

Report to: West Yorkshire and York Investment Committee

Date: 4 July 2018

Subject: **Capital Spending and Project Approvals**

Director: Melanie Corcoran, Director of Delivery

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1 Purpose of this report

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process.
- 1.2 This report presents proposals for the progression of four schemes through the Combined Authority's assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £34,462 million when fully approved, of which £14.786 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £2.701 million 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.

Scheme	Scheme description	Decision sought
Rochdale Canal - Cycle Safety Fund Calderdale	As part of the CityConnect Programme, this scheme will deliver 6km of high quality cycle route in the Calderdale District between the centres of Hebden Bridge and Todmorden, building on the projects currently being delivered in the corridor to create a continuous traffic free route along the Calder Valley. The project is funded from Department for Transport's Cycle Safety Fund	Approval to proceed beyond decision point 2 and work commence on decision point 4 (full business case with finalised costs). Total value - £1.553 million Total value of Combined Authority funding - £1.473 million Funding recommendation sought - £0

	<p>The scheme has a benefit cost ratio of 3.25:1 at this stage and this will be reassessed in the full business case.</p> <p>The scheme's wider social benefits include health benefits such as improved fitness and reduction in accidents.</p>	
<p>Corridor Improvement Programme - A58/A672 Calderdale</p>	<p>To improve connectivity and accessibility to support economic growth through highway improvements, and improving cycling and walking facilities along this part of the West Yorkshire Key Route Network (WYKRN).</p> <p>The project is funded from the West Yorkshire plus Transport Fund.</p> <p>The benefit to cost ratio of this scheme has been assessed as 4.3:1</p> <p>The scheme's wider social benefits include improving air quality, improved fitness and reduction in accidents.</p>	<p>Approval to proceed beyond decision point 3 and work commence on activity 4 (full business case).</p> <p>Total value - £6.024 million</p> <p>Total value of Combined Authority funding - £6.024 million</p> <p>Funding recommendation sought - £706,665</p>
<p>Corridor Improvement Programme - A646/A6033 Calderdale</p>	<p>To improve connectivity and accessibility to support economic growth through a package of improvements to improve resilience to incidents and weather events and encourage more walking and cycling along this part of the West Yorkshire Key Route Network (WYKRN).</p> <p>The project is funded from the West Yorkshire plus Transport Fund.</p> <p>The benefit to cost ratio has been assessed as 3.3:1</p> <p>The scheme's wider social benefits include improving air quality, improved fitness and reduction in accidents.</p>	<p>Approval to proceed beyond decision point 3 and work commence on activity 4 (full business case).</p> <p>Total value - £5.092 million</p> <p>Total value of Combined Authority funding - £5.092 million</p> <p>Funding recommendation sought - £594,581</p>
<p>Beech Hill (Phase 1a and 1b) Halifax</p>	<p>A scheme consisting of phases 1a and 1b, to enable the Beech Hill site to be prepared for housing</p>	<p>Phase 1a</p> <p>Approval to proceed beyond decision point 5 and work</p>

	<p>development through demolition works, removal of asbestos, land remediation and provision of green infrastructure.</p> <p>A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together, bringing together phase 1a demolition and 1b abnormal infrastructure costs, provides value for money compared to other options at a cost of £191,342/unit. Other options were considered and while this option is complex it will provide long term benefits e.g. quality affordable housing, facilitating town centre living and the sustainability of the town centre.</p> <p>The scheme's wider social benefits also include a more enjoyable sense of place for residents and visitors.</p>	<p>commence on activity 6 (delivery).</p> <p>Total value of Combined Authority funding - £1.4 million</p> <p>Funding recommendation sought - £1.4 million</p> <p>Phase 1b</p> <p>Approval to proceed beyond decision point 2 and work commence on activity 4 (outline business case) in the form of an updated business case for both phases 1a and 1b merging.</p> <p>Total value of Combined Authority funding - £797,000</p> <p>Funding recommendation sought - £0</p> <p>Total scheme costs</p> <p>Total value - £21.813 million</p> <p>Total value of Combined Authority funding - £ 2.197 million</p> <p>Funding recommendation sought - £1.4 million</p>
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1.3 This report also presents recommendations for the following schemes that have had change request reports assessed in line with the Combined Authority's assurance process. These schemes have a total combined funding of value of * £34.400 million when fully approved, £16.800 million of which will be funded by the Combined Authority. A total expenditure recommendation to the value of £793,000 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. Please note the Forge Lane/Dewsbury Riverside scheme change request has also resulted in a recommendation for a decision point 2 (case paper) approval, which is also presented in this section.

*Does not include exempted amount referenced in paragraph 2.80.

Scheme	Scheme description	Decision sought
Forge Lane / Dewsbury Riverside Kirklees	A major regeneration project to deliver new housing in the North Kirklees Growth Zone through substituting the current site, Forge Lane, with replacement adjacent site within Dewsbury Riverside.	This scheme presents two separate decisions as part of the assurance process (Decision 1): Stage 3 (delivery) change request to omit the Forge Lane site and

	<p>The replaced site represents good value for money at this stage.</p>	<p>substitute with the Dewsbury Riverside site.</p> <p>(Decision 2): Approval for the Dewsbury Riverside site to proceed beyond decision point 2 (case paper) and work commence on activity 4 (full business case)</p> <p>Total value of Combined Authority funding - Exempt (see this section of the report for further details)</p> <p>Funding recommendation sought - £0</p>
<p>Kirklees Housing project Kirklees</p>	<p>To accelerate delivery and improve viability on Council owned housing sites by addressing transport access through highways improvements and site condition to accelerate delivery of housing units through undertaking appropriate levels of preparatory and investigation work to facilitate this.</p>	<p>Stage 3 (delivery) change request to descope the Stile Common housing site from the Local Growth Fund scheme and replace it with the Waterfront housing site. Both sites are located in Huddersfield. Of the approved £1 million loan, £700, 000 should be spent on the Phase 1 sites of Ashbrow and Soothill (currently in delivery) and the remaining £300,000 to be allocated for expenditure on the Phase 2 Waterfront site subject to successful progression through the Combined Authority assurance process.</p> <p>Total value of Combined Authority Funding - £1 million</p> <p>Funding recommendation sought - £0</p>
<p>Bradford One City Park Bradford</p>	<p>To support the sustainable regeneration of Bradford city centre through the redevelopment of the Tyrls building (former West Yorkshire Police station) and adjoining council owned land for the creation of high quality commercial accommodation.</p>	<p>Change request for Stage 3 (delivery) to refine the timeframes for project delivery to March 2021 rather than December 2018 and recommendation that the project submit a full business case (with finalised costs) as part of the Combined Authority's assurance process in order to secure funding.</p> <p>Total value of Combined Authority Funding - £5.2 million</p>

		Funding recommendation sought - £0
Halifax Station Gateway Halifax	To deliver a transformational redevelopment of Halifax Rail Station.	<p>Stage 2 (development) change request that project development funding is brought forward to spend within activity 3 (outline business case). This will support further project development.</p> <p>Total value - £28.2 million</p> <p>Total value of Combined Authority Funding - £10.6 million</p> <p>Funding recommendation sought - £793,000</p>

- 1.4 Since the Investment Committee's meeting on 5 June 2018, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Managing Director. Under the delegation a total expenditure of £1.547 million has been approved.

Scheme	Scheme description	Decision sought
LEP Loan 318 - Canal Road Urban Village Ltd (CRUVL) New Bolton Woods Bradford	To complete a combined access for the drive through prepared food outlet and enable the building of the third and final commercial unit within this new sustainable urban village, to be known as 'New Bolton Woods' and which aims to provide new employment opportunities and over 1000 new homes.	<p>The LEP Loan 318: CRUVL project proceeds through decision point 5 and work commences on activity 6 (delivery).</p> <p>Approval to the total loan value of £346,000 is given from the Growing Places Fund.</p> <p>The Combined Authority enters into a loan agreement with CRUVL for expenditure of up to £346,000.</p>
LEP Loan 308 (incl 319) - Citu Bridge Leeds	The aim of the project is to remediate the site and create urban homes including family housing and affordable homes all with a high ecological specification. The aim is also to create public realm, including a bridge, and open up the riverside and showcase what a zero carbon modular housing development can be.	Change request to bring two related projects together under one loan agreement This will be achieved by adding the value of LEP loan 319 (£1 million) to the value of LEP Loan 308 (£1 million) thereby not increasing the overall loan commitment and retaining the same final repayment date of the original loan of 3rd April 2020. The total loan would now be £2 million.

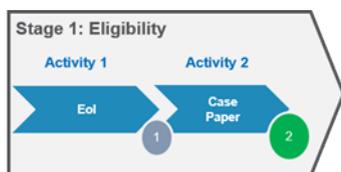
		The change also includes an amendment to the charges the Combined Authority holds over Citu's loan as security for the loan to enable a private sector bank to invest in the project.
Tackling fuel poverty	To provide grants to householders in fuel poverty to meet the cost of energy efficiency measures.	Change request to amend the grant agreement with Wakefield Council to provide grants to additional households and extend the scheme timescales of three months for the phases delivered by Wakefield, Calderdale, Kirklees to be completed by December 2018.
Bus Hotspots	A programme of on street works to key congestion hotspots to improve bus punctuality.	Change request to approve Kirklees Council costs and enter into funding agreement with Kirklees Council for up to £200,592, subject to support of the revised programme by the Transport Committee.

2 Information

- 2.1 The background information on the Combined Authority's assurance framework through which each of the schemes outlined in this report are being approved is provided in **Appendix 1**. In addition, this appendix also provides a description of the approach for the future assurance approval pathway and the assurance tolerances for each scheme.

Programmes and projects for consideration

Projects in stage 1: Eligibility



- 2.2 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, with further project definition including costs and detailed timescales to be developed as the project progresses through the assurance process. At this stage funding may be sought to enable this work to progress.

Project Title	Rochdale Canal - Cycle Safety Fund - Canal Towpath Improvement Phase 2 - Hebden Bridge to Todmorden
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Background

- 2.3 The scheme, which forms part of the CityConnect Programme, will deliver 6 km of high quality cycle route in the Calderdale District between the centres of Hebden Bridge and Todmorden, building on the projects currently being delivered in the corridor to create a continuous traffic free route along the Calder Valley.
- 2.4 The project has been awarded £1.473 million funding by the Department for Transport following a competitive bidding process to improve cycle safety in the area and will be delivered in partnership with the Canal and River Trust and Calderdale Council.
- 2.5 The project will deliver against Priority 4 of the Leeds City Region Strategic Economic Plan – Infrastructure for growth, through linking people in the towns and settlements along the Calder Valley (including connecting to the rail stations) to jobs and other opportunities in the region. The proposal will contribute to the Transport Strategy target of increasing journeys by bike by 300% and “improving safety on the transport network”. In addition the scheme will contribute to the Priority 3 – Clean energy and environmental resilience through the improvements that will be made to the canal’s wash walls.
- 2.6 The route will provide a safe and attractive alternative to the heavily trafficked A646 for cyclists and pedestrians, which has seen an increase in road traffic accidents involving vulnerable road users. It is expected that the scheme will also unlock latent cycling and walking demand for both transport and leisure purposes, with similar projects realising increases in use of around 70%

following completion. An initial assessment of the scheme suggests a BCR of 3.25:1 could be achieved.

- 2.7 Initial feasibility and development work has been completed previously as part of the wider CityConnect programme and it is expected that the project can progress quickly with a start on site planned for early in 2019 and completion by summer 2019.
- 2.8 A summary of the scheme's business case, together with a location map, is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 2.9 The forecast outputs, benefits and inclusive growth implications for the scheme are:
- 6km of high quality cycle route (16.3km when taken in context of the wider CCAG programme delivery in the corridor)
 - Connecting people to urban centres, key employment sites and economic opportunities.
 - Congestion benefits will be realised through increased uptake of cycling and associated mode shift away from private car use. Mode share for cycling has been predicted to increase from 1.3% to 3.5% along the corridor, leading to a corresponding decrease in CO2 production and increasing local air quality.
 - The scheme will realise significant health benefits through improved physical fitness, reduced absenteeism as well as a reduction in accidents (and the associated cost to the economy).
 - Additional benefits resulting from the scheme which provides additional flood protection to homes and businesses will be realised through the associated wash wall repairs.
- 2.10 The scheme proposals demonstrate good value for money at this stage and its wider social benefits include health benefits such as improved fitness and reduction in accidents.

Risks

- 2.11 The key risks and mitigating actions for this project are:
- Failure to manage tight timescales and receive approvals at appropriate stages as defined on outline project plan, allowing funding deadline to be met - Action - Detailed project plan to be produced in partnership with delivery partners.
 - Insufficient funds to deliver scope of project – Action - Part of procurement exercise, design for the scheme should be packaged to allow Potential Value Engineering should costs exceed budget. The design and packages (scope) should be agreed and signed off by Executive (including Advisory Group and Programme Board sign off).

Additional funding sources will also be explored to retain the project scope.

- Start on site is delayed, leading to time and cost increases – Action - twin track drafting of funding agreement with business case documentation.
- Failure to deliver project benefits due to economic case not stacking up – Action - Further analysis to be undertaken and detailed business case is to be developed;

Costs

- 2.12 The total forecast cost to deliver the project is £1.553 million, to be funded through £1.473 million from the Combined Authority through the Department for Transport Cycle Safety Grant and £80,000 from Calderdale Council funds.
- 2.13 The Department for Transport grant is limited to £1.473 million.
- 2.14 No Combined Authority development costs are requested as part of this approval

Timescales

- 2.15 The timescales of the project are:
- Completion of detailed design, consultation and sign off of designs early July 2018
 - Procurement and firm costs early September 2018
 - Completion of full business case (decision point 5) end September 2018
 - Delivery Jan 2019 – Summer 2019 (decision point 6)

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Project tolerances
That scheme costs remain within those outlined in this report. That programme timescales remain within 2 months of the timescales set out in this report.

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	Fiona Limb, Combined Authority Peter Stubbs, Calderdale Council
Combined Authority case officer	Nicholas Kiwomya

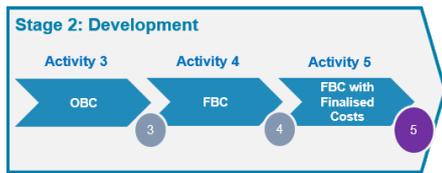
Appraisal summary

- 2.16 The project has a clear strategic case and will deliver against the Leeds City Region's Strategic Economic Plan (SEP) priority 4 – Infrastructure for Growth, through providing sustainable and active transport infrastructure connecting key towns and settlements in the Calder Valley between Hebden Bridge and Todmorden and SEP priority 3 – Clean Energy and Environmental resilience through the work that will be required to the canal wash walls (to enable an improved towpath to be built) improving flood resilience. In addition, there is a strong alignment with the Transport Strategy objectives to increase trips by bike and improve the safety of vulnerable road users as well as local plans and strategies including Calderdale's Local Plan and Health and Wellbeing strategy. The project's objectives are well defined and include the delivery of 6km of high quality cycle route which will; increase the numbers of walking and cycling trips, link to and enhance other planned transport projects in the area (CCAG and Transport Fund), deliver carbon reductions and improve air quality, reduce cyclist and pedestrian casualties and provide economic benefit to the region. The scheme has been assessed as providing good value for money with an initial benefit to cost ratio of 3.25:1, and further work will be undertaken to refine the economic appraisal for this scheme to measure the full range of benefits possible including, congestion, environmental, health and economic.
- 2.17 The project is well established and forms part of the CityConnect programme within initial feasibility design and costings work completed. The project has resources in place to take the scheme forward to delivery with a team from Canal and River trust and Calderdale Council undertaking the project management, design and procurement of the delivery going forward, with support from the Combined Authority's programme management team. Funding has been secured for the delivery of the project from the Department for Transport and this is being matched by external funding from Calderdale Council. The Department for Transport funding conditions and Canal and Rivers Trust working restrictions mean that the timetable for delivery is constrained but a clear critical path and key milestones are in place to deliver to this ambitious timeframe. Procurement plans are in place through the established Canal and Rivers Trust framework contractor, which has successfully been utilised for the first phase of the project, which is currently being delivered on site.

Recommendations

- 2.18 That Investment Committee recommends to Combined Authority that:
- (i) The Rochdale Canal Towpath Improvement project proceeds through decision point 2 and work commences on activity 4 (full business case)
 - (ii) That an indicative approval is given to the total project value of £1.553 million and the Combined Authority funding contribution of £1.473 million (from the Department for Transport – Cycle Safety Grant fund) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The remainder will be funded by £80,000 from Calderdale Council,
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by either Investment Committee or the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 2: Development



- 2.19 Projects at Development stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost.

Corridor Improvement Programme Summary

- 2.20 The Corridor Improvement programme is a programme of low and medium cost highway interventions on strategic highway corridors on the West Yorkshire Key Route Network (WYKRN), which aims to improve connectivity and accessibility to support economic growth. In order to achieve this the programme aims to deliver an 8% reduction in journey times for all traffic, with a higher target of 12% reduction in journey times for buses.
- 2.21 The creation of a West Yorkshire Key Route Network (WYKRN) is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.22 The Corridor Improvement Programme will be delivered in three phases. The total forecast cost of the programme is £130.3 million, £125 million of which will be funded from the Combined Authority's West Yorkshire plus Transport Fund.
- 2.23 The following two schemes which are presented in this report form part of the Corridor Improvement Programme. They are the
- A58/A672 Corridor Improvement project
 - A646/A6033 Corridor Improvement project
- 2.24 Both schemes are located in the Calderdale district and are being promoted by Calderdale Council.
- 2.25 The Corridor Improvement Programme received decision point 2 approval (case paper) from the Combined Authority on the 29th June 2017 for the programme as a whole, as part of this approval it was agreed that the 13 projects within the programme would be progressed on an individual basis to outline business case. These two schemes are the first projects from the

programme to be brought forward for decision point 3 (outline business case) approval.

- 2.26 At decision point 2, a total forecast cost for phase 1 of the programme received an indicative approval of £67.8 million. This forecast only comprised of costs for 11 of the 13 projects from phase 1. Costs were not included for both the A58/A672 Corridor Improvement project, and the A646/A6033 Corridor Improvement projects (both of which are presented in this report for consideration). This was due to robust cost forecasts not being available at the time.
- 2.27 It is considered that both schemes are affordable through a mix of over-programming of Phase 1 and also from the wider Phase 2 and 3 forecast programme costs. It is intended that the Corridor Improvement Programme will be fully reviewed over the next 6 months and, if required, a change request approval sought to update the total forecast cost for Phase 1 schemes.

Project Title	Corridor Improvement Programme - A58/A672
Stage	2 (Development)
Decision Point	3 (Outline business case)

Background

- 2.28 This scheme forms part of Phase 1 of the Corridor Improvement Programme.
- 2.29 This scheme proposes a package of focused transport interventions on the A58/A672 corridor in Calderdale to deliver highway improvements, along with improving facilities for active travel modes (cycling and walking). This includes a package of measures to improve highway efficiency for the benefit of all road users along this part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. Currently there are issues with the journey time variability between peak and off-peak time periods particularly for public transport, poor air quality due to congestion and lack of appetite for growth due to these issues on the route.
- 2.30 Halifax is identified as a spatial priority area in the SEP. Improved links to the economic opportunities available in Halifax from Sowerby Bridge, Ripponden and Rishworth will connect people to higher value jobs. Improvements to the A58 in Sowerby Bridge will also better link residents of the Upper Calder Valley with similar economic opportunities available in Brighouse, Elland and Huddersfield, whilst improved air quality through reduced congestion on the A58 will ensure 'good growth' is achieved.
- 2.31 As part of the WYKRN, the A58/A672 provides a key role linking Calderdale to the Greater Manchester City Region. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres such as Copley, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the south west will

also complement parallel improvements planned on the A629, helping erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.

- 2.32 A summary of the scheme's business case, together with a location map, is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 2.33 The forecast outputs, benefits and inclusive growth implications for the project are:

- Improved journey time reliability on the A58/A672, particularly for public transport users and reduced variability between peak and off-peak time periods.
- Reduced congestion along the A58/A672 by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year, in order to improve productivity and attract new investment, in particular to attract new businesses to occupy employment land allocated in the emerging Local Plan.
- future housing growth supported by reducing transport constraints to development on the corridor– enabling residential units located on preferred sites accessed via the corridor in the emerging Calderdale Local Plan to be realised by 2032.
- Enhanced provision for active modes in order to increase the sustainability of new development – closing gaps in network connectivity on the walking and cycling networks to limit net growth in car trips by 2026, once trips generated by new development are accommodated.
- Improved air quality – ensure the annual mean nitrogen dioxide levels observed in the AQMA declared in Sowerby Bridge town centre are improved by the end of the opening year.
- Accidents reduced by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.

- 2.34 The benefit to cost ratio of this scheme has been assessed as 4.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

Risks

- 2.35 The key risks and mitigating actions for this project are:

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.

- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through where possible works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.
- Local acceptance of the impacts of proposals. This will be mitigated by continued engagement with councillors and the wider community throughout the life of the project.

Costs

- 2.36 The total forecast cost to deliver the project is £6.024 million. This will be funded entirely by the Combined Authority from the West Yorkshire plus Transport Fund.
- 2.37 Phase 1 of the programme received a total development cost approval of £4.483 million, of which £235,000 was allocated for the development of this scheme. The scheme now requires a further £706,665 to progress the scheme to full business case (decision point 4), taking the total development cost requirement to £941, 665. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

Timescales

- 2.38 The timescales of the project are:
- It is forecast that the full business case (decision point 4) will receive approval in August 2019
 - It is forecast that construction will be completed by March 2021 (decision point 6)

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Project tolerances
That costs should remain within 10% of the total project cost set out in this report
The timescales should remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Simon Collingwood

Appraisal summary

- 2.39 A package of small-scale transport interventions on the A58/A672 corridor focused on highway improvements, along with improving facilities for active modes. The scheme involves a package of measures to improve highway efficiency for the benefit of all road users along part of the West Yorkshire Key Route Network (WYKRN), comprising the A58/A672 between Halifax and the M62 Junction 22 via Sowerby Bridge, Ripponden and Rishworth. The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.
- 2.40 This scheme is judged to represent good value for money, which is demonstrated through a forecast benefit cost ratio of 4.3 to 1.

Recommendations

- 2.41 That Investment Committee recommends to the Combined Authority that:
- (i) That the Corridor Improvements Programme scheme - A58/A672 proceeds through decision point 3 and work commences on activity 4 (full business case)
 - (ii) That an indicative approval to the total project value of £6.024 million is given to be funded from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
 - (iii) That the development costs of £706,665 are approved in order to progress the scheme to decision point 4 (full business case), and that the

Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £706,665 from the West Yorkshire plus Transport Fund taking the total approval to £941,665.

- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Corridor Improvement Programme - A646/6033 Calderdale
Stage	2 (Development)
Decision Point	3 (Outline business case)

Background

- 2.42 This scheme forms part of Phase 1 of the Corridor Improvement Programme,
- 2.43 The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033 corridor. Current issues which will be addressed are inefficient junctions and required changes in traffic management, lack of bus facilities, lack of pedestrian crossing points, lack of cycle facilities and poor links to existing walking and cycling routes.
- 2.44 Halifax is identified as a spatial priority area in the Leeds City Region Strategic Economic Plan (SEP). Improved links to the economic opportunities available in Halifax from the Upper Calder Valley, will connect people to higher value jobs, whilst improvements to air quality through reduced congestion will deliver a better environment, ensuring 'good growth' credentials of the SEP are met. Potential improvements to public realm will also improve quality of life.
- 2.45 As part of the WYKRN, the A646/A6033 provides a key role linking Calderdale to the Greater Manchester City Region and to Lancashire. Improvements to this route will ensure sustainable growth of Halifax and surrounding economic centres, whilst boosting the visitor economy by enhancing links with neighbouring areas. Increased accessibility of Halifax from the west will also complement parallel improvements planned on the A58/A672, helping to erode the productivity gap that exists with other areas, reducing barriers that deter future investment and improving the quality of life for residents.
- 2.46 A summary of the scheme's business case, together with a location map, is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- Improved journey time reliability, particularly for public transport users by reducing journey time variability between peak and off-peak time periods by 12% or more by opening year.
- Improve accessibility to employment sites by reducing journey times for general traffic along the corridor by 8% or more in the AM and PM peak by opening year.
- Enable future housing growth by 2032 at sites proposed along the corridor in the Calderdale Local Plan to be realised.

- Enhanced provision for active modes and closed gaps in connectivity on the walking and cycling networks by opening year, provides an environment which promotes and encourages active mode use.
- Improve air quality by making an improvement to levels of nitrogen dioxide/particulates and achieve the European target values in the two AQMAs declared in Luddenden Foot and Hebden Bridge by opening year.
- Reduce accidents by 10% throughout the corridor by 2022, with a particular focus on collisions involving pedestrians and cyclists.
- Improving efficiency on the Key Route Network by removing parking at key pinchpoints.

2.47 The benefit to cost ratio for the scheme has been assessed as 3.3:1 and its wider social benefits include improving air quality, improved fitness and reduction in accidents.

Risks

2.48 The key risks and mitigating actions for this project are:

- Drainage repairs required as a result of detailed design surveys. This will be mitigated by minimising drainage design modification to reduce the impacts of changes, ensuring detailed statutory utility plans are obtained and liaison with the relevant utility companies.
- As the design is developed it may be identified that permanent works require land purchase or access outside of adopted highway boundary. This will be mitigated through early identification of third party land requirements, early engagement with relevant land owners and managing designs where possible to mitigate the need for third party land.
- Difficulties managing utilities leading to cost increases and programme delays. This will be mitigated through early engagement and regular dialogue with utility companies and timely requests for information.
- Adverse weather conditions impacting on scheme delivery. This will be mitigated through, where possible, works being scheduled outside of key adverse weather periods. Work will be packaged into smaller sections, so it can be rearranged within the overall programme. Extra time will be factored into the build period for each section to allow for delays.

Costs

2.49 The total forecast cost to deliver the project is £5.092 million. This will be funded by the Combined Authority from the West Yorkshire plus Transport Fund.

2.50 Phase 1 received a total development cost approval of £4.483 million, of which £195,000 was allocated for the delivery of this scheme. The scheme now requires a further £594,581 to progress the scheme to full business case

(decision point 4), taking the total development cost requirement to £789,581. To date, 16% of costs have been spent on developing the scheme which is in line with expectations.

Timescales

2.51 The timescales of the project are:

- It is forecast that the full business case (decision point 4) will receive approval in August 2019
- It is forecast that construction will be completed by March 2021 (decision point 6, delivery)

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Managing Director

Tolerances

Project tolerances
That costs should remain within 10% of the total project cost set out in this report The timescales should remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Melanie Corcoran, Combined Authority
Project Manager	Peter Stubbs, Calderdale Council
Combined Authority case officer	Simon Collingwood

Appraisal summary

- 2.52 The scheme will deliver a multi-modal package of improvements to address identified pinch-points, improve resilience to incidents and weather events and encourage modal shift along the A646/A6033.
- 2.53 The scheme has good management, strategic, economic commercial and financial cases and is designed to facilitate economic growth and job creation by delivering reliable journey times for all modes across the core road network

in West Yorkshire, regardless of authority boundaries. Improved reliability of the WYKRN will contribute to goals of the Leeds City Region Strategic Economic Plan (SEP) by improving connectivity and better connecting people, jobs and goods. Such improvements will help to attract investment and facilitate housing growth across the City Region.

2.54 It is judged that the scheme represents good value for money and will deliver a predicted benefit cost ratio value of 3.3 to1.

Recommendations

2.55 That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A646/6033 proceeds through decision point 3 and work commences on Activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £5.092 million is given to be funded from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5 (full business case with finalised costs)
- (iii) That the development costs of £594,581 are approved in order to progress the scheme to decision point 4(full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £594,581 from the West Yorkshire plus Transport Fund taking the total approval to £789,581.
- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Beech Hill, Halifax
Stage	Phase 1a: 2 (Development) Phase 1b: 1 (Eligibility)
Decision Point	Phase 1a: 5 (Full business case with finalised costs) Phase 1b: 2 (Case paper)

Background

- 2.56 The Beech Hill Estate Regeneration Scheme lies on the western edge of Halifax town centre, a sustainable location in close proximity to a range of services, facilities and transport links. It is a mixed use area comprising three vacant tower blocks, a council depot (in the process of being vacated), existing low rise housing, a local primary school, the police headquarters and various other land parcels. The regeneration of the site is a joint venture partnership between Calderdale Council and Together Housing Association (THA).
- 2.57 Since decision point 4 (full business case) there has been a change in scope to the project. The full business case originally focused only on securing the gap funding for the tower block and depot demolition at the site. In conjunction with this, Calderdale Council had submitted a separate £797,000 bid to the Housing Infrastructure Funding (HIF) for the remediation and green infrastructure that was also essential in order to prepare the site for the construction of housing. This HIF bid was unsuccessful, and as a result it was subsequently submitted as part of the Halifax Living funding bid to the Combined Authority as part of the recent Call for Projects (which were considered by Investment committee in June 2018). As part of the appraisal of the Halifax Living funding bid it was determined that the Beech Hill element (£797,000 of Combined Authority funding) should instead be developed and appraised as part of the existing Beech Hill project. This created the opportunity to bring together the two elements to create a whole site approach.
- 2.58 It was recommended by Investment Committee in June 2018 that an additional £797,000 of over-programming against the Local Growth Fund (with the other 'Call for Project' schemes) could be considered as part of the Beech Hill scheme, to fund the land remediation element of the project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.
- 2.59 The revised scope of the project is now the asbestos strip out and demolition of three high-rise tower blocks and Stannary Depot (Phase 1a, which has decision point 4 approval) and the site remediation and green infrastructure (phase 1b) to enable the delivery of the housing development.
- 2.60 As the two elements of the scheme are at different stages of development, it is proposed that Phase 1a now progresses through decision point 5 (full business case with finalised costs) and commences the demolition works and that Phase 1b progresses through decision point 2 (case paper) and work

commences on activity 4 (full business case). Rather than a separate full business case for phase 1b it is proposed that the phase 1a full business case is updated to incorporate phase 1b. This will ensure that the business case is assessed as one project rather than two separate projects.

- 2.61 A summary of the scheme's business case, together with a location map, is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

- 2.62 The scheme's outputs (Phase 1 and 1b combined) are:

- 113 construction jobs created
- Enabling 114 new homes of which 57 affordable homes ¹ will be created to meet local housing needs.
- 50% of the outputs would be apportioned to the Combined Authority and 50% (the affordable units) would be apportioned to Homes England.
- 3.05 ha of brownfield land assembled for residential development

- 2.63 The combination of the two phases has resulted in 14 additional housing units.

- 2.64 A cost benefit analysis has been undertaken confirming that the preferred option to include the tower block and depot site together, bringing together phase 1a demolition and 1b abnormal infrastructure costs, provides investment in the site to the cost of £191,342/unit. The scheme's wider social benefits include a more enjoyable sense of place for residents and visitors.

- 2.65 The scheme's associated benefits are:

- Improved living environment
- Improved access to green infrastructure and local amenities
- Improved access to employment
- Increased availability of mixed tenure housing
- Facilitating town centre living and increasing sustainability in the town centre

Risks

- 2.66 The key risks, and mitigating actions, which have been highlighted by the project promoter are:

- Not securing the Combined Authority funding for Phase 1b due to an insufficiently strong business case mitigated by value for money for

¹ The Ministry of Housing, Communities & Local Government define affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The Beech Hill housing scheme will provide a mixture of social rented and shared equity homes through Together Housing Association.

whole scheme (Phase 1a and 1b) is proven prior to the Combined Authority approval.

- Tender costs come in over budget for Phase 1b - this was an issue for phase 1a. This is low risk as Board approval is already in place for £5 million and Together Homes have committed to meet the additional costs. It is anticipated that this would be the case for phase 1b.

Costs

- 2.67 The total delivery cost of the project is £21.813 million, this will be funded through Combined Authority, Calderdale Council, other public sector funding including from Homes England, and a contribution from Together Housing Association. The public and private funding has been secured.
- 2.68 Financial forecasts have been reviewed by an independent cost consultant and have been confirmed to be realistic.
- 2.69 The total funding requirement from the Combined Authority's Local Growth Fund is £2.197 million, from this £1.4 million is required for Phase 1a and £797,000 for phase 1b.

Timescales

- 2.70 Timescales for Phase 1a and Phase 1b are:
- Asbestos/ demolition contract starts June 2018
 - Demolition complete May 2019
 - Remediation start on site summer 2019
 - Remediation completed June 2019
- 2.71 Timeframes for the outputs for this scheme are:
- Residential development outline planning approval June 2018
 - Residential development planning approved Oct 2019
 - Housing start on site Jan 2020
 - Completion of housing May 2022

Future assurance pathway and approval route

Assurance pathway	Approval route
Phase 1a	
Decision point 6 Delivery	Recommendation – Programme Appraisal Team Approval – Delegated to the Combined Authority's Managing Director

Phase 1b	
Decision point 4 Full business case	Recommendation - Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director
Decision point 5 Full business case with finalised costs	Recommendation - Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director

Tolerances

Project tolerances
That the Combined Authority contribution remains at the value set out in this report (zero tolerance). That the project timescales remain within 3 months of the timescales set out in this report. That the forecast number of housing units that the Combined Authority can claim should remain within 10% of the figure outlined in this report.

Project responsibilities

Senior Responsible Officer	Heidi Wilson, Calderdale Council
Project Manager	Steph Furness, Calderdale Council
Combined Authority case officer	Caroline Farnham-Crossland

Appraisal summary

- 2.72 The full business case clearly articulates the need for the scheme to take place. The strategic and economic case are both strong and the benefits of regenerating this particular area of Halifax are clear. Furthermore, consultation has taken place with the public and independent reports have been undertaken which support the preferred option. With regards to Phase 1b, further work is needed to understand in detail the costs following the changes in scope and a value for money assessment is required.

Recommendations

- 2.73 That the Investment Committee recommends to Combined Authority that:
- (i) The Beech Hill project (phase 1a) proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) The Beech Hill project (phase 1b) proceeds through decision point 2 and work commences on activity 4 (full business case) through the provision of an updated business case for both phases 1a and 1b.

- (iii) That indicative approval is given to the total revised Combined Authority funding requirement of £2.197 million, to be funded from the Local Growth Fund. Phase 1b total forecast cost of £797,000 to be funded from over-programming against the Local Growth Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iv) That approval is given for expenditure of up to £1.4 million for Phase 1a of the project to be funded from the Combined Authority's Local Growth Deal and that the Combined Authority enter into a Funding Agreement with Calderdale Council for expenditure up to £1.4 million.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include for Phase 1b at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Forge Lane / Dewsbury Riverside
Stage	3 (Delivery) and 1 (Eligibility)
Decision Point	Change Request at activity 6 followed by decision point 2 (case paper)

Background

- 2.74 The Forge Lane and Dewsbury Riverside sites are located in the North Kirklees Growth Zone, a strategic priority area within the Leeds City Region Strategic Economic Plan.
- 2.75 The Forge Lane project received approval from the Combined Authority in July 2016 for a loan from the Local Growth Deal to fund site acquisition of a stalled 6.1 hectare brownfield development site to deliver 170 homes.
- 2.76 This report seeks two decisions in line with the Combined Authority's assurance process. Firstly a change request to formally de-commit from funding of the Forge Lane site, secondly a decision point 2 approval to a substitute scheme which will progress the Dewsbury Riverside site utilising the de-committed funding from the Forge Lane site in the form of a grant not a loan.
- 2.77 A summary of the scheme's business case, together with a location map, is included in **Appendix 6**.

Description of Change Request (Activity 6, Delivery)

- 2.78 This request is seeking approval to substitute the current scheme, Forge Lane, with replacement adjacent sites within Dewsbury Riverside.
- 2.79 Negotiations with the Forge Lane site owner to begin the acquisition process resulted in the site owner marketing the site independently. It has therefore been decided it would not be appropriate for a public sector body to interfere with or compete with the market. Negotiations to acquire have therefore ceased to allow a market solution to conclude.
- 2.80 It is proposed that Local Growth funding should instead be redirected to accelerate housing delivery on enabling phases of the Dewsbury Riverside scheme. The number of housing output delivered is approximately 265 homes. Due to the commercial nature of the current market developments relating to this site, the value of the proposed grant has been provided in exempt **Appendix 7**.
- 2.81 The wider sites within the Dewsbury Riverside scheme have been endorsed for Housing Infrastructure Funding by Homes England. Kirklees Council will be submitting for the next stage within the approval process in December 2018 with a funding decision in February 2019. The Housing Infrastructure Fund (HIF) funding will unlock homes within future development phases.

2.82 The Local Growth Funding was originally approved as an interest-free loan to Kirklees Council, with an intended repayment once the site, Forge Lane, was disposed of. In addition to substituting the sites, this change request also seeks approval that the funding allocated to the new site at Dewsbury Riverside is provided in the form of a grant rather than the loan previously approved. The project sponsor has confirmed that public sector investment is required to make the scheme viable by meeting the funding gap.

Description of decision point approval (decision point 2, case paper)

2.83 The Dewsbury Riverside scheme is a major regeneration project, which will bring forward a sustainable urban extension to Dewsbury. The site is controlled by Kirklees Council and Miller Homes. The full site extends to 162 hectares and will provide circa 4,000 homes. 2,310 homes are planned within the period 2018 to 2033.

2.84 The Combined Authority grant contribution would fund works at Dewsbury Riverside in order to unlock the wider site. The funding will contribute to the three new access routes into the site and a connecting spine road. The work will also include provision of sustainable urban drainage system and green infrastructure with walking and cycling routes.

Outputs, benefits and inclusive growth implications

2.85 The Riverside scheme outputs for phase 1 & 2 are:

- Enabling up to 265 homes of which 104 will be affordable ²
- Based on 'Laying the Foundations' published by the government, in November 2011, every £1 million investment in new housing creates 12 jobs, (7 directly and 5 indirectly). For this project this equates to approximately 204 jobs, 119 directly and 85 indirectly

2.86 The Riverside scheme associated benefits are:

- Improved access to employment
- Increased availability of mixed tenure housing

2.87 As part of decision point 4 the value for money assessment will be undertaken which, if appropriate, will include a benefit cost ratio.

Risks

2.88 The key risks, and mitigating actions are:

- The planning approval is delayed and impacts on the build programme and delivery of outputs. Outline planning has been confirmed for Phase 1

² The Ministry of Housing, Communities & Local Government define affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The Beech Hill housing scheme will provide a mixture of social rented and shared equity homes through Together Housing Association.

& 2 and there is ongoing dialogue between the project team and Kirklees planning department.

- Previous piecemeal mining land use causes cost overruns and programme delays. Ground investigations to be undertaken through project development and contingency built into costings.

Costs

2.89 The overall funding request from the Combined Authority is specified in the exempt appendix provided.

2.90 The funding is now requested in the form of a grant rather than a loan from the Local Growth Fund.

Timescales

2.91 The anticipated timescales for phase 1 & 2 of the Riverside site are:

- Full planning approval by March 2019
- Housing construction commencement by March 2020
- The funds will be spent by 2021
- The houses will be delivered by 2024 (decision point 6, delivery)

Future assurance pathway and approval route

Assurance pathway	Approval route
Activity 4 Full business case	Recommendation: Investment Commitment Decision: Combined Authority
Activity 5 Full business case with finalised costs	Recommendation: Programme Appraisal Team Decision: Managing Director

Tolerances

Project tolerances
That the Combined Authority contribution remains within the costs in this report That the project timescales remain within 3 months of the timescales set out in this report. That the number of houses delivered is forecast to remain within 10% of the figures outlined in this report.

Project responsibilities

Senior Responsible Officer	Alan Seasman, Kirklees Council
Project Manager	Alison Bruton, Kirklees Council

Appraisal summary

- 2.92 There is a strong case behind the development of Dewsbury Riverside in place of Forge Lane. Housing growth benefits are clear and there is evident alignment with the strategic aims of the Combined Authority and Kirklees Council to deliver sustainable developments to meet local housing need.

Recommendations

- 2.93 Please note the Combined Authority grant value has been excluded from the recommendations. However, the scheme will be considered by Investment Committee and Combined Authority again at decision point 4 (full business case), at which point the Combined Authority grant contribution will be available in the public report.
- 2.94 That Investment Committee recommends to the Combined Authority that:
- (i) The change request is approved to omit the Forge Lane site from the Growth Deal Priority 4a programme and that this site is substituted with the Dewsbury Riverside site with an indicative allocation of a grant from the Local Growth Fund to the value specified in the exempt Appendix, with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5 (full business case with finalised costs)
 - (ii) The Dewsbury Riverside project proceeds through decision point 2 and work commences on activity 4 (full business case).
 - (iii) That funding support to the Dewsbury Riverside site is provided in the form of a grant to the value specified in the exempt Appendix, rather than as a loan, (which was previously approved).
 - (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, following a recommendation by the Combined Authority's programme appraisal team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Kirklees Housing
Stage	3 (Delivery and evaluation)
Decision Point	Change Request - activity 6

Background

- 2.95 The Kirklees Housing programme is intended to accelerate delivery and improve viability on Council owned housing sites, by addressing the costs of transport access and site condition.
- 2.96 The Kirklees Housing scheme received approval from Combined Authority in July 2015 of a £1 million loan from the Local Growth Fund to fund site enabling works.
- 2.97 The original sites identified were; Ashbrow Housing Site; Soothill Housing Site and Stile Common site and would provide circa 600 new homes, of mixed tenure.
- 2.98 The Council has completed the access work to the Ashbrow site and the construction contract has been awarded for the delivery of up to 180 homes across a number of tenures. A further site in Soothill, Batley will deliver a cross tenure development of 400 new homes.

Description of Change Request

- 2.99 The original Stile Common site (envisaged as a 'Passivhaus' voluntary standard for energy efficiency in a new building) was to deliver 30 homes. Progress stalled on the Stile Common site due to the costs of pursuing a Passivhaus housing solution.
- 2.100 While the Stile Common site remains a housing site it is now judged that the homes cannot be delivered on this site within the timeframe Growth Deal programme and therefore Huddersfield Waterfront, which is a council-owned, brownfield site, is being proposed as a substitution site.
- 2.101 The remaining Ashbrow Housing and Soothill Housing Sites (Phase 1) requires £700,000 of the approved Local Growth Fund loan to complete.
- 2.102 The remaining £300,000 of the Local Growth Fund loan would be used to support site access and remediation elements along with master planning works at the Waterfront site (Phase 2), with spend programmed to be achieved by March 2021. The Site Investigations will be used to help inform the programme of works (including the enabling works).
- 2.103 It is proposed that although the scheme as a whole has received (the equivalent of) decision point 5 approval (full business case with finalised costs), that the Waterfront (Phase 2) element of the scheme is brought back in the form of an expression of interest for re-approval of this element at decision

point 2 (case paper) by the Combined Authority following a recommendation by the Investment Committee.

Outputs, benefits and inclusive growth implications

- 2.104 The Ashbrow site will deliver 180 homes and the Soothill site 400 homes.
- 2.105 The change in site from the Stile Common to the Waterfront site has the capacity to deliver 150 homes, an increase of 120 from the Stile Common site.
- 2.106 As part of business case development the value for money assessment will be undertaken which, if appropriate, will include a benefit cost ratio.

Risks

- 2.107 The key risks, and mitigating actions, for the Waterfront site (Phase 2) are:
- 2.108 Contamination of land due to previous land usage. Land assessments are being carried out to determine the depth and level of contamination.
- 2.109 Drainage and flood risks due to the close proximity to the canal and river. Further investigations will be carried out as to how the site is impacted by this.
- 2.110 Demolition is required to be carried out on existing structures. There may be complications that arise due to this which could lead to increased timescale and costs. Structural surveys will be commissioned within the next stage to allow for risk management.

Costs

- 2.111 The overall scheme costs (for phases 1 & 2) have not changed from the original approval. A £1 million loan from the Local Growth Fund is still requested for the Kirklees Housing scheme as a whole. £700,000 will be spent on Phase 1 (the Ashbrow Housing and Soothill Housing Sites) and £300,000 is intended to be spent on the Phase 2 (Waterfront site) works rather than the Stile Common site.

Timescales

- 2.112 The anticipated timescales of the Huddersfield Waterfront project:
 - The funds will be spent by 2021
 - The houses will be delivered by 2024 (decision point 6, delivery)

Future assurance pathway and approval route

Assurance pathway	Approval route
Activity 2 Case paper	Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority

Activity 5 Full Business Case with Finalised Costs	Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority's Managing Director
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Tolerances

Project tolerances
<p>The Combined Authority's contribution to Phase 1 (the Ashbrow Housing and Soothill Housing Sites) should remain within £700,000. That the project timescales remain within 3 months of the timescales set out in this report.</p> <p>That the Combined Authority's contribution to Phase 2 (Waterfront) should remain within £300, 000.</p> <p>That programme timescales remain within 3 months of the timescales outlined within this report.</p> <p>That the number of houses delivered is forecast to remain within 10% of the figures outlined in this report for the Ashbrow Housing and Soothill Housing sites.</p>

Project responsibilities

Senior Responsible Officer	Alan Seasman, Kirklees Council
Project Manager	Alison Bruton, Kirklees Council
Combined Authority case officer	Heather Briggs

Appraisal summary

- 2.113 The original business case detailed that 30 affordable homes would be built at Stile Common, all of which would be built to Passivhaus standards. Stile Common was selected as a key priority for the council to increase the supply of housing but the area was not originally tested for viability and as such has experienced delays due to emerging issues.
- 2.114 It is therefore proposed that Stile Common is de-scoped and that the Waterfront site (Phase 2) takes its place in the programme. Waterfront was not originally approved in the Business Case. Waterfront has been identified as the replacement site due to it being a council priority site, an assessment identified it as an area with significant need for new housing and the opportunities to develop environmentally friendly housing within the timeframes.
- 2.115 For an unchanged level of Combined Authority contribution, the Waterfront site (Phase 2) could enable the delivery of up to 150 homes, an increase of 120 from the original site. Further details are required to be submitted at Activity 1: expression of interest regarding the programme of works and timescales for the delivery of this phase.

Recommendations

- 2.116 That Investment Committee recommends to the Combined Authority that:
- 2.117 The change request to the Kirklees Housing project is approved to reduce the Local Growth Fund funding for Phase 1 (Ashbrow Housing and Soothill Housing Sites) to £700,000.
- 2.118 The change request is approved to omit the Stile Common site from the project and that this site is substituted with the Waterfront site (Phase 2) with an indicative allocation for a £300,000 loan from the Local Growth Fund, subject to Phase 2 being brought back through the assurance process in the form of an expression of interest and considered by Investment Committee and the Combined Authority at decision point 2 (case paper)
- 2.119 The Combined Authority enters into an addendum to the existing loan agreement with Kirklees Council to reflect the change request.
- 2.120 Future approvals are made in accordance with the approval pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	One City Park, Bradford
Stage	3 (Delivery and evaluation)
Decision Point	Change Request – activity 6 (Delivery)

Background

- 2.121 This scheme aims to support the sustainable regeneration of Bradford city centre through the redevelopment of the Tyrls building (former West Yorkshire Police station) and adjoining council owned land for the creation of high quality commercial accommodation.
- 2.122 The creation of targeted infrastructure and support initiatives to stimulate business growth, a skilled workforce, high value jobs and economic growth are priorities outlined in the Core Strategy of the adopted Local Plan and embedded in the aims of Bradford Councils Economic Strategy. The successful delivery of the One City Park scheme, creating new business accommodation will make a major contribution to achieving these key strategic aims.
- 2.123 This scheme is expected to bring forward private sector investment, attract corporate firms to the location and enhance the overall image of Bradford.
- 2.124 The project received an approval to £5.2 million Growth Deal funding, split into a £400,000 loan and £4.8 million grant. To date £400,000 has been spent on the demolition and temporary landscaping of the site, while the grant allocation has not been drawn down.

Description of Change Request

- 2.125 The programme for delivery has slipped from the original forecast of 2018 to 2021. The original timeframes for this project were estimates produced in 2014 based on expectations at the time.
- 2.126 There had been interest from a developer with a potential secured end user and extensive planning, feasibility and cost/funding appraisal work was carried out. However the end user determined not to progress with their involvement in the scheme. The developer remained committed and produced proposals to undertake a new commercial development on a joint venture basis with Bradford Council. Following consideration of the proposals it was decided that an alternative approach to assess market interest on a wider, transparent, competitive basis would be a more beneficial approach. Subsequent pre-tender market consultation as part of the Council's presence at the MIPIM UK 2017 and MIPIM 2018 events have confirmed appetite from the market for bringing the scheme forward.
- 2.127 In addition, this change request also recommends that the scheme undertakes activity 5 (full business with finalised costs), so that that the revised business case which takes account of the changes can be considered in line with the Combined Authority's current assurance process.

Outputs, benefits and inclusive growth implications

2.128 The project aims to create 8,500 square metres of commercial accommodation which could lead to the creation of 432 permanent jobs and 395 temporary construction jobs at the site.

2.129 As part of the next stage of the assurance process a value for money assessment will be undertaken.

Risks

2.130 The key risks, and mitigating actions, for this project are:

- That the timeframe for procuring a developer is not met. This will cause the project to be delayed. This risk is being mitigated through the appointment of a development advisor to develop a suitably robust procurement strategy.
- That there will be a lack of end-user interest. This risk is being mitigated through work being undertaken to identify occupier interest and formal discussions will be held with prospective occupiers as part of the delivery process.

Costs

2.131 The total Combined Authority contribution to the scheme is £5.2 million, which consists of a £400,000 loan and £4.8 million grant from the Local Growth Fund. The full loan amount has been drawn down by Bradford Council.

2.132 The grant request of £4.8 million has remained unchanged since its approval in September 2016.

2.133 This scheme is expected to bring forward private sector investment and attract corporate firms to the location.

Timescales

2.134 The anticipated timescales of the project:

- Full Business Case with finalised costs by April 2019
- A developer will be appointed by April 2019
- The funds will be spent by 2021
- The commercial space will be developed by 2021 (decision point 6, delivery)

Future assurance pathway and approval route

Assurance pathway	Approval route
Activity 5 Full business case with finalised costs	Recommendation: Combined Authority's Programme Appraisal Team Approval: Combined Authority's Managing Director

Tolerances

Project tolerances
The Combined Authority's grant contribution should remain within £4.8 million. That programme timescales remain within 3 months of the timescales outlined within this report. That the number of jobs delivered is forecast to remain within 10% of the figures outlined in this report. That the total commercial floorspace delivered should remain within 10% of the figure outlined in this report

Project responsibilities

Senior Responsible Officer	Shelagh O'Neil, Bradford Council
Project Manager	Tina Parry, Bradford Council
Combined Authority case officer	Heather Briggs

Appraisal summary

- 2.135 This project aims to provide high quality commercial accommodation in the centre of Bradford. The area for development is a key priority for development in Bradford City Centre and it could lead to a growth in employment.
- 2.136 The project has the potential to create 8,500sqm of commercial space which could lead to the creation of 432 permanent jobs and 395 temporary construction jobs which will assist with the regeneration of Bradford City Centre and enhance the overall image to attract further private sector investment.
- 2.137 Procurement of a developer to take this project forward is not expected to be complete until April 2019. The timeframes to enable delivery by 2021 are very tight and there is the possibility that this project will be further delayed if the developer is not appointed in a timely manner.

Recommendations

2.138 That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the One City Park project is approved to extension to the project timescales and that the project should reconfirm its business case as part of undertaking activity 5 (full business case with finalised costs).
- (ii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Halifax Station Gateway
Stage	2 (Development)
Decision Point	Change Request activity 3 (Outline business case)

Background

- 2.139 The Halifax Station Gateway project will deliver a transformational redevelopment of Halifax Rail Station. A new iconic station building will be constructed, connecting architecturally with the Grade II Listed 1855 Building.
- 2.140 A new platform will be delivered, substantially increasing passenger platform capacity at Halifax. The land in front of the station - owned by Calderdale Council and currently leased to Eureka! The Children's Museum - will be developed into an attractive landscaped 'Station Gardens'. The 'Station Gardens' will connect the station with Halifax Town Centre via both the Piece Hall and Horton Street, and to Eureka! The Children's Museum.
- 2.141 The project will provide environmentally sensitive regeneration to legacy railway land, and deliver high quality pedestrian journey opportunities between Halifax rail station and the town centre core. The project is being developed by Calderdale Council in parallel with the West Yorkshire plus Transport Fund A629 Halifax Town Centre (phase 2) project. In combination these projects will transform the Eastern Gateway to Halifax Town Centre.

Description of Change Request

- 2.142 Calderdale Council requires additional development funding to support further project development to maintain the project programme leading to outline business case (OBC) submission.

Outputs, benefits and inclusive growth implications

- 2.143 It is expected that the project will:
- Increase the number of jobs and income per capita within Halifax above baseline trends within 5 years of project completion
 - Increase the number and proportion of journeys to Halifax by rail in excess of industry forecasts (RUMS) within 5 years of project completion
 - Increase the level of investment by existing employers within Halifax above current levels within 5 years of project completion
 - Increase the number of visitors to Halifax and the average duration of their stay against baseline visitor numbers within 5 years of project completion
 - Increase the number of local business start-ups and external businesses establishing a base in Halifax above the baseline trend within 5 years of project completion

- Further work will take place on the business case which will include the production of a benefit cost ratio as the project develops.

Risks

2.144 The key risks, and mitigating actions, for this project are:

- The scheme does not secure all the required funding to be delivered. This will be mitigated by the promoter working closely with other public and private sector partners to identify potential match funding early in the development process, and pursuing relevant funding opportunities.
- A lack of funding leads to the timescales slipping further, which impacts on the project programme. This will be mitigated by robust programme management, and early identification of potential appropriate match funding sources.

Costs

2.145 The total cost of the scheme is forecast to be £28.2 million, of which £10.6 million will be funded by the Combined Authority from the West Yorkshire plus Transport Fund. £315,000 development costs were approved, when the scheme passed through the equivalent to decision point 2 in 2016. An additional £793,000 is now sought by Calderdale Council to undertake additional feasibility works and produce a comprehensive outline business case and progress the scheme to decision point 3. This takes the total expenditure approval to £1.108 million. 16% of anticipated revised scheme costs are forecast to be spent on development.

Timescales

2.146 The anticipated timescales of the project:

- Approval of an updated outline business case (decision point 3) is forecast to be achieved in Spring 2019
- The revised full approval at decision point 5 is forecast to be achieved in Winter 2020
- The revised forecasted completion date (decision point 7), will be Winter 2023

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 Outline business case	Recommendation – Investment Committee Approval – Combined Authority
Decision point 4 Full business case	Recommendation – Combined Authority's Programme Appraisal Team

	Approval – Combined Authority’s Managing Director
Decision point 5 Full business case with finalised costs	Recommendation – Combined Authority’s Programme Appraisal Team Approval – Combined Authority’s Managing Director

Tolerances

Project tolerances
That costs should remain within 10% of the costs outlined in this report That timescales should remain within 3 months of the timescales set out in this report

Project responsibilities

Senior Responsible Officer	Mark Thompson, Calderdale Council
Project Manager	Sarah Callaghan, Calderdale Council
Combined Authority case officer	Rachel Jones

Appraisal summary

2.147 The scheme requires additional development funding to be brought forward to undertake further feasibility work to enhance the outline business case. The updated outline business case will be re-appraised when it is submitted, and recommendations presented to the Programme Appraisal Team.

Recommendations

2.148 That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Halifax Station Gateway project of £793,000 additional development funds is approved. This takes the total approved development funds to £1.108 million.
- (ii) The Combined Authority enters into a £793,000 addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1.108 million from the West Yorkshire plus Transport Fund.
- (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority’s Managing Director following a recommendation by the Combined Authority’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation



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

Decisions made through the delegation to the Managing Director

2.150 Since Investment Committee's meeting on the 5 June 2018, decisions regarding the following schemes has been exercised. This decision was made though the delegation to the Combined Authority's Managing Director following a recommendation from Combined Authority's Programme Appraisal Team.

LEP Loan 318 – Canal Road Urban Village Ltd (CRUVL), New Bolton Woods

2.151 The decision point 5 approval related to the LEP Loan 318: CRUVL project and work starting on activity 6 (delivery). The project will complete a combined access for the drive through prepared food outlet and enable the building of the third and final commercial unit within this new sustainable urban village, to be known as 'New Bolton Woods', and which aims to provide new employment opportunities and over 1000 new homes. The scheme was first approved by the Combined Authority in May 2018. The Managing Director approved the total project value of £346,000 from the Growing Places Fund and the Combined Authority entering into a funding agreement with CRUVL for expenditure of up to £346,000 on 15 June 2018.

2.152 A summary of the scheme's business case is included in **Appendix 8**.

LEP Loan 308 (incl 319) – Citu Bridge

2.153 The change request related to the LEP Loan 308 (incl 319) – Citu Bridge project. The project will remediate the site and create urban homes including family housing and affordable homes all with a high ecological specification. The aim is also to create public realm and open up the riverside and showcase what a zero carbon modular housing development can become. In March 2016 a loan (GPF 308) was made to the project from the Revolving Investment Fund (RIF), for which Leeds City Council is the general partner and to which the West Yorkshire Combined Authority contributed £1 million from the Growing Places Fund on a co-lender basis. The change requested is to bring two projects which have started the assurance process together in one funding agreement, increasing the amount of the contributory loan the Combined Authority adds to the Revolving Investment Fund (RIF) loan by £1 million for a bridge to a new total of £2 million whilst retaining the same final repayment date of the original loan on 3 April 2020. The additional £1 million would come from the Growing Places Fund. The additional loan of £1 million is to be added to the existing joint loan with the RIF. This £1 million loan was previously considered as a separate application (GPF 319) which was

approved by the Combined Authority in April 2018 to proceed through decision point 3 to activity 5. The change also includes amendment to the charges the Combined Authority holds over Citu's loan as security for the loan, approved in March 2018, to enable a private sector bank to invest in the project.

Tackling Fuel Poverty Phases 3 and 4

- 2.154 This change request related to the Tackling Fuel poverty Programme Phases 3 and 4, which received decision point 5 (full business case) approval in December 2016 and June 2017 respectively and is now in delivery (activity 6). The programme provides grants to householders in fuel poverty to meet the cost of energy efficiency measures. This change request had two elements:
- 2.155 Amendment to the Grant Agreement with Wakefield Council to enable the council to utilise the funding allocated in the grant agreement to deliver additional measures in households which have already received primary measures, and instead use this to provide grants to additional households which only require primary measures undertaken. This will enable the number of households benefiting from grants to increase from 101 to 110. This change also results in a reduction in the funding requirement for Wakefield's funding of £87,300, but does not impact on the Local Growth fund requirement.
- 2.156 Increase to the scheme timescales of 3 months for the phases delivered by Wakefield, Calderdale and Kirklees. These phases will be completed by December 2018.
- 2.157 This change request was within the tolerances defined for the programme and as a result could be approved through a delegation to the Combined Authority's Managing Director. This approval was received on the 15 June 2018.

Bus Hotspots – change request

- 2.158 The Bus Hotspot 'Punctuality and Reliability' programme is a programme of works to key congestion hotspots to improve bus punctuality. The majority of the programme is in delivery stage with schemes in Bradford, Calderdale and Wakefield underway. The original programme was considered by Transport Committee on 7 July 2017; changes to the programme which were approved by the Managing Director were considered and endorsed by Transport Committee on 16 March 2018 and reported to Investment Committee in April 2018. The outstanding element of the programme was for Kirklees Council's scheme the costs for which have now been confirmed and are within approval tolerances. The Combined Authority Managing Director approved the change request to enter into funding agreement with Kirklees Council for up to £200,592 to deliver their scheme on 15 June 2018, subject to Transport Committee approval of the finalised Hotspots programme.

3 Inclusive growth implications

- 3.1 The inclusive growth implications are outlined in each scheme, see above.

4 Financial implications

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

5 Legal implications

- 5.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.
- 5.2 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.

6 Staffing implications

- 6.1 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.

7 External consultees

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

8 Recommendations

- 8.1 Rochdale Canal - Cycle Safety Fund - Canal Towpath Improvement Phase 2 - Hebden Bridge to Todmorden

That Investment Committee recommends to Combined Authority that:

- (i) The Rochdale Canal Towpath Improvement project proceeds through decision point 2 and work commences on activity 4 (full business case)
- (ii) That an indicative approval is given to the total project value of £1.553 million and the Combined Authority funding contribution of £1.473 million (from the Department for Transport – Cycle Safety Grant fund) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The remainder will be funded by £80,000 from Calderdale Council,
- (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by either Investment Committee or the

Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.2 Corridor Improvement Programme - A58/A672

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A58/A672 proceeds through decision point 3 and work commences on activity 4 (full business case)
- (ii) That an indicative approval to the total project value of £6.024 million is given to be funded from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iii) That the development costs of £706,665 are approved in order to progress the scheme to decision point 4 (full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £706,665 from the West Yorkshire plus Transport Fund taking the total approval to £941,665.
- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.3 Corridor Improvement Programme - A646/6033 Calderdale

That Investment Committee recommends to the Combined Authority that:

- (i) That the Corridor Improvements Programme scheme - A646/6033 proceeds through decision point 3 and work commences on Activity 4 (full business case).
- (ii) That an indicative approval to the total project value of £5.092 million is given to be funded from the West Yorkshire plus Transport Fund with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5 (full business case with finalised costs)
- (iii) That the development costs of £594,581 are approved in order to progress the scheme to decision point 4 (full business case), and that the Combined Authority issue an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £594,581 from the West Yorkshire plus Transport Fund taking the total approval to £789,581.

- (iv) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.4 Beech Hill, Halifax

That the Investment Committee recommends to Combined Authority that:

- (i) The Beech Hill project (phase 1a) proceeds through decision point 5 and work commences on activity 6 (delivery).
- (ii) The Beech Hill project (phase 1b) proceeds through decision point 2 and work commences on activity 4 (full business case) through the provision of an updated business case for both phases 1a and 1b.
- (iii) That indicative approval is given to the total revised Combined Authority funding requirement of £2.197 million, to be funded from the Local Growth Fund. Phase 1b total forecast cost of £797,000 to be funded from over-programming against the Local Growth Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- (iv) That approval is given for expenditure of up to £1.4 million for Phase 1a of the project to be funded from the Combined Authority's Local Growth Deal and that the Combined Authority enter into a Funding Agreement with Calderdale Council for expenditure up to £1.4 million.
- (v) Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include for Phase 1b at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.5 Forge Lane / Dewsbury Riverside

That Investment Committee recommends to the Combined Authority that:

- (i) The change request is approved to omit the Forge Lane site from the Growth Deal Priority 4a programme and that this site is substituted with the Dewsbury Riverside site with an indicative allocation of a grant from the Local Growth Fund to the value specified in the exempt Appendix, with full approval to spend being granted once the scheme has progressed through the Assurance Process to decision point 5 (full business case with finalised costs)
- (ii) The Dewsbury Riverside project proceeds through decision point 2 and work commences on activity 4 (full business case).

- (iii) That funding support to the Dewsbury Riverside site is provided in the form of a grant to the value specified in the exempt Appendix, rather than as a loan, (which was previously approved).
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5, following a recommendation by the Combined Authority's programme appraisal team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.6 Kirklees Housing

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Kirklees Housing project is approved to reduce the Local Growth Fund funding for Phase 1 (Ashbrow Housing and Soothill Housing Sites) to £700,000.
- (ii) The change request is approved to omit the Stile Common site from the project and that this site is substituted with the Waterfront site (Phase 2) with an indicative allocation for a £300,000 loan from the Local Growth Fund, subject to Phase 2 being brought back through the assurance process in the form of an expression of interest and considered by Investment Committee and the Combined Authority at decision point 2 (case paper)
- (iii) The Combined Authority enters into an addendum to the existing loan agreement with Kirklees Council to reflect the change request.
- (iv) Future approvals are made in accordance with the approval pathway and approval route outlined in this report following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.7 One City Park, Bradford

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the One City Park project is approved to extension to the project timescales and that the project should reconfirm its business case as part of undertaking activity 5 (full business case with finalised costs).
- (ii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report, including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

8.8 Halifax Station Gateway

That Investment Committee recommends to the Combined Authority that:

- (i) The change request to the Halifax Station Gateway project of £793,000 additional development funds is approved. This takes the total approved development funds to £1.108 million.
- (ii) The Combined Authority enters into a £793,000 addendum to the existing funding agreement with Calderdale Council for expenditure of up to £1.108 million from the West Yorkshire plus Transport Fund.
- (iii) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at decision points 4 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

9 Background documents

9.1 None as part of this report.

10 Appendices

Appendix 1 - Background to the Combined Authority's assurance framework

Appendix 2 - Business case summary – Rochdale Canal Cycle Safety

Appendix 3 - Business case summary – CIP Calderdale A58 A672

Appendix 4 - Business case summary – CIP Calderdale A646 A6033

Appendix 5 - Business case summary – Beech Hill

Appendix 6 - Business case summary – Dewsbury Riverside

Appendix 7 – Exempt appendix Dewsbury Riverside

Appendix 8 - Business case summary – LEP Loan 318