causes delay to delivery of key project milestones due to unforeseen delay in securing services or unexpected issues with the site or groundworks. This will be mitigated by parallel workstreams: planning submission (expected Nov 2021), site investigations, public consultation (Nov 2021).

Costs

5.88 Please refer to exempt Appendix 10.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	28/02/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/01/2024
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	31/03/2025

Other Key Timescales

- A decision on the planning permission is expected by April 2022.
- The scheme is expected to start on site in July 2022.
- The construction of homes start in November 2022.
- Construction is due to be completed by December 2023.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report.
That delivery timescales remain within 3 months of those outlined in this report.
That the number of housing units built remain within 10% of those outlined in this report.

Appraisal Summary

5.89 Please refer to exempt Appendix 10.

Recommendations

5.90 Please refer to exempt Appendix 10.

Project Title	BHF Leeds Central
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.91 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to commence by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.92 This scheme is the development of 185 apartments on the brownfield site to the derelict site in Leeds. The scheme will help to kickstart regeneration in the area.
- 5.93 The housing design will include photovoltaic panels to the roof and connection to the Leeds Pipes District Heating Network to provide low carbon heating and hot water and open up the possibility for other surrounding new and existing developments to also benefit from being able to connect, driving investment in locally generated secure, sustainable and low carbon energy, contributing to the Combined Authority’s ‘Tackling the climate emergency’ priority.
- 5.94 There will be no service charges or ground rents charged to residents. The renewable energy credentials for this scheme are very strong and the scheme is extending the Leeds Pipes District Heating Network further than is required to allow for future development to benefit from this source of renewable energy.
- 5.95 The amendment planning application for the scheme is underway.
- 5.96 A summary of the scheme’s business case is included in **Appendix 7**.

Tackling the Climate Emergency Implications

- 5.97 The scheme will deliver a home emission rate that is 71% below the current building regulations (far exceeding planning policy requirements which are 20%). This is based on renewable and low carbon technology and by connecting to the Leeds Pipes Heat Network Infrastructure, and the installation of mechanical ventilation with heat recovery. This will also support the scheme to deliver a carbon saving of 133 tonnes per annum.
- 5.98 The scheme will deliver 180m² high quality public green space in the form of a living wall which will provide environmental benefits to Leeds city centre and improve the biodiversity.
- 5.99 The scheme includes provision for cycling spaces, promoting cycle and reducing private car use. The development will also include 3 electric charging points which can be accessed at 6 car parking spaces.

Outputs, Benefits and Inclusive Growth Implications

5.100 The scheme outputs and benefits include:

- Development of 0.21 hectares of brownfield land in Leeds city centre and deliver 185 high quality and sustainable homes for rent by April 2024, of which 37 to be affordable homes with rent 20% below the market rent.
- 6 car parking spaces for electric vehicles to access 3 electric charging points, by April 2024.
- 196 cycling spaces, providing facilities for residents who wish to commute by bike by April 2024.
- 180m² of high quality public green space in the form of a living wall, to provide environmental output benefits to Leeds city centre and improve the biodiversity of the site by April 2024.
- Energy efficiency measures, including photovoltaic panels on the roof, as part of the designs above building regulations, supporting an estimated carbon saving of 133 tonnes per annum from 2024. This includes connection to the Leeds Pipes District Heating Network infrastructure, benefitting from locally generated secure, sustainable and low carbon energy, contributing to the Combined Authority 'Tackling the climate emergency' priority.
- An estimated 444 jobs supported as part of the capital investment, including 5 new apprenticeship positions across all trades, providing each apprentice with a pathway to NVQ L2/3 by 2024.
- The benefit to cost ratio for this scheme is 3.8:1, representing high value for money.
- The scheme supports inclusive growth by the homes having a significant amount of 497m² external and 308m² internal leisure space as well as

large windows letting in natural light, with different spaces work and/or relaxation.

Equality and Diversity Implications

5.101 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

5.102 The scheme risks include:

- The planning permission amendment is rejected, meaning the scheme cannot go ahead. Mitigated by careful engagement on the planning application and the site is already allocated for residential use - the application simply seeks to amend a recently granted existing planning permission for reduced number of apartments but providing larger more spacious living areas.
- Build costs exceed budget, impacting affordability. Mitigated by utilising a fixed price or maximum price contract, plus profiling suitable contingency into the scheme cost.
- COVID-19 pandemic persists, impacting deliverability. Mitigated by preserving contingency to manager this risk and ensure procedures on site reflect safe working practices.

Costs

5.103 Please refer to exempt Appendix 10.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	25/02/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/07/2024

6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

Other Key Timescales

- Planning permission is expected to be received in November 2021 and tendered costs received in December 2021.
- Construction of homes is due to commence in April 2022 and be completed by April 2024.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report.
That delivery timescales remain within three months of those outlined in this report.
That the number of housing units built remains within 10% of those outlined in this report.

Appraisal Summary

5.104 Please refer to exempt Appendix 10.

Recommendations

5.105 Please refer to exempt Appendix 10.

Project Title	BHF Leeds South 1B
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.107 This scheme will be funded by the Government’s Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to commence by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.108 The scheme is a transformational project as part of a new neighbourhood in near Leeds city centre.
- 5.109 The scheme involves the development of 142 homes within ad is part of a wider reduced carbon district, The scheme is on a 3.08-acre brownfield site on the fringe of the city centre bordering the River Aire and sits within an area of planned regeneration.
- 5.110 The homes in this scheme will require little heating and will be low carbon by using the “passive house” approach (a highly insulated, timber frame construction). Building materials will be selected with regards to their thermal performance and environmental impact to achieve exceptional energy efficiency standards.
- 5.111 This scheme will contribute to the regeneration of the area and compliment nearby developments and other investments being brought forward in the area.
- 5.112 A summary of the scheme’s business case is included in **Appendix 8**.

Tackling the Climate Emergency Implications

- 5.113 The scheme will deliver homes that are 7-10 times more energy efficient than current building regulations. This is based on the technology used in the properties, their airtightness, and the installation of mechanical ventilation with heat recovery, removing the need to artificially heat the properties. This will also support the scheme to deliver an estimated carbon saving of 490 tonnes per year over a 60-year period.
- 5.114 The scheme's sustainable location promotes cycling and walking, connecting to existing cycling and walking networks in Leeds. Provision for electric charging points will also be made.

Outputs, Benefits and Inclusive Growth Implications

- 5.115 The scheme outputs and benefits include:
- 142 homes by February 2024.
 - Car parking spaces and provisions for electric vehicle charging points.
 - The benefit to cost ratio for this scheme is 4.9:1, representing very high value for money.

Equality and Diversity Implications

- 5.116 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

- 5.117 The scheme risks include:
- Increased costs for materials during construction. This will be mitigated by allowing for increased costs within the budgets and fixing supply prices into contracts.

Costs

- 5.118 Please refer to exempt Appendix 10.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021

Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/05/2024
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	28/03/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/03/2026

Other Key Timescales

- Construction of homes is due to commence in January 2022 and be completed by February 2024.

Assurance Tolerances

Assurance tolerances
<p>Combined Authority costs remain within those outlined in this report.</p> <p>Delivery timescales remain within three months of those outlined in this report.</p> <p>The number of housing units built remaining within 10% of those outlined in this report.</p>

Appraisal Summary

5.119 Please refer to exempt Appendix 10.

Recommendations

5.120 Please refer to exempt Appendix 10.

Project Title	BHF Knottingley
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Background

- 5.121 This scheme will be funded by the Government's Brownfield Housing Fund (BHF). This is a £66,779,000 fund covering West Yorkshire. The BHF programme will support the development of new homes on brownfield sites in the region with the construction of homes to have commenced by March 2025. The aim of the BHF programme is to create more homes by bringing forward more brownfield land into development. The fund will target investment to help ease the viability issues that brownfield projects face e.g. making former industrial land safe.
- 5.122 The scheme will facilitate the construction of 175 new houses and 2 retail units on the site of a former industrial site. The housing will be a mixture of 2, 3 and 4 bed houses, 2 and 3 bed bungalows and 2 bed apartments. The retail units are likely to be occupied by a convenience store, café or hairdressers.
- 5.123 The scheme will develop an area that was a former industrial and left as wasteland for a number of years. The development will clean up land that has the potential to be hazardous to health and regenerate an area that has been used for fly tipping and anti-social behaviour in the past and in turn offer better security to the houses surrounding the site.
- 5.124 Part of this scheme is to develop a large ecology area with four ponds, enhancing public space and providing suitable habitat for great crested newts. Whilst the residents on the new development will directly benefit from the habitat area itself, the habitat area will also be accessible by the general public and local community.
- 5.125 This scheme will provide high quality, environmentally sustainable new homes onto a vacant brownfield site in the Wakefield area. The site is close to good rail and bus networks from Wakefield to surrounding areas.

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

Tackling the Climate Emergency Implications

5.127 The scheme will reduce carbon emissions of the new housing units by 20% through measures such as photovoltaic panels to 38 housing units to reduce energy consumption. The scheme will seek to use recycled materials wherever possible as well as ordering materials in a way to minimise waste as much as possible.

Outputs, Benefits and Inclusive Growth Implications

5.128 The scheme outputs and benefits include:

- To remediate an area of land, that was a former industrial, through the development of 175 housing units and retail units.
- To provide an ecology area on the site with a walkway for the new development and surrounding area to gain access. This will include wildflowers and the provision of semi-natural dry grassland.
- To provide external plug sockets that are suitable for electric vehicle charging.
- The scheme will offer employment in the local area and up to four apprenticeships per year during construction will be created for people in the local area.

5.129 Wider benefits include encouraging walking and cycling through the development of foot/ cycle paths to the surrounding road network.

5.130 The value for money assessment reflects a benefit cost ratio of 1.3:1 representing acceptable value for money. The wider benefits of regeneration of one of the most deprived areas of Wakefield provide additional value to this scheme.

Equality and Diversity Implications

5.131 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

5.132 The scheme risks include:

- Risk of cost overruns due to increases in material costs and delays. This is mitigated through regular budget planning and supplier relationship management.
- Risk of a breach in the newt fencing caused by trespassers or maintenance failure resulting in Natural England withdrawing their

license. This is mitigated by ensuring the site is secure and undertaking regular maintenance.

Costs

5.133 Please refer to exempt Appendix 10.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2021
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/06/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/10/2026

Other Key Timescales

- Construction of homes is due to commence in January 2022 with practical completion estimated by June 2025.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. The delivery timescales remain within 3 months of those outlined in this report. That the number of housing units built remain within 10% of those outlined in this report.

Appraisal Summary

5.134 Please refer to exempt Appendix 10.

Recommendations

5.135 Please refer to exempt Appendix 10.

Project Title	White Rose Station
Stage	2 (development)
Decision Point	5 (full business case with finalised costs)

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

Background

- 5.136 The White Rose Station scheme will be funded from the Leeds Public Transport Investment Programme (LPTIP), the Transforming Cities Fund (TCF), the New Stations Fund (NSF), and other private sector match funding.
- 5.137 This scheme will develop a new rail station next to the White Rose Office Park, approximately 800 metres south of the existing Cottingley Rail Station. The preferred option is to replace the existing station at Cottingley with a new station at White Rose, with extensive walking and cycling routes linking Cottingley to White Rose Station. Consultation was undertaken on Cottingley closure from July – October 2021.
- 5.138 The scheme aims to address poor connectivity around local catchments and provide access to jobs and education opportunities. The scheme is being developed by Munroe K in conjunction with West Yorkshire Combined Authority, Leeds City Council and Network Rail.
- 5.139 The station development consists of:
- Station platforms with access via lifts and staircases to both platforms, and secondary means of escape.
 - Pedestrian link bridge.
 - Passenger facilities including cycle storage, waiting shelters, CCTV and customer information screens and signs.
 - A drop off / pick up area and taxi rank to the east side of the railway, with space for rail replacement bus services and blue badge parking space.

- Improvements to the walking and cycling routes that link the station to Cottingley, Churwell and Millshaw.
- Improvements to the walking and cycling routes that link the Station to the White Rose Shopping Centre and bus interchange.
- Signs to help people locate the station.
- Access to the west side of the railway for maintenance, service and emergency service vehicles.
- Cable routes and equipment to accommodate railway services.

5.140 Consideration is being given to replacing Cottingley Rail Station (which currently has a one train per hour service) with White Rose Station (which is assumed to have a two train per hour service post Transpennine Route Upgrade). This business case is not seeking to approve the closure of Cottingley Station as this is subject to its own regulatory processes.

5.141 A summary of the scheme's business case and location map is included in **Appendix 11**.

Tackling the Climate Emergency Implications

5.142 The scheme is expected to reduce the number of private vehicles used due to the expected increase in rail users, a proportion of which can be expected to switch from car to rail thereby reducing the carbon emissions emitted through transport. This has a beneficial effect on the overall carbon impact of the scheme; quantified appraisal of demand forecasting outputs predicts a saving of 5,424t of CO₂ over the scheme lifetime.

Outputs, Benefits and Inclusive Growth Implications

5.143 The scheme outputs and benefits include:

- Delivery of a new rail station at the White Rose Office Park to connect people to economic and education opportunities through affordable, sustainable transport.
- Support housing growth by providing access to employment and leisure opportunities.

5.144 The benefit cost ratio for this scheme has reduced from 3.01:1 to 2.25:1 since full business case submission. This reduction is due to changes in the Department for Transport's WebTAG guidance changes to assumptions in Gross Domestic Product (GDP) growth. The Value for Money of this scheme is high when judged against Department for Transport's value for money criteria.

5.145 COVID-19 scenarios were assessed as part of the business case and indicated that the most pessimistic demand decrease would result in a BCR of 1.21:1 representing acceptable value for money.

Equality and Diversity Implications

- 5.146 The White Rose Station development provides step free access to sustainable public transport. An equality impact assessment was undertaken for this scheme.
- 5.147 The Combined Authority is working with Munroe K to facilitate a small vehicle hopper service for the local communities to access White Rose Station ensuring the station development is inclusive for all.

Risks

5.148 The scheme risks include:

- The proposed site for White Rose Station is on the Transpennine Route Upgrade and as such, the interface with TRU is a key risk for this scheme. The risk is mitigated through identification of critical milestones relating to the track alignment which have been incorporated within the project timeframes.
- There are numerous stakeholders involved in the delivery of the station who need to interact for the station to be constructed. This is mitigated by ongoing engagement and design interfaces between all key stakeholders.
- Objections are received with regards to the closure of Cottingley Station. This is being mitigated by engaging with influential stakeholders and developing the case for the closure of Cottingley Station.
- The designs for White Rose Station require land outside the current Network Rail boundary to be purchased. This is mitigated by identifying the boundary and Munroe K commencing the land assembly process with Network Rail, along with producing a land and consents strategy.
- The Project Steering Group are managing a cross track risk via engagement with the Office of Rail and Road (ORR). The scheme designer (Atkins) have produced work to mitigate this risk. Safety compliance will need to be demonstrated to the ORR.

Costs

5.149 Due to the complexities involved in rail station developments, a total of £26,500,000 has been made available for delivery of this scheme. This is comprised of up to £4,500,000 from Munroe K and up to £22,000,000 from Combined Authority funds which are broken down as follows:

- £5,000,000 from the Leeds Public Transport Investment Programme.
- £5,000,000 from New Stations Fund.
- Up to £12,000,000 from Transforming Cities Fund.

5.150 The current total scheme cost is forecast at £24,500,000. Munroe K is committed to reducing scheme costs wherever possible.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (full business case with finalised costs)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Place, Regeneration and Housing Committee	25/11/2021
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	30/11/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025

Other Key Timescales

- Construction is due to start on site in January 2022 with completion planned for February 2023.

Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within those outlined in this report. That delivery timeframes remain within four months of those outlined in this report.

Appraisal Summary

- 5.151 The scheme will build a new rail station within the White Rose Office Park boundary, next to the White Rose Shopping Centre and approximately 800 metres south of the existing Cottingley Station. The construction of White Rose does not preclude the closure of Cottingley Station, which is subject to ratification by the Office of Rail and Road (ORR).
- 5.152 The business case sets out how Cottingley Rail Station is the least used real station in the Leeds area, largely due to a lack of accessibility. Consultation has been performed on the development of the White Rose Station and consultation related to the closure of Cottingley Rail Station was completed in October 2021.

- 5.153 Burnley Wilson Fish (BWF) were appointed to support Munroe K in the development, design, and construction of the station. Spencer Group have been appointed as the preferred contractor.
- 5.154 Planning consent for this scheme was secured in June 2020 and the appropriate surveys and investigations have taken place. Detailed designs will not be completed until December 2021.
- 5.155 There are a number of outstanding clarifications with regards costs, spend profile and compliance with subsidy control legislation. The funding agreement will not be signed until these are submitted by Munroe K and agreed with the Combined Authority.

Recommendations

- 5.156 The Place, Regeneration and Housing Committee approves that:
- (i) The White Rose Rail Station scheme proceeds through full business case with finalised costs and work commences on activity 5 (delivery).
 - (ii) Approval to the Combined Authority's contribution of £22,000,000 is given. The total scheme value is £26,500,000.
 - (iii) The Combined Authority enters into a funding agreement with Munroe K for expenditure of up to £22,000,000.
 - (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 and Evaluation

5.157 There are no schemes requiring consideration at this assurance stage.

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 information contained in Appendix 10 is exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendices as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

10.2 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 (Summary)

Outwood Park and Ride

13.1 The Place, Regeneration and Housing Committee approves that:

- (i) The Outwood Park and Ride 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 £2,731,000. The total scheme value is £2,731,000.
- (iii) Development costs of £86,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £296,000. The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £296,000.
- (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.

North Halifax Improved Streets for People

13.2 The Place Regeneration and Housing Committee approves that:

- (i) The North Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to total scheme costs of £10,958,000 is given, to be funded by the Combined Authority's Transforming Cities Fund (TCF).
- (iii) Additional development costs of £1,350,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,980,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,980,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
 - Outcome of public consultation on feasibility designs and demonstrate continued political support for the scheme.
 - An update on the progress of land acquisition.
 - Preliminary designs for the scheme.
 - Progression of statutory undertaker work requirements and associated costs.

- Updated costs, QRA and programme.
 - Updated economic case.
 - Demonstrate project affordability within the overall Transforming Cities Fund's programme.
- (vi) 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.

West Halifax Improved Streets for People

13.3 The Place Regeneration and Housing Committee approves that:

- (i) The West Halifax Improved Streets for People scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to total scheme costs of £9,240,000 is given, to be funded by the Combined Authority's Transforming Cities Fund.
- (iii) Additional development costs of £1,275,000 are approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £1,827,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1,827,000.
- (v) A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:
 - Outcome of public consultation on feasibility designs and continued political support for the scheme to be demonstrated
 - An update on the progress of land acquisition
 - Preliminary designs for the scheme
 - Progression of statutory undertaker work requirements and associated costs
 - Updated costs, QRA and programme
 - Updated economic case
 - Demonstrate project affordability within the overall Transforming Cities Fund's programme
- (vi) 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.

BHF West Leeds Phase 1

13.4 Please refer to exempt **Appendix 10**.

BHF Hebden Bridge

13.5 Please refer to exempt **Appendix 10**.

BHF Leeds Central

13.6 Please refer to exempt **Appendix 10**.

BHF Leeds South 1B

13.7 Please refer to exempt **Appendix 10**.

BHF Knottingley

13.8 Please refer to exempt **Appendix 10**.

White Rose Station

13.9 The Place, Regeneration and Housing Committee approves that:

- (i) The White Rose Rail Station scheme proceeds through full business case with finalised costs and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £22,000,000 is given. The total scheme value is £26,500,000.
- (iii) The Combined Authority enters into a funding agreement with Munroe K for expenditure of up to £22,000,000.
- (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.

14 Background documents

14.1 None as part of this report.

15 Appendices

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

Appendix 2 – Rail Parking Package Outwood – Business Case Summary

Appendix 3 – TCF - North Halifax Improved Streets for People – Business Case Summary

Appendix 4 - TCF - West Halifax Improved Streets for People – Business Case Summary

Appendix 5 - BHF West Leeds Phase 1 – Business Case Summary

Appendix 6 - BHF Hebden Bridge – Business Case Summary

Appendix 7 - BHF Leeds Central – Business Case Summary

Appendix 8 - BHF Leeds South 1B – Business Case Summary

Appendix 9 - BHF Knottingley – Business Case Summary

Appendix 10 – Exempt Brownfield Housing Fund

Appendix 11 - White Rose Station – Business Case Summary