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**Report to:** Place, Regeneration and Housing Committee

**Date:** 7 February 2022

**Subject:** **Capital Spending and Project Approvals**

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## **1 Purpose of this report**

- 1.1 To report on proposals for the progression of, and funding for, 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 24 June 2021. Where the Finance, Resources and Corporate 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**

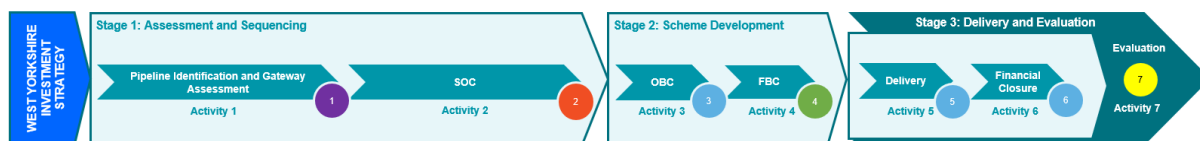
- 3.1 The Combined Authority has taken action to ensure all decisions we make include Climate Emergency considerations. The Combined Authority:

- 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 to refine the toolkit methodology is continuing and is currently finalising the results from assessments of a selection of existing capital schemes progressing through the assurance process. The results of these assessments along with explanatory reporting are currently being prepared for publication. It is anticipated that this will be in March 2022. 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 schemes through the Combined Authority's assurance process in line with the Combined Authority's Assurance Framework. These schemes have a funding value of £62,352,385 when fully approved, of which £30,110,881 will be funded by the Combined Authority. A total expenditure recommendation to the value of £4,472,000 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 BHF 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 Passivhaus<sup>1</sup> 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 7**.

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<sup>1</sup> 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><b>TCF Heckmondwike Bus Hub</b> Heckmondwike</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will improve bus stop arrangements in the centre of Heckmondwike, creating a bus hub. The scheme will involve replacing the existing traffic island and four surrounding bus stops with a new building with waiting area, offices, accessible toilet provision and a changing places room. There will be six bus station style 'drive in reverse out' (DIRO) bus stands and one layover bay, increasing current capacity.</p> <p>The scheme does not involve changes to the highway network but increasing the number of bus stands should ease current problems with buses queuing, which can impact on local roads.</p> <p>The scheme will have a green roof and significant investment in green and blue infrastructure including tree planting and a sustainable urban drainage system (SUDS) and improvements to the public space surrounding the bus hub.</p> <p>The scheme is funded through the Transforming Cities Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme value for money is 'low', but this is because it is difficult to quantify and monetise many of the impacts of this type of scheme.</p> <p>The scheme supports public transport by improving bus waiting facilities in Heckmondwike and contributes to tackling the climate emergency by making public transport a more attractive option for more people. The scheme has wider social benefits by helping those without access to private transport to make trips by bus.</p> <p><b><u>Decision sought</u></b></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 - £4,970,541</p> <p>Total value of Combined Authority funding - £4,970,541</p> <p>Funding recommendation sought - £328,000</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><b>TCF: Selby Station Gateway Scheme</b></p> <p>Selby</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme comprises of two new entrances to Selby Railway Station, with enhanced facilities and a new car park to the east. Dedicated cycle lanes, widened footpaths and new pedestrian crossing facilities, combined with one-way systems and traffic calming measures, will reduce the dominance of cars, and improve access to and from the station on foot and by bike and provide better connectivity to the Trans Pennine Trail and National Cycle Network routes.</p> <p>The scheme will upgrade bus station facilities and enhance signage to improve rail-bus interchange. A new underpass below Bawtry Road and the closure of Denison Bridge to vehicles, will provide safe and direct links on foot and by bike between residential areas to the west and south of Selby Station Gateway, the rail station, and the bus hub. New attractive public spaces within the gateway area, will be created through the regeneration of Ousegate Wharf, the planting of 57 new trees and improved street lighting.</p> <p>The scheme aims to transform Selby Station Gateway to a regionally significant, sustainable, and attractive transport gateway that will deliver seamless integration between journeys by rail, bus, bike and on foot.</p> <p>The scheme will be jointly funded by the Transforming Cities Fund (TCF), the Changing Places Fund, North Yorkshire County Council (NYCC), and Selby District Council (SDC).</p> <p><b><u>Impact</u></b></p> <p>The scheme will encourage more short distance, local trips by bike and on foot, whilst promoting bus and rail use for longer distance, cross boundary trips.</p> <p>The scheme seeks to contribute to air quality improvement and reduction in emissions by taking car trips off the road network and promoting use of sustainable modes of travel.</p> <p>The scheme's anticipated wider social benefits include contributing to inclusive growth by improving access to the Selby Station Gateway area and as such, to employment and educational opportunities within the district and wider Leeds City Region.</p> <p>The scheme's value for money assessment reflects a benefit cost ratio (BCR) of 0.19:1 which represents "Poor" value for money. The poor BCR is mainly attributed to the scheme's disbenefits for road users. These are, however, likely to be reduced if a higher uptake of walking and cycling is achieved as a result of the scheme's interventions.</p> <p><b><u>Decision sought</u></b></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 - £22,560,216</p> <p>Total value of Combined Authority funding - £20,502,216</p> <p>Funding approval sought – £4,069,000 (£2,135,000 of which is subject to conditions being met)</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><b>Leeds City Centre Package – City Square Plus</b> Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The City Square Plus package of schemes will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The LCCP programme complements schemes being delivered through the Combined Authority’s Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS).</p> <p>The City Square Plus scheme includes City Square closure, East Parade bus improvements, Westgate Slip Road, Globe Road signalisation, traffic management measure, and a signing strategy.</p> <p>The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme, which leaves a funding gap. Leeds City Council has therefore proposed a phased delivery approach (Phase 1 and 2). Leeds City Council has commenced engagement with the Combined Authority on alternative funding options for Phase 2. More detail is to be provided at full business case stage, but the early indication is that Phase 1 will prioritise closure to City Square, bus improvement measures at East Parade, and the essential components of its traffic management and signing strategy.</p> <p><b><u>Impact</u></b></p> <p>Closure to City Square will stop through traffic and re-route it to more appropriate roads on the Inner Ring Road. This will allow City Square to be pedestrianised, improving connectivity and safety for people travelling by bike or on foot, and making it more attractive to walk or cycle to employment, housing, retail, education, and public transport (bus &amp; rail).</p> <p>The scheme will also improve bus journey reliability with new bus gates, new bus stops, and changes to bus routes to complement the wider network. Buses will also no longer have to compete for road space with motorists.</p> <p><b><u>Decision sought</u></b></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 - £15,380,000</p> <p>Total value of Combined Authority funding - £6,430,000</p> <p>Funding recommendation sought - £0</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><b>BHF Castleford</b></p> <p>Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 69 new homes on brownfield land in Castleford, which will all be available on an affordable basis.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing 100% affordable homes; 52 will be affordable rent and 17 will be shared ownership.</p> <p>The development includes provisions for electric vehicle charging points and bike storage, and sustainable methods of construction are planned to be used as well as renewable technologies.</p> <p>The scheme has a benefit cost ratio of 1.2:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><b><u>Decision sought</u></b></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 7 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><b>BHF Pontefract</b></p> <p>Wakefield</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme will deliver 37 new homes, which will be affordable, on brownfield land in Pontefract.</p> <p>The scheme will be funded from the Brownfield Housing Fund.</p> <p><b><u>Impact</u></b></p> <p>The scheme is providing 100% affordable homes.</p> <p>The scheme will provide quality outdoor leisure space and energy efficient building design. The scheme includes provisions for electric vehicle charging points and bike storage.</p> <p>This scheme has a benefit cost ration of 1.2:1 representing low value for money. Brownfield Housing schemes are required to have a minimum BCR of 1 and the scheme will bring wider benefits to the area.</p> <p><b><u>Decision sought</u></b></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 7 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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**Decisions relevant to this thematic committee made through other delegations**

- 4.27 Since the Place, Regeneration and Housing Committee’s last meeting on 25 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 on 9 December 2021**

- 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.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p><b>Bradford Interchange Resurfacing Works</b></p> <p>Bradford</p>	<p>The Bradford Interchange carriageway was constructed of reinforced concrete in 1973. This aging structure is now showing signs of deterioration and has been subject to a number of repairs.</p> <p>This deterioration and constant repairs are causing safety concerns which whilst currently addressed require a more sustainable long-term renewal solution to avoid disruption for passengers and bus operators, affecting the day-to-day operation of this key transport facility in the city centre.</p> <p>The scheme will involve repairs to the structure and waterproofing and resurfacing of the bus carriageways on a phased basis, so the interchange remains operational, and any disruption is minimal.</p> <p>Once all the works have been completed, future repair and maintenance costs will be minimised for the next 10 to 15 years.</p> <p>The total estimated costs at Strategic Outline Case were £2,000,000. Following the Combined Authority’s indicative approval of up to £2,000,000 and approval of £461,400 development costs, on 9 January 2020, the contractor carried out a feasibility study and site surveys. This work identified additional repairs which need to be made to the structure which were not anticipated when the Strategic Outline Case was considered. As a result of the contractor’s discoveries the total scheme costs are now estimated to be £8,501,000.</p> <p>The scheme will be funded from the Local Transport Plan Integrated Transport Block (ITB) programme, the 2022/2023 City Region Sustainable Transport Settlement and / or Combined Authority capital receipts.</p> <p><b><u>Impact</u></b></p> <p>This project is required to maintain an operational public transport asset and will allow the continued, safe operation of Bradford Interchange. The repair and resurfacing of the carriageway are one part of a proposed programme to further improve the interchange in the longer term.</p> <p><b><u>Decision</u></b></p> <p>The Combined Authority gave approval on 9 December 2021 for the scheme to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery.)</p>

	Total value of the scheme - £8,501,000
	Total value of Combined Authority funding - £8,501,000
	Funding recommendation sought - £8,039,000

## Decisions made by the Finance, Resources and Corporate Committee on 6 January 2022

<u>Scheme</u>	<u>Scheme description</u>
<p><b>Bus Franchising Needs Assessment</b></p> <p>West Yorkshire</p>	<p>This scheme will investigate the options for the proposed bus franchising scheme. This will include a thorough needs assessment, incorporating an assessment of the benefits and impacts of bus franchising, a comparison of these against other bus reform options, an audit of the proposed scheme, and the preparation and launch of public consultation. The outcomes will form the basis for a full business case.</p> <p>This scheme supports the Mayor's pledge to bring buses back into public control. This assessment forms a key part of this pledge and is a statutory process.</p> <p>The scheme will be funded by Combined Authority Gainshare funding.</p> <p><b><u>Impact</u></b></p> <p>The key benefit of this scheme is to provide an evidence base upon which the Combined Authority can make a fully informed decision on whether to progress with a bus franchising scheme for West Yorkshire which would bring buses back into public control.</p> <p><b><u>Decision</u></b></p> <p>The Finance, Resources &amp; Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 2 (strategic outline case) and work commence on activity 4 (full business case).</p> <p>Total value of the scheme - £7,000,000</p> <p>Total value of Combined Authority funding - £7,000,000</p> <p>Funding recommendation sought - £1,000,000</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p data-bbox="300 250 564 282"><b>York Castle Gateway</b></p> <p data-bbox="300 300 472 331">Location: York</p>	<p data-bbox="619 250 1366 497">This scheme is part of the wider York Castle Gateway Masterplan, which will be delivered in two phases. Phase 1 will include a new pedestrian cycle bridge, creating new strategic routes into and across the city for pedestrians and cyclists. Phase 2 includes enhancements to public spaces, involving reducing the number of car carrying roads, replacement and upgrading of bus stops and an upgraded pedestrian and cycle crossing.</p> <p data-bbox="619 510 1366 573">This scheme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p data-bbox="619 586 708 618"><b><u>Impact</u></b></p> <p data-bbox="619 631 1382 730">The scheme supports the Mayor's pledges of supporting businesses and being a champion for the regional economy and tackling the climate emergency and protecting our environment.</p> <p data-bbox="619 743 1382 927">The scheme presents a benefit cost ratio (BCR) of 0.81:1. This is categorised as poor value for money, however, it is not uncommon for schemes of this nature to return a low BCR. The scheme has a strong strategic case, which Government advises is of importance in deciding whether a scheme should be progressed.</p> <p data-bbox="619 940 1388 1066">The wider benefits include health benefits through promotion of healthy active travel plus improvements to air quality by reducing motor vehicle use in the city centre. The new public park will enhance the setting of a number of popular visitor attractions.</p> <p data-bbox="619 1079 734 1111"><b><u>Decision</u></b></p> <p data-bbox="619 1124 1388 1249">The Finance, Resources &amp; Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 3 (outline business case) and work commence on activity 4 (full business case).</p> <p data-bbox="619 1263 1085 1294">Total value of the scheme - £5,429,960</p> <p data-bbox="619 1308 1276 1339">Total value of Combined Authority funding - £4,600,000</p> <p data-bbox="619 1352 1066 1384">Funding recommendation sought - £0</p>

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p><b>Armley Gyratory</b> Leeds</p>	<p>The Armley Gyratory scheme has been identified for delivery through the £78,800,000 Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).</p> <p>The scheme will increase highway capacity through increasing lane numbers and widening approach roads. Signal upgrades will improve the operational efficiency of the gyratory and better accommodate re-routed traffic following closure to City Square.</p> <p>It will also replace the existing footbridges over the A58 and A643 with a new 4-metre-wide bridge for pedestrians and cycle (compliant with LTN1/20 design standards) and widen the existing footpaths at the gyratory.</p> <p>Leeds City Council will phase delivery of the scheme. Phase 1 will complete the highway works, so that the gyratory is operational by December 2022 ahead of the City Square closure, supporting the preparation for the Leeds Year of Culture 2023. The full business case for the structure works (replacement of the footbridges) will be progressed as phase 2 across 2022 with its construction forecast for mid to late 2023.</p> <p><b><u>Impact</u></b></p> <p>Enhancement to the highway capacity is considered necessary to accommodate the additional traffic following the planned closure to City Square. This is forecast to increase carbon emissions by 184,038 tonnes over a 60-year appraisal period (3,067 tonnes per annum). However, early indications suggest that as we expect to see an increasing number of electric vehicles on the road in future years, this should reduce to approximately 111,000 tonnes (1,850 tonnes per annum). Furthermore, it is anticipated that following the implementation of all planned activities within Leeds city centre across the LPTIP, TCF, City Connect, and LCCP funding programmes, that overall local air quality benefits will be realised.</p> <p>The scheme will reduce congestion levels and reduce journey times for motorists, including bus services. Buses, especially core city services will further benefit from the implementation of MOVA adaptive signal control which features virtual bus priority measures.</p> <p>The scheme will also improve walking and cycling connectivity and safety, by replacing the existing footbridges with LTN1/20 compliant shared provision and landscaping treatments, making users more visible to motorists.</p> <p><b><u>Decision</u></b></p> <p>The Finance, Resources &amp; Corporate Committee gave approval on 6 January 2022 for the scheme to proceed through decision point 4 (full business case) and work commence on activity 5 (delivery).</p> <p>Total value of the scheme - £41,970,000 (Phase 1 and 2)</p> <p>Total value of Combined Authority funding - £41,970,000 (Phase 1 and 2)</p> <p>Funding recommendation sought - £27,930,000 (Phase 1 only)</p>

<p><b>Harrogate Road New Line</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>This scheme will improve the existing junction at Greengates and includes the widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists.</p> <p>This scheme has encountered unexpected difficulties due to the discovery of previously unmapped water utility infrastructure during construction. This exceptional circumstance has caused unforeseen delay and increase in cost.</p> <p><b><u>Impact</u></b></p> <p>This scheme supports the Strategic Economic Plan priority 4 – Infrastructure for Growth with a particular emphasis on transport infrastructure and services.</p> <p>The scheme benefit cost ratio is now 9.83:1 as a result of this change. This is categorised as very high value for money based on the Department for Transport’s criteria.</p> <p>The project’s wider benefits include improved facilities for pedestrians and cyclists, a reduction in the number and/or severity of accidents and improvements to air quality. Moreover, the scheme enhances quality of life through improved access to hubs such as Bradford city centre and Leeds Bradford Airport.</p> <p><b><u>Decision sought</u></b></p> <p>The Finance, Resources and Corporate Committee gave approval on 6 January 2022 for the change request to the Harrogate Road – New Line scheme to increase the total value of Combined Authority funding from the current approval of £7,665,000 to £8,812,000 (increase of £1,147,000) due to exceptional circumstances. Bradford Council match funding has been increased from £2,736,000 to £3,016,000 (increase of £280,000). The total project value is £13,754,000.</p> <p>Bradford Council undertook a value engineering exercise to reduce the cost impact to the value requested in this report.</p> <p>Total value of the scheme - £13,754,000</p> <p>Total value of Combined Authority funding - £8,812,000</p> <p>Funding recommendation sought - £1,147,000</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><b><u>Scheme</u></b></p> <p><b>West Yorkshire UTMC</b> Region-wide</p>	<p><b><u>Scheme description</u></b></p> <p>The West Yorkshire UTMC programme includes the upgrading of certain junctions along the Key Route Network to provide enhanced traffic signal infrastructure, transferring all 1600 traffic signal sites across West Yorkshire on to a single cloud-based traffic control system and integrates other traffic management systems in a single cloud-based system accessible by each District.</p> <p>The programme is funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The programme will lead to:</p> <ul style="list-style-type: none"> <li>• Consistent UTMC service across West Yorkshire</li> <li>• Better management of congestion to unlock capacity on the highway network</li> <li>• Improved journey time reliability for highway travel</li> <li>• A more resilient network able to better manage unplanned events</li> <li>• Air quality improvements leading to health improvements and reductions in carbon emissions.</li> </ul> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 19 November 2021 to the change request to the UTMC project to increase spend on Element A by £100,000 together with extension to delivery timescales for all elements across the programme.</p> <p>Total value (Element A) - £3,943,878</p> <p>Total value of Combined Authority funding - £3,943,878</p> <p>Combined Authority funding previously approved - £3,843,878</p> <p>Funding recommendation sought - £100,000</p>
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<p><b><u>Scheme</u></b></p> <p><b>A629 Phase 1b (2)</b> Calderdale</p>	<p><b><u>Scheme description</u></b></p> <p>The scheme is part of the wider A629 improvements programme and will deliver improvements to the A629 to the south of Halifax between Elland Wood Bottom and Salterhebble Hill. The scheme will specifically address the current pinch point of the A629/A6026 Calder &amp; Hebble junction, to reduce congestion levels and deliver journey time savings for all motorised traffic for example cars and buses</p> <p>The scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF).</p>
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	<p><b><u>Impact</u></b></p> <p>The completed scheme will lead to:</p> <ul style="list-style-type: none"> <li>• a reduction in journey time on the A629 over the length of the whole phase 1 for general traffic during peak periods by 25% two years after opening.</li> <li>• Improved journey time reliability on the A629 over the length of the whole phase 1 during peak periods for general traffic, within one year of opening.</li> <li>• Supporting an overall A629 programme net decrease in carbon emissions through enabling other phases to come forward and deliver more dedicated public transport (bus) and active travel (walking, cycling) measures.</li> </ul> <p>The scheme has a High-Very High value for money BCR of 4.75:1</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 5 November 2021 for the A629 Phase1b (2) to proceed through decision point 5 (of the former assurance pathway) and for work to commence on delivery.</p> <p>Total value - £28,119,000</p> <p>Total value of Combined Authority funding - £28,119,000</p> <p>Combined Authority funding previously approved - £11,480,000</p> <p>Funding recommendation sought - £16,639,000</p>
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<p><b><u>Scheme</u></b></p> <p><b>Mirfield to Dewsbury to Leeds</b></p> <p>Kirklees / Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The Mirfield to Dewsbury to Leeds (M2D2L) corridor forms a Key Route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail, and housing sites.</p> <p>The scheme includes improvements to the highway including major and side-road junction upgrades, pedestrian crossings and footways, bus lanes and high-quality stops, cycle tracks, and highway space reallocations.</p> <p>The scheme is funded from the West Yorkshire plus Transport Fund</p> <p><b><u>Impact</u></b></p> <p>The proposed M2D2L scheme provides a series of transport inventions within the public highway to improve walking and cycling provisions, general travel opportunities, bus reliability and the local environment, which in turn promote development viability, access to jobs, education and services, and a step-change in health.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the M2D2L scheme to additional development costs of £425,000 from within the scheme's</p>
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	<p>existing West Yorkshire plus Transport Fund budget, taking the total approval to £1,695,000</p> <p>Approval to a two-month delivery time extension to June 2024 was also given.</p> <p>Total value - £13,000,000</p> <p>Total value of Combined Authority funding - £12,500,000</p> <p>Combined Authority funding previously approved - £1,270,000</p> <p>Funding recommendation sought - £425,000</p>
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<p><b><u>Scheme</u></b></p> <p><b>A641 Bradford – Brighouse – Huddersfield Improvement</b></p> <p>Bradford / Calderdale (predominantly) / Kirklees</p>	<p><b><u>Scheme description</u></b></p> <p>The A641 forms part of the Key Route Network between Huddersfield and Bradford and provides an essential link from Brighouse to surrounding centres and the M62 J25 (via the A644). The scheme comprises of a series of interventions proposed for delivery in Brighouse town centre and along the A641 corridor</p> <p>The scheme is to be funded from the West Yorkshire plus Transport Fund (WY+TF).</p> <p><b><u>Impact</u></b></p> <p>The scheme seeks to deliver accessibility and connectivity improvements by introducing better walking and cycling facilities and bus priority measures within Brighouse town centre and along the A641 corridor. Additionally, the scheme will make enhancements to the highway capacity with improvements to selected junctions, ring roads and roundabouts, and deliver new highway links.</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the A641 scheme to increase development costs by £656,000.</p> <p>Total value -£95,100,000</p> <p>Total value of Combined Authority funding - £75,540,000</p> <p>Combined Authority funding previously approved - £2,129,000</p> <p>Funding recommendation sought - £656,000</p>
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<p><b><u>Scheme</u></b></p> <p><b>Getting Building Fund Programme</b></p> <p>Projects across the region</p>	<p><b><u>Scheme description</u></b></p> <p>The Getting Building Fund (GBF) programme was established following a request from BEIS to provide a list of 'shovel ready' projects. The programme, which comprises 15 projects, has now been operating for 14 months and there is 5 months remaining before the financial close on 31 March 2022, the date by which financial completion for the GBF element of the programme must be achieved.</p> <p><b><u>Impact</u></b></p> <p>As a result of this change request the outputs for the Wakefield Gigabit Vouchers project will be reduced from 60 broadband</p>
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	<p>connections to 9 and 40 businesses assisted to 1. The benefits that would arise from the project such as increased home working and benefits to businesses will also be reduced,</p> <p><b><u>Decision</u></b></p> <p>The Managing Director gave approval on 17 December 2021 to the change request to the Getting Building Fund programme to increase project approvals to include programme charges, of £297,000 and a Corporate Overhead recovery charge of £620,000 and to change the following individual project funding approvals:</p> <p>Wakefield Business Gigabit Voucher scheme – reduce from £300,000 to £30,000</p> <p>Bradford Parry Lane EZ – increase from £6,473,000 to £6,923,000</p> <p>Langthwaite EZ – reduce from £1,700,000 to £1,500,000</p> <p>Total value - £52,600.000 (full programme)</p> <p>Total value of Combined Authority funding - £52,600,000</p> <p>Funding recommendation sought - No new funding sought</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.

<b><u>Scheme</u></b>	<b><u>Scheme description</u></b>
<p><b>Leeds Flood Alleviation Scheme Phase 2 step 1</b></p> <p>Leeds</p>	<p>This scheme is a major project which aimed to reduce flood risk to residential, commercial, and industrial property and infrastructure assets along the River Aire in Leeds. Step 1 (the subject of this approval) consisted of improvements within the River Aire corridor between Leeds city centre (Whitehall Waterfront) and Newlay.</p> <p>The scheme was partially funded by the Growth Deal.</p> <p><b><u>Impact</u></b></p> <p>The following benefits will be realised when the scheme in its entirety is complete:</p> <ul style="list-style-type: none"> <li>• Safeguarding of 139 businesses and 3,605 jobs from flood risk.</li> <li>• Protection of 1048 homes from flood risk.</li> <li>• 9 hectares of land released for development.</li> <li>• Net increase in GVA of £44.2 million per annum. Reduced risk of flooding to the rail network (Airedale and Wharfedale lines) and to other critical infrastructure.</li> <li>• Reduced flood risk to two educational facilities, two tourist attractions, two places of worship and five leisure facilities.</li> <li>• 9,800 tonnes of carbon savings by 31 December 2022.</li> </ul>

	<p><b><u>Decision</u></b></p> <p>The Director of Delivery gave approval that:</p> <p>The project closure report for the Leeds Flood Alleviation Scheme Phase 2 (FAS-2) Step 1 is approved, proceeds through decision point 7 and work continues on Benefits Realisation as outlined in this report.</p>
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<p><b><u>Scheme</u></b></p> <p><b>Institute of High Speed Rail &amp; System Integration (IHSRSI)</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The IHSRSI is a University of Leeds-led £79 million development (Combined total of the ITF and VTF) due to be located on the University's new Leeds Infrastructure Innovation Park (IIP) (formerly known as Leeds Technology Campus (LETeC) – a 9.9-acre site to the east of Leeds sitting within the Leeds Gateway Enterprise Zone.</p> <p><b><u>Impact</u></b></p> <p>The scheme did not move into the delivery stage due to the impact of COVID-19 and the pause of all of Leeds University's capital programme. As a result of this pause and the uncertainty moving forward the Growth Deal funding will not now be available for this scheme. The associated Growth Deal output, benefit and match funding targets for the scheme will also be reduced to zero following the reduction of funding.</p> <p><b><u>Decision</u></b></p> <p>The Director of Delivery gave approval that:</p> <p>The project closure report for the Institute for High Speed Rail &amp; System Integration project is approved and proceeds through Decision Point 7.</p>
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<p><b><u>Scheme</u></b></p> <p><b>Leeds Integrated Station Masterplan – Princes Square</b></p> <p>Leeds</p>	<p><b><u>Scheme description</u></b></p> <p>The Princes Square scheme is part of the Leeds Existing Station Programme (LESP) which seeks to address the capacity issues for pedestrians/ passengers within the station to meet the projected growth in passenger demand</p> <p>The LESP SOC and OBC is part funded by the Leeds Public Transport Investment Programme (LPTIP) funding as well as funding from Transport for the North (TfN) and the Department for Transport.</p> <p>The development work of Princes Square (up to Form 1) is funded by LPTIP, other survey works, and detailed design work are funded by Network Rail.</p> <p><b><u>Impact</u></b></p> <p>The key outputs from the completed scheme would be to enable Leeds station to function as a regional transport hub and as a civic gateway and a shop window for rail and for Leeds City Region.</p> <p>Without further improvement, Leeds station will fail to function effectively as this region's major transport hub.</p>
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	<p><b><u>Decision (in relation to Princes Square)</u></b></p> <p>The Director of Delivery gave approval to this change request which confirms that an OBC will not be submitted to the Combined Authority in relation to works at Princes Square. However, the Combined Authority will work with Network Rail in the submission of the OBC to the DfT as part LESP which will include Princes Square.</p> <p>Total value - LESP will be in the region of £300,000,000 to £400,000.000</p> <p>Total value of Combined Authority funding - £250,000</p> <p>Combined Authority funding previously approved - £250,000</p> <p>Funding recommendation sought - no change.</p>
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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 to review at this stage.

## Projects in Stage 2: Development

<b>Project Title</b>	<b>TCF Heckmondwike Bus Hub</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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 project 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.
- 5.5 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities. Local partners have developed packages of schemes for approval at strategic outline case (SOC) and are now bringing individual schemes through the assurance process at outline business case.
- 5.6 The Heckmondwike Bus Hub scheme was part of the A638 Dewsbury – Cleckheaton Sustainable Travel Corridor (TCF Package 12). Following the package's approval at decision point 2 (strategic outline case) stage, the scheme is now progressing through the assurance process individually. By separating the scheme from the wider package, risks have been reduced and there is an opportunity to speed up delivery.
- 5.7 The scheme will improve bus stop arrangements in the centre of Heckmondwike, creating a bus hub. The scheme will involve replacing the existing traffic island and four surrounding bus stops with a new building with waiting area, offices, accessible toilet provision and a changing places room.

There will be six bus station style 'drive in reverse out' (DIRO) bus stands and one layover bay, increasing current capacity.

- 5.8 The scheme does not involve changes to the highway network but increasing the number of bus stands should ease current problems with buses queuing which can impact on local roads.
- 5.9 The scheme will have a green roof and significant investment in green and blue infrastructure including tree planting and a sustainable urban drainage system (SUDS) and improvements to the public space surrounding the bus hub.
- 5.10 The scheme has been subject to public consultation in July/August 2021, the outcome of which has shown that there is support for the proposals.
- 5.11 It is anticipated the bus operator, Arriva, will undertake the future operation and management of the bus hub during operational hours (up to 12 hours per day). Kirklees Council will retain ownership and will also be responsible for the maintenance and upkeep of the bus hub.
- 5.12 The total current estimated cost of the scheme is £4,970,541. Development costs up to and including the submission of the outline business case total £315,000. Approval is now being sought for a further £328,000 to progress the scheme to full business case and undertake associated design activities, bringing the total development costs and scheme approval to £643,000.
- 5.13 A summary of the scheme's business case and location map is included in **Appendix 2**.

### **Tackling the Climate Emergency Implications**

- 5.14 The scheme is aimed at improving facilities for bus users and to accommodate increases in capacity for buses at the hub. This should help to encourage use of bus for trips in Heckmondwike and beyond. The new facility is also expected to encourage a mode shift to public transport (bus) and walking, thereby avoiding trips that would otherwise have been made by private vehicle. This is forecast to reduce vehicle kms travelled on the road network by 1,710,016 kms over the 60-year appraisal period. Using standard (DfT TAG) assumptions this will result in a reduction in carbon emissions of 156 tCO<sub>2</sub>e.
- 5.15 The preferred scheme proposal includes blue and green infrastructure embedded in the building design. These elements, while not eliminating the carbon associated with the construction of the building, will tend to reduce this. The solar panels and heat source pump will work together to reduce any demands on the national grid and reduce the use of gas. Tree planting and other landscape features, together with the green roof, will help to offset the embodied carbon of the scheme. A sustainable urban drainage system (SUDS) is a lower carbon option than the alternative. The construction of the facility will still involve a small 'capital' (or 'embodied') carbon impact which is calculated to be 352 tCO<sub>2</sub>e.



## **Outputs, Benefits, and Inclusive Growth Implications**

5.16 The scheme outputs and benefits include:

- Improvements to the waiting and other facilities for bus users in Heckmondwike
- Encouraging more people to use buses by increasing their attractiveness for journeys in and around Heckmondwike through improved facilities and efficiency.
- Public space improvements in the vicinity of the new bus hub
- Wider social benefits associated with helping those without access to private transport to make trips by bus.

## **Equality and Diversity Implications**

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

5.18 The scheme will deliver benefits for public transport (bus) users.

## **Risks**

5.19 The key risks and mitigating measures are:

- Inadequate support for the bus hub from the public, bus operators and other stakeholders, mitigated by a communications and engagement strategy.
- Planning permission not achieved, mitigated by early consultation with planning.

## **Costs**

5.20 The total current estimated scheme costs are £4,970,541 and will be funded by the Combined Authority.

5.21 The £4,970,541, comprises £4,000,000 previously allocated as part of the £16,000,000 TCF package approval at decision point 2 (strategic outline case) stage, £320,000 from the TCF Carbon Mitigation Fund and an additional £117,541 for the Combined Authority programme management costs associated with delivering the scheme. Kirklees Council is also seeking approval for an uplift to its TCF allocation for this scheme, as part of this report, to cover a funding gap of £533,000. If approved this would bring the Combined Authority's total contribution to the scheme to £4,970,541.

5.22 A request seeking approval for the additional £117,541, has been included in the TCF programme level Change Request being considered at this committee meeting.

- 5.23 Development costs up to and including outline business case submission total £315,000. Approval is now sought for further development costs of £328,000 are now required to progress the scheme to full business case and undertake associated design activities, bringing the total development costs to £643,000, which is 13% of the total scheme costs.
- 5.24 The Combined Authority will need to enter into an addendum to the existing Funding Agreement with Kirklees Council for expenditure of up to £643,000 from the TCF.
- 5.25 Kirklees Council will be responsible for the maintenance and upkeep of the bus hub, with costs of approximately £53,975 per year for the first 10 years and £72,346 per year for the remaining 20 years of the appraisal period (both costs in 2021 prices). These costs are not included in the total scheme costs.
- 5.26 The office space within the bus hub could also bring in an income of approximately £20,000 per year.

### 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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	01/09/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	01/07/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/12/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/06/2024

### Other Key Timescales

- Statutory approvals (Traffic Regulation Orders) - January 2022 to July 2022

- Procurement and contractor appointment - September 2021 to February 2022
- Enabling works - July 2022 to October 2022
- Start of construction (main works) - October 2022
- End of construction (main works) - June 2023

### **Assurance Tolerances**

<b>Assurance tolerances</b>
Combined Authority costs remain within +10% of those outlined in this report
Delivery (DP5) timescales remain within 6 months of those outlined in this report.

### **Appraisal Summary**

- 5.27 The proposal, which involves providing a significant enhancement to the bus waiting and capacity for bus movements in the centre of Heckmondwike, has a strong alignment with the Combined Authority’s Strategic Economic Framework, the objectives of the TCF programme and various national and local strategy documents.
- 5.28 The economic assessment suggests the preferred option has only a ‘low’ value for money (VfM), but this is not surprising for a scheme of this type. There is a high level of confidence in the economic assessment. The preferred option includes a ‘transformational building design’ and various enhancements which while ‘nice to have’ do not contribute to the functional benefits of the scheme. This means that the preferred option has a slightly worse VfM position than the ‘less ambitious’ option. Selection of the preferred option and the justification for this will need to be confirmed at FBC.
- 5.29 There is a cost associated with the upkeep and maintenance of the facility. At the moment, responsibility for upkeep and maintenance lies with Kirklees Council and this will need to be confirmed (or other arrangements specified) at FBC.

### **Recommendations**

- 5.30 The Place, Housing and Regeneration Committee approves that:
- (i) The TCF Heckmondwike Bus Hub 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 £4,970,541. The total scheme value is £4,970,541.

- (iii) Development costs of £328,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £643,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £643,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>TCF: Selby Station Gateway Scheme</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.31 The TCF Selby Railway Station Gateway scheme will be primarily funded through the Department for Transport's Transforming Cities Fund (TCF), with contributions from North Yorkshire County Council (NYCC), Selby District Council (SDC) and central government's Changing Places Fund.
- 5.32 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.
- 5.33 Selby is the commercial and economic centre of Selby District. Due to its strategic location, sitting at the centre of the economic hubs of Leeds to the west, York to the north and Hull to the east, the town has a strong economic relationship with these key cities and forms a constantly growing and important part of Leeds City Region. Selby Rail Station, located to the east of the town centre, is of strategic importance as it provides access to employment and educational opportunities within the wider Leeds City Region.
- 5.34 Selby experiences low levels of rail use and high levels of car ownership, despite having good rail connectivity with key destinations across the region. This is mainly attributed to the current uninviting station environment with limited accessibility by bike or on foot. Although the bus station is located a few metres from the rail station, the two are poorly integrated which discourages bus usage and transfer between rail and bus for onward travel and vice versa.

- 5.35 A significant level of housing and employment growth is forecast in Selby in the future which will increase travel. Without intervention, the increase will place additional pressure on the road network, increasing existing congestion, emissions, and air quality issues. Since 2016, an Air Quality Management Area (AQMA) has been designated 150 metres north-west of Selby Railway Station due to excessive levels of NO<sub>2</sub>. This further emphasises the need to improve accessibility by sustainable modes (bus, rail, walking and cycling) to improve air quality by reducing traffic and tackling congestion.
- 5.36 The small, compact nature of Selby, with a population of over 40,000 people living within a 20-minute catchment area from the rail station by bus, bike or on foot demonstrates the scheme's potential to achieve a real behaviour change and shift from car towards sustainable modes.
- 5.37 The scheme comprises the following three elements:

#### **Selby Station Gateway**

- Replacement of the existing rail station entrance with a new station building with improved waiting area, enhanced lighting, new ticketing machines, toilets and changing facilities and cycle storage.
- Station Road enhancements - Station Road to be made one-way only (northbound) for vehicles past the station car park entrance with a speed limit of 20mph. New southbound cycle lane and wider footpaths with raised crossing points, new signage to help people navigate the gateway area. The seven existing disabled parking bays and three taxi bays will be retained and will include Electric Vehicle (EV) charging. Pick up and drop off spaces will be introduced opposite the taxi bays and 21 parking bays removed.
- A new modern underpass below Bawtry Road to connect Portholme Road with the bus and rail stations.
- Bus Hub - realigned bus stands, new crossing facilities, wider footpaths, and additional space for bus manoeuvring. Upgraded bus shelters with real time information displays and the demolition of one building unit.
- New traffic crossing signals and a wider and resurfaced footpath at the junction of A19 / The Crescent with Park Street.

#### **Eastern Station Access and Cowie Drive Car Park**

- New entrance to rail station platforms 2/3 with ramped pedestrian and cycle access and new cycle stands on platform 2. Widened and resurfaced footpaths, new pedestrian crossing, traffic calming measures, improved signage, and tree planting.
- New car park at Cowie Drive with 73 parking spaces including eight EV charging points, four disabled and four oversized bays and extra ducting for future expansion of EV charging network. Demolition of one building. New access for Network Rail to for maintenance heavy good vehicles, to improve safety for station users.

## **Ousegate Active Travel Corridor**

- Section of Ousegate between Cowie Drive and the A19 to be made westbound only. 20mph speed limit along Ousegate (east of Cowie Drive) and Shipyard Road. Additional traffic calming measures along Shipyard Road.
- Two-way segregated cycle lanes and wider footpaths along Ousegate (north of carriageway) between Cowie Drive, Station Road, and the A19 Toll Bridge junction.
- Two new crossings for pedestrians / cyclists and signal upgrades at the junction with the A19 Toll Bridge.
- Removal of some on-street parking including 14 short stay spaces, to be replaced with two new loading bays for businesses and seven new parking bays east of Cowie Drive car park. Improved open public space with new trees and seating.
- Transform the former Wharf area into a new public space.
- Closure of Denison Canal Bridge to all motor vehicles, except emergency services.

5.38 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), primarily contributing to deliver 21<sup>st</sup> century transport infrastructure by improved accessibility and other enhancements to Selby Station Gateway and supporting clean growth by encouraging cycling, walking and multi-modal long-distance trips.

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

## **Tacking the Climate Emergency Implications**

5.40 By encouraging a higher uptake of walking, cycling, bus and rail trips, the scheme is expected to reduce annual vehicle kilometres travelled on the local road network by 265,000 resulting in a reduction of 1,262 tCO<sub>2</sub> emissions over 60 years.

5.41 The planting of 57 new trees is also proposed with an estimated beneficial carbon impact of 23 tCO<sub>2</sub> over the same period. Despite this, one-way systems for general traffic on Station Road and Ousegate, alongside the closure of Denison Canal Bridge to vehicles, will result in some longer trips, inducing an increase in carbon emissions of about 10,013 tCO<sub>2</sub>e throughout the 60-year appraisal period. An increase in embodied carbon impacts of 2,666 tCO<sub>2</sub>e is also anticipated during construction. As a result, and if no further changes in travel behaviour are observed, the scheme may induce an overall adverse carbon impact of 11,394 tCO<sub>2</sub>e over a 60-year period.

5.42 However, a greater shift from car to walking and cycling is likely to be observed as a result of the increased car journey times. The installation of 18 new electric vehicle charging points will also encourage a higher uptake of electric vehicle use. Overall, if combined with wider policy and behaviour

change, the scheme has the potential to induce higher emission reductions in the medium to long term and offset the traffic re-routing disbenefit.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.43 The scheme outputs and benefits include:

- Increasing trips to Selby Station Gateway Area by 26% (cycling) and 5% (walking) by 2028 through the delivery of enhanced pedestrian and cycling infrastructure.
- Increasing the proportion of people accessing Selby Rail Station by bike, bus or on foot by 6% by 2028.
- Reducing the average time travelled to access the station by bike or on foot by 30 seconds following the scheme's completion in September 2023.
- Increasing passenger levels at Selby Rail Station by 3% by 2028 through improvements to the station facilities and the station environment.
- A 1 % increase in visitors to Selby Town Centre by 2028, by making the Selby Station Gateway Area more attractive.
- A 5% increase in levels of user satisfaction across the Gateway area by 2028 as a result of improved journey ambience.
- Support the delivery of 102 residential units at Portholme Road planned by 2028 by improving links to the rail station and bus hub through the construction of the new underpass underneath Bawtry Road.
- Improved access by bike and on foot to employment, skills, and education by improving links between residential areas and future development sites, Selby Station Gateway and areas of employment and educational facilities. By enhancing access to opportunity, the scheme has the potential to increase the number of Selby residents in long term employment and/or education contributing to the reduction of social, health and income inequalities prevalent in local communities.

### **Equality and Diversity Implications**

5.44 An Equality Impact Assessment (EqIA) for the scheme has been undertaken and equality and diversity impacts taken account of as part of the project and business case development. A review of the current Equality Impact Assessment is required, as part of the next stage, to account for adverse impacts to existing service users as well as to reflect the findings from the detailed environmental, social, and distributional impact assessments to be undertaken.

### **Risks**

5.45 The scheme risks include:

- Risk of significant cost increases and programme delays due to inflation in costs of materials, capacity within the construction market as multiple



TCF schemes are working towards the same delivery timelines, or limited availability due to Brexit and / or COVID-19. Partially mitigated by considering costs and availability of materials during the design process and the Combined Authority reviewing alignment of construction activities across the entire TCF programme.

- Risk of specific scheme elements being delivered post March 2023 programme end date. Mitigated by early contractor involvement following procurement of construction contractor to validate construction period and seek to achieve greater time savings.
- Risk of significant programme delays as a result of:
  - significant redesign of the Buffer Stop, which prevents trains from going past the end of a rail track, requested by Network Rail. Mitigated by undertaking a Buffer Stop Risk Assessment as early as possible with outcomes reviewed by Network Rail.
  - ground conditions being worse than anticipated. Partially mitigated through completion of ground investigation surveys. Site Investigation Surveys to be completed within the next few months and findings to be reported.
- Risk of adverse environmental impacts as a result of the scheme on:
  - flooding due to the entire scheme area being located within Flood Zones 2 and 3 (medium and high risk of flooding respectively). Mitigated by undertaking a flood risk assessment and including it as part of the planning application submitted to Selby District Council in December 2021.
  - air quality, carbon, and noise because of increased traffic levels within an Air Quality Management Area (AQMA) and a Noise Important Area (NIA). Mitigated by undertaking robust air quality, carbon, and noise impact assessments to understand the extent and severity of impacts on residents, schools, and the park.
- Risk of rejection of the planning application or delays in determination of the planning application due to limited resources at the Local Planning Authority, delays in consultation responses, requirement for additional information and /or adverse environmental impacts likely to outweigh benefits. Partially mitigated through ongoing engagement with planning authority and stakeholders to fully understand requirements and address concerns. Revised scoping report has been submitted to Selby District Council based on the outline business case preferred option and a response is awaited.
- Risk of scheme scope changing, impacting on outputs and benefits, due to different requirements and expectations of multiple stakeholders. Partially mitigated by continuing engagement with stakeholders to minimise impact and likelihood of objections.

## **Costs**

5.46 The scheme costs are:

- Total scheme costs are £22,560,216. The Combined Authority's contribution to this total is capped at £20,502,216 and is to be funded through the Transforming Cities Fund (TCF). The Combined Authority's contribution has increased by £3,037,216 since the indicative approval of £17,465,000 was given at decision point 2 (strategic outline case).
- The £3,037,216 includes £502,216 for Combined Authority Programme Management costs associated with delivering the scheme and a request from the scheme promoter for an additional £2,535,000 for the use of high-quality materials for planning purposes, overall progression of designs and complex design fees, planning fees and requirement for Environmental Impact Assessment, change in methodology applied to calculate indirect, non-delivery costs and allowance for risk, contingency, and inflation, not previously accounted for as part of the strategic outline case cost estimates. The additional Combined Authority costs of £3,037,216 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.
- The remaining £2,058,000 will be funded jointly by Selby District Council (£1,908,000), North Yorkshire County Council (£100,000), and central government through the Changing Places Fund (£50,000).
- It is noted that £2,406,000 from the total TCF funding is profiled to be spent after the programme's end date of March 2023.
- Development costs of £1,844,000 have been approved to date.
- Approval of additional development costs of £4,069,000 is sought to enable the scheme's progression to full business case and to cover costs related to land acquisition and enabling construction works:
  - £1,934,000 is being sought through this report bringing the total development costs to £3,778,000.
  - Approval of a further £2,135,000, bringing the total development costs to £5,913,000, is subject to the conditions outlined in this report being met and comprises the following.
    - £892,000 for completion of the full business case
    - £491,000 for land acquisition costs related to the eastern station entrance / Cowie Drive car park
    - £752,000 for enabling works

### 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 & Housing Committee	07/02/2022

Discharge of outline business case conditions	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	29/04/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	12/08/2022
Approval to proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2023
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2024
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/09/2028

### Other Key Timescales

- Land acquisition and completion of contracts - February 2022
- Planning application determination - May 2022
- Construction contract award:
  - Stage 1 Early Contractor Involvement (detailed design stage): December 2021
  - Stage 2 Construction Phase: August 2021
- Duration of enabling construction works - August to September 2022
- Start of main construction works - September 2022
- End of main construction works - September 2023

### Assurance Tolerances

<b>Assurance tolerances</b>
Combined Authority costs remain within those outlined in this report.

Delivery (DP5) timescales remain within 2 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.
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## **Appraisal Summary**

- 5.47 The current ask from the Combined Authority is within the £20,600,000 threshold as set out through the Change Request approved in July 2021. Meanwhile, cost increases are still likely, subject to planning requirements, survey findings and following procurement of the construction contractor.
- 5.48 Feedback received to date, from two rounds of public consultation, alongside engagement with councillors and key stakeholders, suggest overall support for the scheme. Nevertheless, given the significant number of stakeholders and third parties involved, from whom support, or approval is required, ongoing engagement throughout detailed design is key to ensure timely approval of planning application, station change request and other regulatory consents as well as land acquisition.
- 5.49 Potential adverse impacts of the scheme on air quality, carbon and noise within an Air Quality Management Area, a Noise Important Area as well as residential areas need to be thoroughly assessed and mitigated through further design development and engagement with various planning stakeholders. Completion of robust environmental, social, and distributional impact assessments is outstanding would give a better understanding of the extent and the severity of the impacts, as well as their distribution across different social and income groups.
- 5.50 The scheme's Benefit Cost Ratio falls into the Poor Value for Money category. Meanwhile, a high proportion of disbenefit induced by the scheme is related to short distance trips. That demonstrates the potential for proposals to encourage a higher uptake of walking and cycling. If behavioural change becomes a reality, the anticipated adverse user and environmental impacts are very likely to be reduced.
- 5.51 Overall, although the scheme's development has significantly progressed since decision point 2, there are still significant, inherent risks and delivery constraints due to the requirement for access rights to be granted for the eastern station entrance, the planning application with Environmental Impact Assessment to be submitted, a number of agreements and approvals required from third parties, the inclusion of complex scheme elements and the likelihood for adverse induced environmental impacts within the scheme's wider area of impact. It is highly likely that if one or more of the key project risks materialise, then its scope, outputs, benefits, and impacts are either significantly reduced or altered.
- 5.52 It is, therefore, recommended that a progress note is submitted to the Combined Authority by the end of March 2022 to confirm scope, outputs, benefits, costs, and programme based on completion of negotiations with landowners, further engagement with planning and rail industry stakeholders, findings of surveys and robust assessment undertaken on environmental, social, and distributional impacts.

## Recommendations

5.53 The Place Regeneration and Housing Committee approves that:

- (i) The TCF Selby Station Gateway 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 £20,502,216 is given. The total scheme value is £22,560,216.
- (iii) Development costs of £1,934,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total approval to £3,778,000.
- (iv) Further development costs of £2,135,000 required for completion of full business case, land acquisition and enabling works to be delegated to the Combined Authority's Director of Delivery following discharge of the conditions below and subject to Programme Appraisal Team's recommendation, taking the total approval to £5,913,000.
- (v) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £5,913,000.
- (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.

## Conditions

5.54 A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:

- Confirmation of the scheme's scope, outputs, benefits, costs, and programme based on:
  - Affordability, deliverability, and stakeholder acceptability of the preferred OBC option.
  - Construction methodology conclusion for the proposed underpass.
- A robust assessment of environmental, social, and distributional impacts induced by the scheme and report findings.
- The outcomes of the latest public consultation on the OBC preferred option.
- Quantification of the extent to which scheme interventions individually contribute to user disbenefit and environmental impacts.
- Subject to availability, the use of existing count data to capture the impacts of Denison Canal Bridge's closure to vehicles.

<b>Project Title</b>	<b>Leeds City Centre Package - City Square Plus</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.55 The City Square Plus scheme will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF). The LCCP aspiration is to transform travel within Leeds city centre through the removal of unnecessary through traffic and to re-prioritise major routes to public transport, pedestrians, cyclists, and public space.
- 5.56 The LCCP programme complements schemes being delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS). The LCCP programme includes:
- **Infirmity Street Gateway and Park Row** (already approved and under construction via LPTIP but funded by LCCP) - Infirmity Street two-way to remove through traffic from City Square. Park Row one-way southbound, pavement widening, and consolidation of bus stops.
  - **Meadow Lane** (part of the Corn Exchange Gateway approved via LPTIP but funded by LCCP) - Changes to road layout, bus and pedestrian priority measures and provision for safer cycle ways.
  - **A64 Regent Street flyover** (already approved and under construction) - the LCCP budget was extended to accommodate this scheme.
  - **Armley Gyrotory** (at Approval to Proceed stage in the assurance process). Enhancement to the highway capacity at the gyrotory to

accommodate re-routed traffic from City Square on to the inner ring road (phase 1), plus the replacement of the existing footbridges with new LTN1/20 compliant walking & cycling footbridges (phase 2).

- **City Square Plus** (this scheme - at outline business case)

### Strategic Context

- 5.57 Since the 2008 vision for the future of Leeds city centre, the Council and partners have been progressing and delivering a people, and not car, first approach to its infrastructure delivery.
- 5.58 Through a range of co-produced and collaborative strategies, the city is making major progress in the delivery of a people centric infrastructure and public spaces across the city centre. Such projects focus on providing high quality spaces in between buildings which meet the needs of people first, to improve connectivity to and from surrounding neighbourhoods (amongst the most deprived in the country), help tackle the climate emergency and to foster enjoyment, community, innovation, and collaboration – all whilst ensuring there is sufficient resilience within the highway network and promoting sustainable transport modes.
- 5.59 Accordingly, this has long been embedded within Planning Policy, which sets out a strategy that traffic will be encouraged to move around the city centre rather than through it. The Inner Ring Road will have the greatest volume of traffic, while a proposed City Boulevard will accommodate slower moving vehicles, prioritising pedestrians, and cyclists in a pleasant and safe environment.
- 5.60 In order to achieve this, the vision is predicated upon the removal of through traffic from the city centre and provide additional capacity by improving the M621, Armley Gyratory on an alternative route via the inner ring road. This has been the foundation of bold regeneration momentum in Leeds and as a package of works they will support:
- Better connectivity for deprived neighbourhoods – routes to main growth areas for the communities of New Wortley, Holbeck and Hunslet will be vastly improved, and road safety will be dramatically improved with fewer roads.
  - The delivery of Aire Park – the largest new city centre greenspace in the UK, which is being delivered in partnership with the Combined Authority through the Getting Building Fund. In addition, the infrastructure changes will substantially enhance pedestrian and public transport access for over 10,000 students using Leeds City College, University Technical College and Leeds College of Building.
  - The delivery of City Square – a core commitment in the co-produced Leeds Station Masterplan, a crucial component in Channel 4's location at the Majestic, and a central focus for Leeds 2023, the delivery of a nationally significant public realm scheme at city square as a major

cultural outdoor events space and world class gateway entrance into the city.

- Housing growth – on the back of the strategy, there is a greater confidence on city centre housing on brownfield sites due the city centre being liveable. 4,000 homes are under construction in Leeds, with a pipeline of over 4,000 more in the South Bank alone.
- Jobs growth – increasingly, businesses are highlighting the need for quality spaces between buildings to attract talent and the proposals benefit the target of 8,000 new jobs across the South Bank, as well as making the West End, the prime office core, along Wellington Street a more attractive proposition and better connected to New Wortley and Holbeck.
- Mass Transit – through the Leeds Integrated Station Masterplan, there is the proposal for Mass Transit to run through Neville Street to connect the system between North and South Leeds. Removal of through traffic is essential to the effective delivery of Mass Transit in this location and to stop the street being amongst the most polluted in the UK.

5.61 The scheme at the core of the City Square Plus package is the closure to through traffic at City Square. This is a public square located by the Queens Hotel exit of Leeds Rail Station and is a busy thoroughfare for pedestrians, cyclists, buses, taxis, and cars. As a result, the square, and the area around it is often congested, meaning motorists, bus users, pedestrians and cyclists using the controlled crossings, experience delays at peak times. This congestion also leads to poor air quality and an unpleasant environment, with negative impacts felt by residents, businesses, commuters, and visitors to the city.

5.62 The City Square Plus package comprises the following schemes:

- **City Square Closure to through traffic** – Access will be retained for buses, taxis, and cycles only. The existing all traffic route along Wellington Street, immediately north of Leeds Rail Station is removed and the area pedestrianised. Vehicular access to the southern end of Quebec Street is also removed allowing this area to also be pedestrianised, with access being maintained from the north via this section being made two-way (East Parade). The direction of traffic along Wellington Street between its junctions with Kings Street and Aire Street is reversed to maintain access to Aire Street.
- **East Parade and King Street** – Will be converted to two-way traffic, with new bus stops and bus gate added. The bus gate will restrict access to public transport and (where specified) taxis and authorised vehicles, indicated by appropriate signage. New two-way segregated cycleways will be provided along with widening of pedestrian footways. North of East Parade and The Headrow, a new two-way segregated cycle route is proposed along Calverley Street, along with formalisation of the existing car parking facilities. Parking will include a mix of pay & display and disabled spaces.



- **Westgate** – Introduction of a new westbound slip road with traffic signals, on to the inner ring road.
- **Business District Traffic Management** – Plans include the installation of traffic signals on Globe Road.
- **City Centre Signage Strategy** – To reduce unnecessary vehicular journeys within the city centre, redirecting journeys to the inner ring road (IRR), Strategic Road Network, and other key routes.

5.63 The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme, which leaves a funding gap. Leeds City Council has therefore proposed a phased delivery approach (Phase 1 and 2). Leeds City Council has commenced engagement with the Combined Authority on alternative funding options for Phase 2. More detail is to be provided at full business case stage, but the early indication is that Phase 1 will prioritise closure to City Square, bus improvement measures at East Parade, and the essential components of its traffic management and signing strategy.

5.64 The LCCP Armley Gyratory scheme, considered pivotal to accommodate the re-routed traffic following closure to City Square is at Approval to Proceed stage in the assurance process, with construction forecast to start in February 2022 and completed by December 2022. It is Leeds City Council's desire that the Armley Gyratory scheme is delivered and operational before City Square is fully closed.

5.65 Closure to through traffic and the separate public space works will also support the transformation City Square in preparation for Leeds City of Culture 2023.

5.66 A summary of the scheme's business case and location map is included in **Appendix 4**.

### **Tackling the Climate Emergency Implications**

5.67 Closure to City Square will re-route motorists onto longer trips. This is forecast to increase carbon emissions by 10,575 tonnes over a 60-year appraisal period. This assumes the Armley Gyratory and M621 improvements are in place.

5.68 The principle aim of the scheme, however, is to reprioritise highway space in Leeds city centre to sustainable travel (walking, cycling, bus), supporting modal shift from the car to deliver local air quality benefits and sustainable economic growth - a key principle of the Mayoral pledge to 'tackle climate emergency'.

### **Outputs, Benefits, Outcomes, and Inclusive Growth Implications**

5.69 The scheme outputs, benefits, outcomes, and inclusive growth include:

- 1793 metres of footway improvements, 468 metres of new cycling provision.
- five new bus stops, four new bus gates, four upgraded bus shelters.
- four new segregated crossings, six upgraded crossings.
- two new signal-controlled junctions.
- three new taxi waiting spaces.
- three new disabled blue badge parking spaces.
- improved walking and cycling connectivity by 2023, safer walking and cycling provision by 2023, an increase in pedestrian and cyclist numbers within City Square in 2023.
- improved access to public transport (bus and rail) by 2023, improved bus journey reliability by 2023.
- facilitate the creation of a new public and events space at City Square, supporting the regeneration of central Leeds.
- a measurable decrease in transport related accidents within City Square in the five years following scheme opening
- a reduction in NO2 at the nearest Air Quality Management (AQM) site to City Square in 2023
- an increase in events revenue in public areas within the city centre by 2028

5.70 Delivery of the City Square Plus package will improve connectivity and safety for people travelling by bike or on foot within the city centre, making it much more attractive to walk or cycle to employment, housing, retail, education, and public transport (bus and rail).

5.71 The package will also improve bus journey reliability with new bus gates, new bus stops, and bus route changes to complement the wider network in the city centre and buses will no longer have to compete for road space with motorists.

5.72 The scheme will improve the walking, cycling, bus, and rail access to employment, housing, education, retail, and leisure within Leeds city centre. the scheme has also accommodated for waiting spaces for taxi users and integrated blue badge parking spaces into the design.

5.73 Although bus access is being removed from the southern side of the square next to Leeds Rail Station's entrance and The Queens Hotel, buses will have new access to the north (via Infirmary Street / East Parade) and Wellington Street, so there is still access to buses as close as possible to the station whilst allowing City Square to be pedestrianised.

5.74 The value for money assessment reflects a Very Poor Value for Money scheme when assessed against the Department for Transport's value for money criteria. The assessment demonstrates good benefits for active travel, pedestrian journey times, public realm quality, and accidents, but they are

significantly outweighed by disbenefits to motorists because of closure to City Square to through traffic. Consideration of the strategic ambitions of the scheme are to be reflected upon as part of the value for money assessment.

### **Equality and Diversity Implications**

- 5.75 The interventions proposed through the City Square Plus scheme will not impact on any one particular characteristic group, with all people in society to have the opportunity to benefit from the walking, cycling, bus and rail access improvements.

### **Risks**

- 5.76 The scheme risks and mitigation measures include:

- Presence of utilities and need for diversions at City Square impacting the scheme design, costs, and possible delay to the programme. To be mitigated by Atkins engaging early with Balfour Beatty and Leeds City Council to ensure utilities are avoided or marked for diversion as early as possible. Additionally, a specialist sub-contractor with experience of progressing utility diversions to be brought on board in the design stage to improve co-ordination and further mitigate this risk.
- That the scheme requires significant changes to statutory undertakers' equipment increasing cost of construction. To be mitigated by requesting C2 searches from the Utilities Companies and make available existing information that has been reviewed in the RIBA Stage 3 design stage.
- Additional costs of diverting existing private Fibre Cable running down Calverley Street and East Parade due to the realignment of kerb lines. To be mitigated by obtaining location plans from the LPTIP programme.
- Signing strategy scope creep with additional schemes emerging not planned for, impacting costs. To be mitigated by securing sign off of the signing strategy and subsequent costs, including 3rd party requirements.
- COVID-19 impacting the delivery programme and risks increase to costs. To be mitigated by close monitoring of Govt guidelines and putting in place safe working practices. Additionally, the current programme projects construction will commence following the full vaccination process.
- Economic impact post COVID-19 resulting in objections to the scheme from surrounding businesses and/or taxi providers on loss of income, risking scheme design changes, further costs, and delay to the programme. To be mitigated through ongoing consultation and engagement with stakeholders, with the scheme design as far as possible to maintain access to businesses and facilitate taxi provision.
- Multiple projects being delivered within the city centre, including the TCF Leeds Rail Station Bishopgate scheme, impacting delivery of City Square. Mitigated by putting in place shared management and interface at both Balfour Beatty and Leeds City Council to ensure full co-ordination and also capture all potential opportunities across shared resources.

## Costs

5.77 The scheme cost and funding details are:

- The total cost estimate for the City Square Plus package is £15,380,000, of which £6,430,000 is available through the WY+TF LCCP programme. The Council has proposed a phased delivery approach and has commenced engagement with the Combined Authority on alternative funding options.
- Through the LCCP change request of October 2020, £1,500,000 of approved development funding was transferred from Armley Gyratory to City Square Plus, taking the total approval to £5,274,000. No additional approval is sought at this stage.

## 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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	08/04/2022
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	27/04/2022

## Other Key Timescales

5.78 The key timescales for City Square, East Parade, and essential Traffic Management & Signing Strategy (considered phase 1) are:

- February 2022 – Detailed design and full business case submission
- April 2022 – Construction starts
- December 2022 – Completion

## Assurance Tolerances

Assurance tolerances
That Combined Authority costs remain within +10% of those outlined in this report. That delivery timescales remain within +3 months of those outlined in this report.

## **Appraisal Summary**

- 5.79 It is clearly set out that the City Square Plus package is focused on reprioritising highway space to walking, cycling, and public transport, and therefore supports the 'tackle climate emergency' Mayoral pledge and principles of the Strategic Economic Framework, including Enabling Inclusive Growth.
- 5.80 Affordability is a concern but engagement with the Combined Authority is underway on a phased programme and alternative funding options to deliver the package of works. Prioritising closure to City Square and East Parade bus improvement measures seems a sensible approach. More detail is expected at full business case.
- 5.81 The value for money assessment reflects a Very Poor Value for Money scheme when assessed against the Department for Transport's value for money criteria. The assessment demonstrates good benefits for active travel, pedestrian journey times, public realm quality, and accidents, but they are significantly outweighed by disbenefits to motorists because of closure to City Square. Longer journey trips for motorists also has an implication on carbon emissions. It is reminded that the strategic ambition is to tackle climate emergency by encouraging sustainable travel within the city centre which should deliver local air quality benefits and clean growth. Additionally, the scheme will complement the wider highway network, with its carbon impact forecast to be reduced by the Armley Gyratory scheme and by the planned capacity enhancements at strategic junctions on the M621 (National Highways). It is appropriate to reference HM Treasury Green Book appraisal guidance that all possible impacts especially at a local level that support strategic priorities should be considered when taking a view on the overall value for money position.

## **Recommendations**

- 5.82 The Place, Regeneration and Housing Committee approves that:
- (i) The Leeds City Square Plus scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
  - (ii) An indicative approval to the Combined Authority's contribution of £6,430,000. The total scheme value is £15,380,000.
  - (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

<b>Project Title</b>	<b>BHF- Castleford</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	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

- 5.83 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.
- 5.84 This scheme will redevelop 4.83 acres of brownfield land to enable development of 69 homes. The housing will be a mixture of two, three and four bedroom units and 100% of the site will be affordable housing with 52 units at affordable rent and 17 at shared ownership.
- 5.85 The scheme has good transport connections from Castleford to the wider Wakefield area and beyond.
- 5.86 A summary of the scheme's business case is included in **Appendix 5**.
- 5.87 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 7**.

## Tackling the Climate Emergency Implications

- 5.88 New Building Regulation guidance comes into effect in June 2022 which states that new homes must consider the use of high energy efficiency alternative systems in designs. As a result of this, considerations for this scheme will be made to use sustainable methods of construction and increase the use of renewable technologies.

5.89 The scheme includes provisions for electric vehicle (EV) charging points and bike storage. The number of EV charging points and cycle storage facilities will be confirmed in the full business case submission.

### **Outputs, Benefits, and Inclusive Growth Implications**

5.90 The outputs, benefits and inclusive growth implications are:

- To acquire and redevelop the site for a 100% affordable housing scheme comprising 69 two, three and four bedroom housing units of which 52 will be affordable rent and 17 will be shared ownership.
- Demolish the existing buildings, remediate 4.83 acres of brownfield land for affordable housing.
- The scheme will be built using a timber frame according to new, more energy efficient building regulations and provide on-site, solar powered battery storage and car charging points.

5.91 This scheme has a benefit cost ratio of 1.2:1 representing acceptable value for money.

### **Equality and Diversity Implications**

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

### **Risks**

5.93 The scheme risks include:

- Delayed outcome of the planning decision. This will be mitigated by increasing the timescale in the programme based on previous experience and timeframes from earlier schemes.
- Increased cost of building materials. This will be mitigated by accounting for the uplift in current cost plans and exploring alternatives for building materials that may be more readily available.
- Legislation requirement to meet the Future Homes Standard resulting in increased build costs. This will be mitigated by accounting for this in the current cost plans.
- No intrusive surveys have yet been carried out on the existing building due to current temporary site use but will be done as part of full business case development. The amount and extent of any contamination is yet unknown and there are possible unknown costs for demolition of the existing building. This will be mitigated by undertaking surveys when feasible to determine issues and cost uplift.

### **Costs**

5.94 Please refer to exempt **Appendix 7**.

## 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	07/02/2022
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director	24/02/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/05/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025
6 (financial closure)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	30/05/2025
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	31/03/2026

### Other Key Timescales

- Planning consent is expected to be granted in September- November 2022.
- The scheme will start on site in 2023.
- Homes will be delivered and fully let/ sold by April 2025.

### 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**

5.95 Please refer to exempt **Appendix 7**.

### **Recommendations**

5.96 Please refer to exempt **Appendix 7**.

<b>Project Title</b>	<b>BHF Pontefract</b>
<b>Stage</b>	2 (development)
<b>Decision Point</b>	4 (full 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

- 5.97 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.
- 5.98 This scheme will redevelop 1.08 acres of brownfield land to enable the delivery of 100% affordable rented housing. This scheme will create 37 apartments in a 3-storey building with associated landscaping works. Car parking provisions of 26 spaces will also be provided.
- 5.99 The scheme is situated in Pontefract Town Centre with close links to the regional motorway network, and within walking distance of the bus station and Pontefract Tanshelf train station, with Pontefract Baghill and Pontefract Monkhill train stations which offer links to Wakefield, Leeds, Barnsley, Sheffield and beyond within easy reach.
- 5.100 Due to the commercial nature of this project some of the details of the scheme are outlined in the exempt **Appendix 7**.
- 5.101 A summary of the scheme's business case is included in **Appendix 6**.

## Tackling the Climate Emergency Implications

5.102 The scheme will provide quality outdoor leisure space and the building will be energy efficient. The scheme includes provisions for three electric vehicle charging points and 12 square metres of bike storage.

## Outputs, Benefits, and Inclusive Growth Implications

5.103 The outputs, benefits and inclusive growth implications include:

- Construct 37, 100% affordable homes.
- Regenerate 1.08 acres of brownfield land in Pontefract town centre and contribute to wider Pontefract Town Centre regeneration local policy objectives.

5.104 The benefit cost ratio is calculated at 1.2:1 representing acceptable value for money.

## Equality and Diversity Implications

5.105 An Equality Impact Assessment (EQIA) has been undertaken for the project and equality and diversity impacts taken account of as part of development of the project and the business case development. One of the apartments developed for this scheme will be fully accessible for wheelchair users.

## Risks

5.106 The scheme risks include:

- Delays relating to agreeing resurfacing works of the footpaths on the site. This will be mitigated by ensuring the full extent of resurfacing works is agreed with the Council's highways department.
- 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.
- Bird nesting may delay the works. This will be mitigated by tree and shrub removal being carried out prior to the nesting season.

## Costs

5.107 Please refer to exempt **Appendix 7**.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team	07/02/2022

	Decision: Combined Authority's Managing Director	
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	18/03/2022
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	24/02/2023
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	31/03/2026

### Other Key Timescales

- The scheme started on site in December 2021.
- The scheme is expected to be completed in December 2022.

### 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

5.108 Please refer to exempt **Appendix 7**.

### Recommendations

5.109 Please refer to exempt **Appendix 7**.

## **Projects in Stage 3: Delivery and Evaluation**

5.110 There are no schemes to review at this 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 7** 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)**

### **TCF Heckmondwike Bus Hub**

13.1 The Place, Housing and Regeneration Committee approves that:

- (i) The TCF Heckmondwike Bus Hub 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 £4,970,541. The total scheme value is £4,970,541.
- (iii) Development costs of £328,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £643,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £643,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.
- (vi) The Place, Regeneration and Housing Committee approves that:

### **TCF Selby Station Gateway**

13.2 The Place Regeneration and Housing Committee approves that:

- (i) The TCF Selby Station Gateway 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 £20,502,216 is given. The total scheme value is £22,560,216.
- (iii) Development costs of £1,934,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total approval to £3,778,000.
- (iv) Further development costs of £2,135,000 required for completion of full business case, land acquisition and enabling works to be delegated to the Combined Authority's Director of Delivery following discharge of the conditions below and subject to Programme Appraisal Team's recommendation, taking the total approval to £5,913,000.
- (v) The Combined Authority enters into an addendum to the existing Funding Agreement with North Yorkshire County Council for expenditure of up to £5,913,000.

- (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.

### Conditions

13.3 A progress report to be submitted to the Combined Authority's Programme Appraisal Team by end of March 2022 to include:

- Confirmation of the scheme's scope, outputs, benefits, costs, and programme based on:
  - Affordability, deliverability, and stakeholder acceptability of the preferred OBC option.
  - Construction methodology conclusion for the proposed underpass.
- A robust assessment of environmental, social, and distributional impacts induced by the scheme and report findings.
- The outcomes of the latest public consultation on the OBC preferred option.
- Quantification of the extent to which scheme interventions individually contribute to user disbenefit and environmental impacts.
- Subject to availability, the use of existing count data to capture the impacts of Denison Canal Bridge's closure to vehicles.

### **Leeds City Centre Package - City Square Plus**

13.4 The Place, Regeneration and Housing Committee approves that:

- (i) The Leeds City Square Plus scheme proceeds through decision point 3 and work commences on activity 4 (FBC).
- (ii) An indicative approval to the Combined Authority's contribution of £6,430,000. The total scheme value is £15,380,000.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **BHF Castleford**

13.5 Please refer to exempt **Appendix 7**.

BHF Pontefract

13.6 Please refer to exempt **Appendix 7**.

## **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** – TCF Heckmondwike Bus Hub – Business Case Summary

**Appendix 3** – TCF Selby Station Gateway – Business Case Summary

**Appendix 4** - Leeds City Centre Package - City Square Plus – Business Case Summary

**Appendix 5** – BHF Castleford – Business Case Summary

**Appendix 6** – BHF Pontefract – Business Case Summary

**Appendix 7** – Exempt Brownfield Housing Fund