

Report to: West Yorkshire and York Investment Committee

Date: 5 September 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 Fund, 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 7 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 £43.086 million when fully approved, of which £25.756 million will be funded by the Combined Authority. A total expenditure recommendation to the value of £4.678 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
Warm Homes Fund round 2a West Yorkshire and York	A scheme which is part of a wider programme to help households across Leeds City Region lower their fuel bills and keep their homes warm. Phase 2a will enable more homes to benefit from modern gas central heating. The scheme is funded by the National Grid Warm Homes Fund National Grid benchmark against average grant/system installed for their contribution and the	Approval to proceed through decision point 2 and work commences on activity 5 (full business case with finalised costs) subject to external funding being secured Total value - £4.688 million Total value of Combined Authority funding - £3.451 million Funding recommendation sought - £0

	<p>scheme represents good value for money at this stage</p> <p>The scheme's wider social benefits also include health benefits by supporting people to heat their home to stay warm and healthy</p>	
Calderdale multi-modal transport model	<p>A new Multi-Modal Transport Model for Calderdale which will incorporate variable demand, a highways model and public transport models to support the development, appraisal, delivery and evaluation of Calderdale's West Yorkshire plus Transport Fund programme</p> <p>The project is funded from the West Yorkshire plus Transport Fund and Calderdale Council.</p> <p>The scheme represents good value for money at this stage.</p> <p>The scheme's wider health social benefits will lead in the longer term to improving traffic flow and the benefits of cycling and walking.</p>	<p>Approval to proceed through decision point 2 and work commences on activity 5 (full business case with finalised costs) subject to external funding being secured</p> <p>Total value - £629,000</p> <p>Total value of Combined Authority funding - £389,000 *</p> <p>Funding recommendation sought - £0</p> <p>* £325,000 is sourced from previously approved development funding from each of the projects in Calderdale's West Yorkshire plus Transport Fund programme and £64,000 from over-programming against the Transport Fund.</p>
Superfast Broadband West Yorkshire and York – Contract 3 West Yorkshire and York	<p>The project will deploy broadband infrastructure across the West Yorkshire and York geography within some of the hardest to reach urban and rural areas, areas not already targeted through a commercial roll out and areas not targeted by the previous phases.</p> <p>The project is funded through: Broadband Delivery UK; the Department for Environment, Food and Rural Affairs; European Structural Investment Funds and West Yorkshire Combined Authority Broadband Contract One Gainshare and Business Rates Pool.</p> <p>The scheme will lead to a gross value added (GVA) over 15 years of around £100 million.</p>	<p>Approval to proceed beyond decision point 2 and work commence on decision point 4 (full business case) subject to required external funding being secured</p> <p>Total value - £16.428 million</p> <p>Total value of Combined Authority funding - £16.428 million</p> <p>Funding recommendation sought - £120,000</p>

	<p>The scheme's wider social benefits include improving the sustainability of local businesses and allows expansion and increased access to employment.</p>	
Corridor Improvement Programme Phase 1 – A62 Smart Corridor Kirklees	<p>This scheme forms part of Phase 1 of the Corridor Improvement Programme (CIP). The CIP is a programme of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN).</p> <p>The project is funded from the West Yorkshire plus Transport Fund and European Structural Investment Fund.</p> <p>The scheme currently has a high benefits to cost ratio of 37.4:1 which will be refined through further business case development.</p> <p>The scheme's wider social benefits include improving access to employment.</p>	<p>Approval to proceed through decision point 3 and work commences on activity 4 (full business case).</p> <p>Total value - £8.756 million</p> <p>Total value of Combined Authority funding - £7.906 million</p> <p>Funding recommendation sought - £605,000</p>
Glasshoughton southern link road Wakefield	<p>The Glasshoughton southern link road (GSLR) scheme is the provision of a 7.3 meter wide single carriageway road with footways and a segregated cycle route and provide an alternative route around the leisure and retail area and will therefore reduce congestion and increase accessibility.</p> <p>The scheme is funded by the West Yorkshire plus Transport Fund.</p> <p>The value for money for the scheme has been assessed as high</p> <p>The scheme's wider social benefits include providing access to employment.</p>	<p>Approval to proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs).</p> <p>Total value - £7.320 million</p> <p>Total value of Combined Authority funding - £7.320 million</p> <p>Funding recommendation sought - £245,000</p>
Leeds New Station Street improvements Leeds	<p>To improve the environment for pedestrians on New Station Street and around the entrance to the main concourse of Leeds Station.</p>	<p>Approval to proceed beyond decision point 4 and work commence on activity 5 (full business case with finalised costs).</p>

	<p>The project is funded by the West Yorkshire plus Transport Fund</p> <p>The scheme's benefits to cost ratio has been calculated at 1.6:1 over 10 years</p> <p>The scheme's wider social benefits are to provide an improved civic gateway and a more welcoming and accessible space for all visitors.</p>	<p>Total value – £2.120 million</p> <p>Total value of Combined Authority funding - £2.120 million</p> <p>Funding recommendation sought - £563,000</p>
Skills [re-boot] project Leeds City Region	<p>To offer individuals the chance to upskill, gain new skills and qualifications and enter employment through delivery of interventions to help people back into work through training courses and tailored support programmes. It will actively target: individuals in work, graduates who are underemployed or under-utilised and therefore disadvantaged in the labour market, individuals who are returning to the labour market after a period of absence; and people considering a career change.</p> <p>The scheme is funded through European Social Fund, Combined Authority Section 31 reserves, the private sector and Leeds Trinity University.</p> <p>This scheme represents good value for money as it will contribute to improving in-work productivity for the region through upskilling individuals to secure jobs in growth sectors. Additionally the unit cost for the scheme is lower than the European Structural Investment Fund bid requirements at £1,310.61.</p> <p>There is a strong focus on social mobility through the programme and the outputs support the Combined Authority's inclusive growth priorities.</p>	<p>Approval to proceed beyond decision point 5 and work commence on activity 6 (delivery) subject to securing external funding.</p> <p>Total value – £3.145 million</p> <p>Total value of Combined Authority funding - £2.870 million</p> <p>Funding recommendation sought - £3.145 million</p>

- 1.3 Since the Investment Committee's meeting on 4 July 2018, the following change requests and decision points 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 £4.518 million has been approved.

Scheme	Scheme description	Decision
Rail Park & Ride Programme phase 1 - Hebden Bridge	A project that will improve access to the main urban centres and deliver an increase in car parking capacity at Hebden Bridge Rail Station.	The change request is for an increase in funding from £692,200 to £754,445 - an increase of £62,245 to ensure sufficient spaces and for a 3 month extension in project.
New integrated Combined Authority website ('Web3' transformation project)	The Web3 project is focused on the design, development and launch of a new website for the West Yorkshire Combined Authority which will improve value for money, reliability and transparency (meeting Government requirements set out in the Ney review).	Decision point 5 (full business case with finalised costs) for total project value of £300,000 and work commence on activity 6 (delivery).
Door to door transport digital hub Leeds	A project that will provide information and access to door to door transport in Leeds, focusing on providing information to older and disabled residents and their carers.	Decision point 3 (outline business case) for indicative approval for the total project value of £1.478 million (Combined Authority contribution £1.227 million) and enter into a funding agreement with Leeds City Council for up to £339,000 for preliminary work to progress to full business case.
Energy Accelerator scheme Leeds City Region	While the Accelerator will not deliver capital programmes, it will bridge a current market failure by providing robust technical and commercial advice that will enable projects to develop and proceed to implementation. It is an innovative project development programme that offers specialist expertise to local low carbon projects, acting as an 'enabler' to move them from concept to the point of investment, by providing project development support to remove current barriers	Decision point 5 (full business case with finalised costs) for expenditure of up to 3.513 million Euros * from the European Investment Bank ELENA fund and £820,000 from the Combined Authority Local Growth Fund and enter into project sponsor agreements for the provision of services.

	relating to a lack of project development funding and expertise for energy efficiency schemes.	
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*Approximately £2.997 million at current rates which is the figure used for total in this paragraph 1.3.

- 1.4 The Combined Authority's intranet and digital workplace project was approved by the Combined Authority on 28 June, as part of the corporate priorities report, to proceed through decision point 2 and commence work on activity 3 (outline business case). The Combined Authority's Managing Director approved decision point 5 (full business case with finalised costs) for the scheme to enter into activity 6 (delivery) on 6 July 2018.
- 1.5 The Combined Authority's head office accommodation project was approved by the Combined Authority on 28 June 2018, as part of the corporate priorities report, to proceed through decision point 3 and work commence on activity 4 (full business case).
- 1.6 The Leeds City Region Employment Hub scheme was approved at Combined Authority on 2 August 2018 to proceed beyond decision point 2 and work commence on activity 5 (full business case with finalised costs) with full approval to spend granted if the scheme has been successful in securing European Social Fund funding, through a delegated to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team.

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	Warm Homes Fund round 2a
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Background

- 2.3 The Warm Homes Fund (WHF) is a £150 million grant fund from National Grid designed to support local authorities, registered social landlords and other organisations working in partnership with them, to address some of the issues affecting fuel poor households.
- 2.4 The WHF is administered by National Grid's partner organisation Affordable Warmth Solutions across England, Wales and Scotland. The Fund is primarily designed to address some of the issues in fuel poor households who do not use mains gas as their primary heating fuel, by incentivising the installation of affordable heating solutions. It is envisaged that the fund will be used to supplement local strategic plans and other funds available.
- 2.5 Leeds City Region has an above national average rate of fuel poverty which affects around 156,000 homes. Those in fuel poverty are unable to heat their home to the temperature needed to stay warm and healthy. As well as being on low incomes many of these households are also faced with the additional burden of relying on heating systems that are expensive to run and/or inadequate for their needs. Furthermore, because of their circumstances or property type they may not currently be able to benefit from existing mandated schemes. These 156,000 fuel poor households, represent an average fuel poverty rate of 11.5%, compared to 11.4% for England. There is also considerable variation across the Leeds City Region with rates of 7% in Selby to over 18% within some areas in other local authorities. This represents some of the worst in the country. Fuel poverty rates also vary by tenure, such that

the rate of fuel poverty in privately rented homes is twice that of owner-occupied homes.

- 2.6 The Combined Authority have been acting as programme and contract manager for an award of WHF to the city region under a phase 1 application. This phase is in delivery and is expected to see 704 gas central heating systems installed in eligible homes by March 2019.
- 2.7 National Grid is now receiving applications for additional grant through Phase 2a within the £150 million fund. A request for decision by the Combined Authority's Managing Director was approved in June 2018 to develop a Leeds City Region bid to this phase. This bid is for £3.451 million of WHF funding to continue the programme through two more seasons being 2019/20 and 2020/21, enabling more homes to benefit from modern gas central heating.
- 2.8 The Combined Authority will act as accountable body for funding provided by the National Grid with the Local Authority partners leading on marketing and driving applications.
- 2.9 The Local Authority partners involved in the scheme are:
 - City of Bradford Metropolitan Borough Council
 - Barnsley Metropolitan Borough Council
 - Calderdale Metropolitan Borough Council
 - Kirklees Council
 - Leeds City Council
 - North Yorkshire district councils (Craven, Harrogate and Selby)
 - Wakefield Metropolitan District Council
 - City of York Council
- 2.10 This phase will have a focus on engagement with the Private Rented Sector, utilising the networks established by the Local Authority Partners. The Local Authority Partners will take the lead in generating applications and deliver the marketing required.
- 2.11 The scheme will deliver against the vision in the Strategic Economic Plan
“To be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone”
- 2.12 It specifically supports priority 3 – Clean energy and environmental resilience and priority 4 – Infrastructure for growth.
- 2.13 As with phase 1 the scheme will be delivered through the well-established Better Homes Yorkshire.
- 2.14 A summary of the scheme's business case is included in **Appendix 2**.

Outputs, benefits and inclusive growth implications

- 2.15 The outputs and benefits noted are:
- 1045 properties receiving gas central heating systems
 - 447 new gas mains connections
 - 10 jobs safeguarded
- 2.16 Additionally but unquantified:
- Compliance with minimum energy efficiency standards required of private sector landlords
 - Housing insulation measures where required
- 2.17 The scheme is to run for two seasons being 2019/20 and 2020/21. All the outputs and benefits noted above will have been delivered by project closure in May 2021.
- 2.18 There is no national guidance about value for money assessment. National Grid do benchmark against average grant/system installed for their contribution. The benchmark is currently set at £3,200/system nationally and the Leeds City Region phase 2a bid is slightly higher at £3,302/system. However in broad terms the scheme represents good value at this stage.
- 2.19 Living conditions will improve in those homes which have the new, efficient modern central heating installed. It will help with health conditions caused by cold, damp properties. Health benefits accruing should be recorded as an outcome of the scheme and the method for doing this outlined at activity 5.
- 2.20 Householders will also benefit from lower heating bills, a Better Homes Yorkshire case study has shown that eligible occupants who receive a new heating system can save over £400 per annum on heating and hot water, raising the energy performance of the property.
- 2.21 It has been noted that the scheme will deliver carbon savings but this has not been quantified at expression of interest stage. The full business case should outline the levels of savings expected to be achieved.

Risks

- 2.22 The Combined Authority is acting as accountable body for the Warm Homes Fund grant from National Grid, providing programme and contract management for the Leeds City Region. This means that financial risks to the Combined Authority are minimal. There are contractual and reputational risks associated with non-delivery against a contract with National Grid for the Warm Homes Funding. These are mitigated by continuing with the successful delivery model being used in phase 1 and applying the lessons learned.

2.23 The key risks and mitigating actions for the project itself are:

- Low uptake in the private rented sector – marketing will be through Local Authority partners who will work with stakeholders.
- Contractor pressure to increase prices reducing the number of outputs delivered and value for money of this phase of the scheme – work with Better Homes Yorkshire to ensure the contractor offers price stability.
- Match funding to cover the VAT payable on systems. The partners are actively involved in developing the match funding package. Letters of support from the Local Authority partners will be evidenced at activity 5.
- The Energy Company Obligate Scheme has yet to pass through Parliament. If this is not as expected then less will be delivered through this round.

2.24 The incidence of fuel poverty in the private sector is twice as high in private rented properties and the bid will target these by developing an offer to private sector landlords. Private sector match funding will come forward on a case by case basis as the programme is delivered. This is forecast to total £395,274 and based on 15% of properties being from the Private Rented Sector. It is recognised that engaging with this sector can be difficult and a co-ordinated campaign utilising partner council networks and knowledge will be needed to secure take up in these properties. It is also worth noting that subject to a current consultation, new Minimum Energy Efficiency Standards will require that landlords improve properties and will require a contribution of more than or equal to £2,500 from April 2019. This could encourage landlords to seek assistance from our programme in order to be compliant with the standards.

Costs

- 2.25 The total forecast cost to deliver the project is £4.688 million, £3.451 million of which will be funded from the Warm Home Fund.
- 2.26 The Combined Authority will be the accountable body for the £3.451 million grant from National Grid only. The match funding will be managed through Better Homes Yorkshire working with the contracting partner Engie.
- 2.27 In addition to the Warm Homes Fund grant the Local Authority Partners and Social Housing providers are contributing public sector match funding totalling £842,250. This is currently unsecured but all the partners have been involved in developing the bid with Combined Authority officers.
- 2.28 Private sector match will come forward on a case by case basis as the programme is delivered. This is forecast to total £395,274.
- 2.29 Combined Authority staff costs will be covered by the scheme. These total £75,842 including 10% for overheads based on a Project Manager two days per week and a Programme Manager 1 day.

Timescales

2.30 The timescales of the project are:

- National Grid Funding Award - November 2018
- Decision point 5 - November 2018
- Grant agreement in place - January 2019
- First referrals, visits and surveys - February 2019
- Begin installations - April 2019
- Scheme completion - May 2021

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 2 (case paper)	Recommendation - Combined Authority's Investment Committee Approval - Combined Authority
Decision point 5 (Full business case with costs)	Recommendation – Combined Authority's Programme Appraisal Team Approval - Combined Authority's Managing Director

Tolerances

Project tolerances
Any cost increase that triggers a contract variation with National Grid will require additional approvals. This is for the £3.451 million for which the Combined Authority will be the accountable body. The timescales should remain within 6 months of the timescales set out in this report. No changes to costs or match funding profiles which would trigger a contract variation with National Grid will require further approvals by the Combined Authority. This is to cover any contractual or reputational risk for the Combined Authority.

Project responsibilities

Senior Responsible Officer	David Walmsley, Combined Authority
Project Manager	James Brass, Combined Authority
Combined Authority case officer	Jacquie Boulton

Appraisal summary

2.31 The strategic case for Warm Homes Fund phase 2a has a clear fit with the Leeds City Region Strategic Economic Plan, specifically delivery against

priority 3c – energy efficient and empowering customers – reduce fuel poverty and priority 4 – action area A(ii) – improve energy performance of housing to address fuel poverty and health impacts.

- 2.32 The Combined Authority will act as accountable body, undertaking programme and contract management and as such the scheme represents a low financial risk. The main source of project funding is from National Grid's Warm Homes Fund with match funding contributions from the local authority partners and local authority housing, the energy company obligation scheme (a government energy efficiency scheme in Great Britain to help reduce carbon emissions and tackle fuel poverty, paid into by the energy companies) and private sector landlords. Approval to make an application to National Grid for the Warm Homes Fund phase 2a was given through an approved Request for Decision to Leadership Team on 29 June 2018.
- 2.33 The Combined Authority is already successfully delivering a Round 1 through the well-established Better Homes Yorkshire, which has provided lessons learned in the development of the current bid to National Grid. Delivery of phase 1 has demonstrated the demand for the scheme. Phase 2a is to deliver improvements to an additional 1045 homes.

Recommendations

- 2.34 That Investment Committee recommends to the Combined Authority that subject to a successful Warm Homes Fund bid that:
- (i) The Warm Homes Fund phase 2a proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs)
 - (ii) That an indicative approval is given to the total project value of £4.688 million and the Combined Authority funding contribution of £3.451 million 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 local authority partners, social housing providers and match with private sector match funding on a case by case basis.
 - (iii) Future approvals are made in accordance with the assurance 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	Calderdale multi-modal transport model
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Background

- 2.35 This scheme is to deliver a new Multi-Modal Transport Model for Calderdale which will assist Calderdale Council to plan for a range of major new transport improvements in the area.
- 2.36 The model suite will incorporate variable demand, a highways model and public transport models to support the development, appraisal, delivery and evaluation of Calderdale's West Yorkshire plus Transport Fund programme, including:
- A629 Phase 1b, Phase 2 and Phase 4 improvements
 - A641 improvements
 - Halifax Station Gateway
 - Elland Station Access Package (Elland Station scheme is led by the Combined Authority)
 - Corridor Improvement Programme: A58 and A646 corridors
 - North East Calderdale Transformational Project
- 2.37 Calderdale Council is currently reliant on using the current Calderdale Strategic Transport Model (CSTM) which is 10 years old. Despite having undergone various updates it has been identified that the model has issues which bring into question its suitability to support the development and appraisal of full business cases for the projects listed above. The CSTM also has observed geographical and modal gaps in data which will be addressed in the new multi-modal model.
- 2.38 The scope of Calderdale's West Yorkshire plus Transport Fund programme is substantial; it incorporates public transport, highway and active pedestrian and cycling modes and collectively has the potential to drive and deliver more change and improvements to the ways people travel. WebTAG transport modelling sets out 'Logical Tests for Provisional Model Scope'. Test 1 asks 'Do the set of schemes to be appraised relate to only one of the modes; public transport and highway?' If NO, a multi-modal treatment will, in principle, be required.'
- 2.39 These issues have raised concerns that should there be a Public Inquiry (PI) held for any of the West Yorkshire plus Transport Fund schemes the analytical works (including modelling and appraisal using CSTM) will not stand up to

scrutiny and this may lead to the identified problems with existing CSTM giving unfavourable outcomes that scenario.

- 2.40 The decision was taken to procure a new, multi-modal model and a proportion of development funding allocated to each of the schemes in their West Yorkshire plus Transport Fund programme was identified to cover the costs of delivering the model.
- 2.41 The competitive procurement process has been undertaken and a preferred supplier has been selected. However, the tenders returned prices in excess of the total amount identified to deliver the type of model required to overcome the issues identified with the existing model. This is discussed in the costs section below.
- 2.42 As a multi-modal transport model, this project will support the development of transport fund schemes which will deliver outcomes in support of the Leeds City Region (LCR) Strategic Economic Plan (SEP) strategic priorities. Through these schemes this project aligns with the strategic priority 4, Infrastructure for Growth to:
“Maximise the increase in employment productivity and economic growth across West Yorkshire and York (irrespective of boundaries) by the delivery of transport interventions.”
- 2.43 Each of the projects supported by the model will need to demonstrate individual strategic case with alignment to the LCR SEP.
- 2.44 A summary of the scheme's business case, is included in **Appendix 3**.

Outputs, benefits and inclusive growth implications

- 2.45 This project will support the development, delivery and evaluation of Calderdale's West Yorkshire plus Transport Fund programme. It is the delivery of the projects within that programme which will support the delivery of the LCR SEP.
- 2.46 The main, direct output of this project is the Calderdale Multi-Modal Transport Model.
- 2.47 As stated previously this will include the following outputs:
 - Primary and secondary data collection (highway, public transport, journey times & other)
 - New highway and public modelled networks and new zone structure
 - Variable demand model (calibrated and realism tested)
 - Highway model (calibrated and validated)
 - Public transport model (calibrated and validated)
 - Development of a model reference case for defined future years

- All associated reporting including: model specification report, data Collection Report, Local Model Validation Report (Highway and PT), variable demand model development report and reference case report
- 2.48 The multi-modal transport model will be delivered in 2019, over a 15 month contract period.
- 2.49 The model will deliver value for money through an enhanced level of transport modelling. It should also be noted that Calderdale Council has already been out to the market through a competitive tendering process and this has identified a preferred supplier within their quality/cost ratio. The prices returned can be bench marked against similar models procured by other partner authorities.
- 2.50 The benefits and implications for inclusive growth will come from successful delivery of the Transport Fund projects supported by use of the model.

Risks

- 2.51 The key risks for this project are:
- Unable to deliver the model as required due to business case not being strong enough to secure sufficient funding.
 - Delays in decision making which mean data collection cannot be undertaken in the autumn 2018 neutral period which will push back delivery of the model.
- 2.52 To mitigate these risks Calderdale is appointing the preferred supplier now and will utilise existing approval to fund data capture in advance of decision point 5 approval.
- 2.53 The risk to the Combined Authority is weakened business cases will be submitted for each of the West Yorkshire plus Transport Fund projects dependent on using the model. This could mean projects being delayed in delivery and potentially failing in a public enquiry.

Costs

- 2.54 The total cost to deliver the project is £629,000.
- 2.55 This price has been established through competitive procurement.
- 2.56 The Combined Authority's contribution to the scheme is £389,000. Of this £325,000 is sourced from previously approved development funding from each of the projects in Calderdale's West Yorkshire plus Transport Fund programme and £64,000 from over-programming against the Transport Fund.
- 2.57 Calderdale is contributing the balance amounting to £240,000.

Timescales

2.58 The timescales of the project are:

- Contract award - June 2018
- Submit full business case - October 2018
- Data collection - October 2018
- Decision point 5 (full business case with costs) - December 2018
- Model completed - May 2019

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 2 (case paper)	Recommendation - Combined Authority's Investment Committee Approval - Combined Authority
Decision point 5 (full business case with costs)	Recommendation – the Combined Authority's Programme Appraisal Team Approval – the Combined Authority's Managing Director

Tolerances

Project tolerances
That Combined Authority costs should remain within 5% of the costs outlined in this report. That timescales should remain within 3 months of the timescales set out in this report. If the failure to deliver the Calderdale Multi-Modal Transport Model as described in the project brief risk occurs further approval for change of scope will required from the Combined Authority

Project responsibilities

Senior Responsible Officer	Steven Lee, Calderdale Council
Project Manager	Sarah Callaghan, Calderdale Council
Combined Authority case officer	Jacquie Boulton

Appraisal summary

2.59 Over all the strategic rationale for the project is strong and it is vital for developing robust business cases for and allow other transport fund projects in Calderdale to progress in a timely manner.

- 2.60 The project is at an advanced stage of development having already been through a competitive procurement with a preferred supplier identified.
- 2.61 Management structures are in place and are based on professional project management guidance.
- 2.62 The economic case at full business case will be strengthened by articulating the indirect outputs and outcomes to be delivered by the transport fund programme, which use of the model is expected to support.

Recommendations

- 2.63 That Investment Committee recommends to the Combined Authority that:
 - (i) The Calderdale Multi-Modal Model project proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs.).
 - (ii) An indicative approval to the West Yorkshire Combined Authority's contribution of £389,000 (which will be funded through £64,000 from the West Yorkshire plus Transport Fund and £325,000 from the other Transport Fund projects which are already approved) is given 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 total project value is £629,000.
 - (iii) 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 West Yorkshire Combined Authority's Managing Director following a recommendation by West Yorkshire Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Project Title	Superfast Broadband West Yorkshire and York – Contract 3
Stage	1 (Eligibility)
Decision Point	2 (Case paper)

Background

- 2.64 The City Region's Strategic Economic Plan (SEP) under Priority 4: Infrastructure for Growth sets out an ambition to achieve 99% superfast broadband 30 Megabits per second (Mbps) connectivity across West Yorkshire by 2018/19. The Superfast West Yorkshire and York Broadband (SWYY) programme is well on the way to meeting this ambition with the first two contracts of the programme on track to deliver up to 98% by 2021.
- 2.65 The 'Superfast West Yorkshire and York – Contract Three' (SWYY) programme helps to deliver further roll out of fast and reliable superfast broadband at 30 Mbps to homes and businesses.
- 2.66 The project will deploy broadband infrastructure across the West Yorkshire and York geography within some of the hardest to reach urban and rural areas which have not already been targeted through a commercial roll out of superfast broadband and areas not targeted by the previous phases of the programme.
- 2.67 It is estimated that up to approximately 41,000 premises (homes and business) are eligible for public sector support to enable superfast broadband connectivity. This project will connect some of these premises but not all of them. Other project and programmes will be considered alongside the superfast project to connect other areas.
- 2.68 The delivery phase is scheduled to start around April 2019 and run until March 2022.
- 2.69 A summary of the scheme's business case is included in **Appendix 4**.

Outputs, benefits and inclusive growth implications

- 2.70 This project focuses on connecting small and medium sized enterprises (SMEs) which is a requirement of government and European funding. As SMEs are connecting neighbouring homes and non SME businesses will also be connected.
- 2.71 It is estimated that approximately 3,700 small and medium sized enterprises (SMEs) can be connected to superfast broadband services by this project. This has the potential to deliver a gross value added (GVA) over 15 years of

around £100 million. The precise number of SMEs connected and other premises will be outlined by the preferred infrastructure supplier following an open procurement exercise. Deployment plans provided by potential suppliers will be considered a Value for Money approach (i.e. which seeks to maximise the number of premises connected). This approach is in line with the funding requirements and ensures our programme can deliver the outputs agreed with government.

Risks

2.72 The key risks for this project are:

- Not building a strong enough business case to secure the grant funding that has been requested from the European Structural Investment Funds (ESIF) and the Department for Environment, Food and Rural Affairs (DEFRA). To mitigate this the project may be scaled back if funding awarded from government is lower than expected.
- The supplier not building sufficient broadband infrastructure within the timescales set by the funding bodies leading to clawback, particularly with regards ESIF (BDUK March 2020, DEFRA December 2020, ESIF March 2021). To mitigate the programme for delivery is clearly planned and the draw down cut off dates are incorporated into the tender documents so that suppliers are fully aware of the drawdown limitations.

Costs

2.73 The forecast cost to deliver the project is £16.428 million as detailed below:

Funding	Cost £ (Millions)	Status
Business Rate Pool Allocation (Project Development and Procurement Costs)	0.090	Secured
Capital		
DEFRA Rural Broadband Initiative Funding Bid	9.912	Decision expected December 2018
ESIF Capital: Funding Bid	2.810	Decision expected October - December 2018
Contract One Gainshare	Up to 1.700	Secured
Broadband Delivery UK (Grant Confirmed)	1.110	Secured
Capital Total	15.532	
Revenue		

ESIF Revenue: Funding Bid	0.386	Decision expected October - December 2018
Combined Authority (BET Refund)	0.310	Secured
Business Rate Pool Allocation (ESIF Revenue Match Funding)	0.076	Secured
Business Rate Pool Allocation (Additional Revenue Funding)	0.034	Secured
Revenue Total	0.806	
Total	16.428	

- 2.74 The Combined Authority direct contribution to the scheme will use funding that is being held on behalf of the partner authorities through Contract One Gainshare. Contract One Gainshare is an investment fund that has been created due to the success of the Contract One of the superfast broadband programme.
- 2.75 The BET Refund was previously allocated to Contract 2. Currently work is ongoing to determine whether this is now required for Contract 2. Therefore, approval to reallocate all or part of this funding to Contract 3 is being sought.
- 2.76 Development costs of £120,000 are requested to complete the full business case with finalised costs.

Timescales

- 2.77 The timescales of the project are that the full business case with finalised costs will be brought forward in January 2019, and then the project will be delivered through 2019 until April 2022.

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority's Managing Director

Tolerances

Project tolerances
That the total project costs remain at or below the costs outlined in this report.
That the DEFRA and/or ESIF contributions should not reduce by more than 25%.
That the project delivery timescale remains within 12 months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer	Kate Thompson, Combined Authority
Project Manager	John Bullivent, Combined Authority
Combined Authority case officer	Ben Manuja

Appraisal summary

- 2.78 The project has a clear fit with Priority 4 in the SEP to support employment and quality environments. It is part of a programme of broadband delivery projects which have had considerable success in delivering benefits to the City Region. There is clear evidence that increasing internet speeds improves the sustainability of local businesses and allows expansion and increased employment. The Combined Authority partners have good knowledge and experience of delivering this type of scheme and has well established suppliers, so is confident in delivering the project competently within budget and timescale.

Recommendations

- 2.79 That Investment Committee recommends to the Combined Authority that:
- (i) The superfast broadband contract 3 project proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £16.428 million from the funding sources outlined in this report for which the Combined Authority is the accountable body is given, 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) Approval to reallocate all or part of the BET Refund funding from Contract 2 to Contract 3 as actioned at decision point 5 full business case with costs.
 - (iv) Development costs of £120,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).

- (v) The Combined Authority enter into a Service Level Agreement/Funding agreement if required with Leeds City Council for expenditure up to £120,000 development funding.
- (vi) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) 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 2: Development



- 2.80 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.

Project Title	Corridor Improvement Programme – A62 Smart corridor
Stage	2 (Development)
Decision Point	3 (Outline business case)

Corridor Improvement Programme Summary

- 2.81 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.
- 2.82 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.
- 2.83 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.

Background

- 2.84 This scheme forms part of Phase 1 of the Corridor Improvement Programme (CIP). The CIP is a programme of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN). CIP aims to deliver benefits for all road users with an emphasis on reducing journey times,

in order to improve connectivity and accessibility to economic growth sites, including those located in spatial policy areas. 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.

- 2.85 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.
- 2.86 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. At decision point 2, a total forecast cost for phase 1 of the programme received an indicative approval of £67.8 million.
- 2.87 The A62 Smart Corridor project is part of Phase 1 of the Corridor Improvement Programme. At decision point 2 this scheme had an indicative allocation of £7.5 million.
- 2.88 The preferred option for the A62 Smart Corridor Phase 1 (ASCP) scheme, which is being promoted by Kirklees Council, starts at the junction of Huddersfield Ring Road / Southgate / Northumberland Street and ends at the junction of A62 / Old Fieldhouse Lane; a corridor length of approximately 2.0km.
- 2.89 There has been a change of scope since the approval of the case paper (decision point 2) in June 2017. The change in scope is detailed below.

Option 1: Original scope - A62 Smart Corridor Phase 1 (as defined in Expression of Interest (EoI) plus green infrastructure)

- 2.90 This scheme includes works to Northumberland Street Junction; new signal controlled junction, the reallocation of road space and segregated cycle provision. The removal of the Gasworks Street gyratory and replacing with a signal controlled junction and improvements to the Thistle Street junction plus the inclusion of green infrastructure. This scheme has a corridor length of 0.936km.
- 2.91 Total scheme costs if this scheme progresses would be £8.060 million. An application has been submitted for European Structural and Investment Funds (ESIF) funding of £850,000, meaning the amount requested from the Combined Authority for this scheme would be £7.210 million (£290,000 less than the agreed budget at decision point 2).

Option 2: Extended scope - A62 Smart Corridor Phase 1 (preferred option)

- 2.92 This option includes the same elements from the Original scope scheme above and also includes on road cycle provision, enhanced bus stop improvements and the inclusion of green infrastructure along any extended

length or road corridor. This option also provides segregated cycle provision at Northumberland Street junction, including crossing facilities, enhanced “green” areas, widened footways and improved areas for public realm. The route also includes the reallocation of road space by amending lane widths to provide cycle lane facilities for a corridor length of 2km and also includes enhanced bus stop provision. This option is able to offer larger benefits to achieving the strategic ambitions of the Leeds City Region’s Strategic Economic Plan, the Transport Strategy and the Council’s draft Local Plan. The costs and relatively low risks to deliverability present this as a strong option, and therefore this option is presented as the preferred scheme.

- 2.93 Total scheme costs of the preferred option are £8.756 million. An application has been submitted for ESIF funding of £850,000, meaning the amount being requested from the Combined Authority for this scheme is £7.906 million, an increase of £696,289 Option 1 (original scope) (£406,000 more than the agreed allocation at decision point 2).
- 2.94 An option assessment against the Strategic Economic Plan (SEP) objectives and the critical success factors was completed and the ‘Do All’ scheme scored highest on both assessments. Whilst the Option 1 (original scope) scheme may be the most cost effective option, it is only able to partially deliver incremental benefits to meet the objectives of the Leeds City Region Strategic Economic Plan, the Transport Strategy and draft Local Plan (DLP), which is why the recommendation to proceed with the Option 2 scheme was approved at the Combined Authority’s Programme Appraisal Team.
- 2.95 A summary of the scheme’s business case and location map is included in **Appendix 5**.

Outputs, benefits and inclusive growth implications

- 2.96 The key benefits associated with this scheme are:
- To ease congestion issues which are a lead cause of slow peak period journey times, an inefficient highway network and air quality issues
 - To improve access to existing and proposed employment sites, the Cooper Bridge Enterprise Zone and the strategic and primary route network
 - To improve the safety of the A62 road corridor, alongside improving the detrimental environmental issues
 - To enhance the accessibility of potential housing growth allocations in the Draft Local Plan
 - To support the housing and employment allocations through a sustainable transport network
 - To support a more sustainable transport network and modal shift from the private car
- 2.97 The project is aiming to complete construction by July 2020, with benefits realised by February 2021.

- 2.98 The scheme currently has a high benefits to cost ratio of 37.4:1 for a length of over 2km. The preferred option delivers a high level of benefits for the A62 Smart Corridor, and meets the objectives of the Leeds City Region Strategic Economic Plan the Transport Strategy and draft Local Plan. This scenario will ease congestion, unlock the potential development sites and deliver significant improvements for alternative modes of transport. Although the benefits to cost ratio is expected to significantly reduce during the full business case development stage as modelling works become more refined, it will still be expected to represent good value for money at decision point 5.
- 2.99 There are also expected to be wider social benefits with the scheme, including an increase in active modes and improved general fitness levels. The scheme also has the potential to have a two-fold beneficial impact on Air Quality – firstly the reduction in congestion and improvements to journey reliability would reduce the frequent stopping, idling and acceleration that generate the highest levels of emissions. Secondly, the provision of the green infrastructure and landscaping features will also help with natural air cooling, collecting nitrogen oxides and the absorption of carbon dioxide.

Risks

- 2.100 A risk register and risk management strategy have been completed for the scheme.
- 2.101 The key risks are outlined below along with the mitigation are::
- £850,000 ESIF funding not received. Mitigation – complete value engineering to reduce scheme costs or seek alternative funding from other sources
 - Loss of stakeholder support. Mitigation - Ensure robust support and communication plans. Early involvement, active liaison groups
 - Unable to claim against part 1 claims if outline business case not strong enough to be approved. Mitigation – to be monitored
 - Scheme does not fulfil the objectives of the business case. Mitigation – Robust monitoring and evaluation plan to be put in place and monitored

Costs

- 2.102 The total scheme costs are £8.756 million. An application has been submitted for ESIF funding of £850,000, meaning the amount being requested from the Combined Authority West Yorkshire plus Transport Fund is £7.906 million, an increase of £696,000 over the Option 1 (original scope) option, and an increase of £406,000 over the amount requested at decision point 2 (i.e. £7.5million). The reasons for this variation, as mentioned above, is due to the increase in scope of the project.
- 2.103 Phase 1 of the Corridor Improvement Programme received a total development cost approval of £4.483 million, of which £250,000 was allocated for the development of this scheme. The additional amount required to take the scheme to decision point 5 (full business case with finalised costs) is

£605,000, bringing the total development funding to £855,000. This equates to 10% of the total scheme costs.

- 2.104 The Combined Authority will be required to issue an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £605,000 from the West Yorkshire plus Transport Fund taking the total approval to £855,000. This development funding is required for full business case development, design development, invitation to tender and evaluation of tenders for construction.
- 2.105 The approval of the increase in the indicative allocation for the full scheme costs by an additional £406,000, from £7.500 million to £7.906 million, is required to complete the preferred, Option 2 (extended scope scheme) scheme put forward by Kirklees Council. It is considered that this increase in scheme costs is 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.

Timescales

- 2.106 The timescales of the project are:

- Forecast full business case (decision point 4) approval - May 2019
- Forecast full business case plus costs (decision point 5) approval - May 2019
- Start of construction - July 2019
- End of construction - July 2020
- Forecast decision point 6 approval - July 2020

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 3 Outline business case	Recommendation: Investment Committee Decision: Combined Authority
Decision point 4 Full business case	Recommendation: Combined Authority's Programme Appraisal Team 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 Combined Authority costs should remain within the revised approval of the costs set out in this report
That the scheme does not receive ESIF funding
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	Tracey Brewer, Kirklees Council
Combined Authority case officer	Laura Greenan

Appraisal summary

- 2.107 The A62 Scheme is a key element of the strategy to provide the Huddersfield area with the infrastructure it needs to support growth. It will enable the local road network to operate efficiently by reducing congestion, improving journey times and providing capacity for growth. The scheme has a clear strategic fit to the Strategic Economic Plan and also identifies strategic fit to the Transport Strategy and the West Yorkshire Local Transport Plan 3 (LTP3).
- 2.108 There is evidenced demand for the scheme and if work is not completed it could result in possible constraint of potential development sites allocated in the draft Local Plan and employment opportunities will also not be accessible to local residents of the surrounding deprived areas. Procurement routes have been defined and a project team identified to manage the work.
- 2.109 £8.756 million is the total project costs for the preferred option, 90% of which is to be funded through the West Yorkshire plus Transport Fund and 10% through European Social Investment Fund (ESIF) funding, yet to be secured. This has been highlighted as a key risk to the Combined Authority.

Recommendations

- 2.110 That Investment Committee recommends to the Combined Authority that:
- The A62 Smart Corridor Phase 1 project proceeds through decision point 3 and work commences on activity 4 (full business case).
 - An indicative approval is given to the total project value of £8.756 million and the Combined Authority contribution (from the West Yorkshire plus Transport Fund) of £7.906 million (£406,000 increase from approved expression of interest scheme total) 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 £850,000 of ESIF funding yet to be confirmed.

- (iii) That development costs of £605,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), and that the Combined Authority issue an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £605,000 from the West Yorkshire plus Transport Fund taking the total approval to £855,000.
- (iv) 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	Glasshoughton southern link road
Stage	2 (Development)
Decision Point	4 (Full business case)

Background

- 2.111 The Glasshoughton southern link road (GSLR) scheme is primarily the provision of a 7.3 metre wide single carriageway road with footways and a segregated cycle route which extends from the existing Whistler Drive and links into the Coalfields link road at the Flass Lane/Cutsyke Road/Premier Way roundabout. The scheme will open up substantial job creation opportunities by providing direct access to employers. The road acts as a link between the existing Whistler Drive and Flass Lane for business, leisure and commuter traffic and M62 (east) whilst also supporting housing and employment growth in the Glasshoughton strategic investment corridor. The route will provide an alternative route around the Glasshoughton leisure and retail area and will therefore reduce congestion and increase accessibility. Providing additional highway capacity will improve conditions for bus services, pedestrians and cyclists and open up further opportunities to provide complementary sustainable transport measures.
- 2.112 The scheme will enable Wakefield Council, as project promoter, to fulfil its own growth ambitions which strengthen and support the principles of the West Yorkshire-plus Transport Fund and the strategic pillars of the Leeds City Region (LCR) Strategic Economic Plan (SEP).
- 2.113 The scheme was assessed at Gateway 1 (equivalent to decision point 3, outline business case) and a recommendation was made by Investment Committee to progress the scheme on 20 December 2016.
- 2.114 A summary of the scheme's business case, together with a location map, is included in **Appendix 6**.

Outputs, benefits and inclusive growth implications

- 2.115 The key benefits of the scheme are to:

- Ease congestion issues which are a lead cause of slow peak journeys and an inefficient highway network
- Improve the safety of the arterial network into Glasshoughton and Castleford alongside improving the detrimental environmental issues
- Enhance the accessibility of potential housing growth allocated in the local development framework and across the Leeds City Region

- Improve access to existing employment sites and the strategic and primary route network
- Support the housing allocations in Glasshoughton through a sustainable transport network

2.116 Support a more sustainable transport network and modal shift from private cars

2.117 The main output from the scheme is approximately 1.2km of single carriageway road with footways and a segregated cycle route. Improvements will also be made to a number of other junctions on the existing local road network. The main impacts of the scheme will be journey time savings for motorised users.

2.118 This scheme has been assessed as being high value for money.

Risks

2.119 The scheme is relatively well developed and Wakefield has significant experience in delivering this type of scheme so the risks associated with delivery and the risks to the Combined Authority are low. The key construction risks are:

- Traffic management and safety of road users - night time working may be required during some construction phases;
- Drainage design - flood storage mitigation is required;
- Land stability and unknown ground conditions - site has been subject to extensive borehole, coring and further geotechnical surveys maybe required;
- Archaeology - whilst much of the site has already been worked (and the remains of a roman road found), some areas remain relatively untouched. Following discussions with the West Yorkshire Archaeology Services (WYAS) a watching brief has been advised during construction. However, as the works lie in an area that has previously had nationally important archaeological discoveries, substantial risk allowance has been made at this stage;
- Environmental issues, including the presence of protected species that may require mitigation. Discussions with West Yorkshire Ecology Services (WYES) have resulted in a number of surveys being carried out and whilst there are no protected species, mitigation works / enhanced habitats have been incorporated into the scheme design;
- Buried utilities - may need relocating;
- Land acquisition – land has been dedicated by Waystone and Harworth Estates, the landowning company in the scheme area, for the road corridor and land secured under licence for its construction.

Costs

- 2.120 The current estimated total cost to deliver the project is £7.320 million. This is an increase on the total cost estimated at decision point 3 (outline business case) Gateway 1, which was £6.388 million (excluding optimism bias).
- 2.121 When original work to plan the scheme was undertaken it was not clear how optimism bias was accounted for and an assumption was made that it was included in the approval. Reviewing the scheme has led to contingency within project costs now being incorporated which will cover elements now needing to be managed including drainage mitigation, ecological improvements and changes to the embankment to incorporate a crossing. The Combined Authority contribution is 100% of the scheme costs.
- 2.122 Previous development costs total £733,000 and an additional £245,000 is requested to progress the scheme to decision point 5 (full business case with finalised costs). These development costs will be used for legal and land costs, Wakefield Council staff costs and external design fees. The total development costs are therefore £978,000 which represent 13% of the total cost to deliver the project.
- 2.123 The Combined Authority will need to enter into an addendum to the existing funding agreement with Wakefield Council for additional expenditure of up to £245,000 from the West Yorkshire-plus Transport Fund. This takes the total funding agreement amount to £978,000

Timescales

- 2.124 Forecasted full approval (decision point 5, full business case with finalised costs) is anticipated in October 2018.
- 2.125 Construction is expected to commence in January 2019 and the scheme is expected to be completed in December 2019.

Future assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 Full business case	Recommendation: Investment Committee Decision: Combined Authority
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 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	Brian Thomas, Wakefield Council
Project Manager	Tracey Brewer, WYG group (consultancy commissioned by Wakefield Council)
Combined Authority case officer	Matthew Page

Appraisal summary

2.126 This is a relatively straightforward minor road scheme which will provide access to an employment growth development area and enhanced cycling provision. There are no significant issues with the business case.

Recommendations

2.127 That Investment Committee recommends to the Combined Authority that:

- (i) The Glasshoughton Southern Link Road project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
- (ii) An indicative approval to the total project value of £7.320 million is given 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) Development costs of £245,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £978,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for additional expenditure of up to £245,000 from the West Yorkshire plus Transport Fund. This takes the total funding agreement amount to £978,000.
- (v) 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

Project Title	Leeds New Station Street improvements
Stage	2 (Development)
Decision Point	4 (Full business case)

Background

- 2.128 The aim of this scheme is to improve the environment for pedestrians both on New Station Street and also around the entrance to the main concourse of Leeds Station.
- 2.129 The scheme design involves rationalising the bus stops on New Station Street and a doubling of the area of footway available for pedestrian circulation. This will involve widening the footway along most of the distance from the concourse doors down to City Square and also to the east past the former City House building, now called 'Platform'. The complete length of New Station Street will be repaved, from the junction with Wellington Street/Bishopgate Street to the junction with Boar Lane.
- 2.130 The four bus stops will remain along the road, a new crossing facility will be provided and the taxi collection point will be unchanged as will access for cyclists.
- 2.131 The road is unadopted and owned by Network Rail (NR). The scheme has been developed with Network Rail and Leeds City Council, both of whom are very supportive of the project.
- 2.132 The scheme will precede both the Leeds Integrated Station Masterplan and Leeds City Centre Package schemes which are both proposed to have significant impacts on parts of the Leeds New Station Street site in the future.
- 2.133 Members of the New Station Project Board attend the Leeds City Centre Package (LCCP) and Leeds Integrated Station Masterplan (LISM) to ensure alignment between the projects. The promoters of both the LCCP and LISM schemes are supportive of the New Station Street scheme. Liaison with the promoters of LCCP and LISM will continue to ensure that abortive work is minimised and that the works carried out as part of the New Station Street scheme are compatible with future proposals.
- 2.134 The Combined Authority at its August 2018 meeting approved that the full business case and full business case with finalised costs for this scheme is delegated to the Combined Authority's Managing Director in consultation with the Chair of the Combined Authority following consideration of the full business case by the Combined Authority's Investment Committee.
- 2.135 The scheme was first approved at Gateway 1 (equivalent to decision point 3, outline business case) by the Combined Authority in July 2016. At this

approval, the total forecast scheme cost was £1.591 million and it was forecast to be completed in April 2018.

- 2.136 As part of the preparation of the full business case, outline design has been undertaken and subsequently as the design has developed the timescales for delivery have been extended to August 2019.
- 2.137 The scheme will be procured on a design and build approach and tender returns have now been received on this basis. This resulted in a total forecast scheme cost of £2.737 million, £1.146 million higher than those forecast in the Gateway 1 submission. Following value engineering, a second tender exercise was initiated and as a result the total forecast scheme cost is now £2.120 million.
- 2.138 Delivery of the scheme is now scheduled for completion in by 31 August 2019. This is to take account of the programme submitted by the preferred contractor and the incorporation of a second tender exercise.
- 2.139 A business case summary and location map for the scheme are included in **Appendix 7**.

Outputs, benefits and inclusive growth implications

- 2.140 It is expected that the project will:
- Help the station to achieve its long term aim of being a major transport exchange; functional business; civic gateway; shop window for rail and for Leeds City Region, and major economic artery
 - Improve pedestrian flows between the city centre and the station leading to a reduced walking journey time in peak hours
 - Improve pedestrian visibility and links to and from the station to other key destinations in the city
 - Improve the general quality of the station environment and make it a more welcoming and accessible area to wait for buses and taxis, with the aim of creating an open environment for pedestrians such that guard railing can be minimised.
 - The benefits to cost ratio has been calculated at 1.6:1 over a 10 year period. This is in line with benefit cost ratios for schemes which are substantially urban realm improvements. It is acknowledged that because of the interfaces with future schemes some of the works may not remain for the full 10 year period (particularly the junction at City Square which forms part of the Leeds City Centre Package). However the majority of works will deliver benefits over the 10 year period. The scheme's wider social benefits include improved air quality and a more welcoming and accessible space for all visitors.

Risks

2.141 The key risks are as follows:

- Timescales slip further and the lifespan of the scheme is compromised leading to the benefits from the scheme being reduced, resulting in a reduced value for money position. This project is intended to be a short to medium term upgrade to the station frontage which will be in place until the new integrated station can be delivered. Therefore there is only a limited window of opportunity for the delivery of this scheme before the LISM work commences.
- Mitigation; the prevention of further slippage to the scheme will be managed by working closely with Network Rail, and regularly reviewing the programme.
- Increased scheme costs following detailed design work as more detail is developed for each item.
- Mitigation; the Combined Authority are to enter a fixed price Implementation Agreement with Network Rail and therefore the design costs will not increase as the detailed design is developed unless the client changes the scope or unforeseen site issues arise.

Costs

2.142 The total cost forecast for the project is £2.120 million, which will be funded from the West Yorkshire plus Transport Fund. However, other funding options are currently being explored to reduce the call on the West Yorkshire plus Transport Fund.

2.143 The project has an existing development cost approval for £166,000. As part of this report further development costs of £563,000 are requested to progress the scheme to full business case with finalised costs stage (decision point 5).

2.144 As part of the design and build procurement approach the Combined Authority will enter into a fixed price implementation agreement with Network Rail. The agreement will agree to funding of up to £1.596 million and will authorise expenditure of up to £563,000 on design development to decision point 5 with a break clause which enables the agreement to be terminated if required. Following decision point 5 approval the construction funding approved as part of the agreement will be released.

Timescales

2.145 The timescales of the project are:

- Full business case with finalised costs approval at decision point 5 is forecast for March 2019
- Revised forecasted completion date (decision point 6) is August 2019

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 4 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – Combined Authority Managing Director

Tolerances

Project tolerances
That the total Combined Authority costs remain within the costs identified within this report. That the project delivery timescale remains within 3 months.

Project responsibilities

Senior Responsible Officer	Liz Hunter, Combined Authority
Project Manager	Steve Butcher, Combined Authority
Combined Authority case officer	Pete Coello

Appraisal summary

- 2.146 The project has a clear fit to the Strategic Economic Plan and Transport Strategy and will deliver against the objectives of increasing access to employment to the region's centres and delivering growth. The project will help to integrate and enhance public transport and improving travel options whilst increasing rail patronage and customer satisfaction. Although the strategic drivers and fit are well listed, full collaboration with LISM, the Leeds City Centre Package and bus operation on New Station Street will be required on an on-going basis.
- 2.147 A careful approach to procure the delivery of the project is underway and the project's interface with Network Rail as landowners is being managed.
- 2.148 The project will deliver a number of benefits for station users, it is acknowledged that some of these benefits may be only be derived over a relatively short period of time (5 to 10 years) as a result of other proposed schemes in that location, however it is judged that it is so critical to make pedestrian improvements on New Station Street, that the investment still represents good value for money. The project has been appraised in line with web-tag transport appraisal methodology and as a result does not present a

high benefit cost ratio (1.6:1). This is because the scheme is primarily a public realm and place-making project which commonly do not derive a high level of benefit cost ratio through web-tag appraisal.

Recommendations

2.149 That the Investment Committee recommend to the Managing Director that:

- (i) That the Leeds Station Gateway - New Station Street improvements proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs)
- (ii) That an indicative approval to the total project value of £2.120 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 development costs of £563,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) from the West Yorkshire plus Transport Fund taking the total approval to £729,000.
- (iv) That the Combined Authority enters into a fixed price implementation agreement with Network Rail for future expenditure up to £1.596 million which will release funds of £563,000 to progress to decision point 5, with a break clause which enables the agreement to be terminated if required.
- (v) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision point 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	Skills and employment [re-boot] project
Stage	2 (Development)
Decision Point	5 (Full business case)

Background

- 2.150 [re]boot will offer individuals the chance to upskill, gain new skills/qualifications and enter employment within key regional sectors. It will actively target: individuals in work, graduates who are underemployed or under-utilised and therefore disadvantaged in the labour market, individuals who are returning to the labour market after a period of absence; and people considering a career change.
- 2.151 This scheme is a new type of skills project aimed at reducing skills shortage and supporting social mobility. Once successful, it is hoped this scheme will offer proof of concept for future delivery of similar schemes.
- 2.152 Individuals will advance their skills, gaining employability and sector specific skills relating to key sectors. Each individual's journey will be unique and developed based on their needs and ambitions. A tailored employability support programme will be available for individuals who require this support.
- 2.153 Sector specific training will be available relating to the Leeds City Region (LCR) key skills shortage sectors – digital, engineering & manufacturing and construction and infrastructure. Training will be at level 3 and above and will be tailored to employer and individual need with flexible delivery options. Individuals will then be supported to apply for employment in key sectors, to progress within their employment and enhance their career.
- 2.154 The scheme will benefit individuals aged 18 and over to meet their full potential and enter roles in key growth sectors across the Leeds City Region. Namely digital, engineering and manufacturing and construction/infrastructure. The programme will specifically target individuals in work who would like to develop new skills to change, graduates who are disadvantaged in the labour market, individuals who are returning to the labour market after a period of absence and people considering a career change.
- 2.155 The Combined Authority is the lead applicant and has overall responsibility for managing the project and ensuring targets and outputs are achieved. Two Delivery Partners have been identified, namely Leeds Trinity University (LTU) and West Yorkshire Consortium of Colleges (WYCC). Both of these organisations will deliver part of the project, for example LTU will deliver level 4 training aimed at developing skills linked to the digital sector. Prior to delivery commencing a Service Level Agreement (SLA) in place outlining their specific roles and responsibilities.

2.156 In addition, sub-contractors will be identified through a procurement exercise. The Combined Authority will undertake this procurement and be responsible for overall contract management of sub-contractors. The procurement exercise will commence in September 2018.

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

Outputs, benefits and inclusive growth implications

2.158 The scheme will offer individuals the chance to upskill, gain new skills and qualifications and enter employment within key regional growth sectors. This will include qualifications, peer mentoring, confidence building and sector focused information regarding the workplace.

2.159 The benefits of [re]boot are developing sector focused skills to national skills level 3 and 4, to enable individuals to change and reshape their career, reach their potential and progress. Employers will benefit from new staff, who are skilled and ready to enter employment particularly within skills shortage areas.

2.160 [re]boot will seek to achieve the following outputs:

- Engage 2,400 individuals
- 1,600 individuals will gain a level 2 or a unit of a level 2 or below qualification
- 1,550 individuals will gain a level 3 or above or a unit of a level 3 or above qualification
- 675 employed females will gain improved labour market status

2.161 This scheme represents good value for money as it will contribute to improving in-work productivity for the region through upskilling individuals to secure jobs in growth sectors. Additionally the unit cost for the scheme is lower than the European Structural Investment Fund bid requirements at £1,310.61.

2.162 Employers from key sectors, many of whom have identified skills shortages, will also benefit from employing skilled individuals who have completed the available training.

2.163 This scheme is a new type of skills project aimed at reducing skills shortage and supporting social mobility thereby contributing to the City Region's inclusive growth.

Risks

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

- Difficulty in procuring suitable sub-contractors. Mitigation – consultation and engagement with possible sub-contractors has already begun. Procurement activities began in March 2018 and were widely advertised across Intend, the Combined Authority's procurement portal, and will

- allow sufficient time for the Combined Authority to conduct a full procurement exercise.
- Loss of European Social funding (ESF) and / or private sector match funding resulting in less people upskilled. Mitigation – adapt budget and re-profile spend accordingly.

Costs

2.165 The total cost to deliver the project is £3.145 million, of this amount the Combined Authority contribution is £2.870 million. This will be funded as follows:

- £1.573 million (European Social Fund - ESF)
- £1.297 million (Combined Authority Section 31 reserves)

NB the European Social Fund allocation is currently unconfirmed.

2.166 In addition the private sector and Leeds Trinity University will contribute £275,000.

Timescales

2.167 The timescales of the project are:

- The project is aiming to start procurement of sub-contractors at risk in September 2018 with no delivery contract or recruitment to take place until a contract with the Department for Work and Pensions is in place. The project will run for three years until March 2021.

Assurance pathway and approval route

Assurance pathway	Approval route
Decision point 5 (full business case)	Recommendation – Investment Committee Decision – Combined Authority's Managing Director

Tolerances

Project tolerances
That scheme costs remain within Combined Authority funding identified in this report. That referral volumes remain within 15% of the projected 2,400 participants.

Project responsibilities

Senior Responsible Officer	Sue Cooke, Combined Authority
Project Manager	Emma Longbottom, Combined Authority

Combined Authority case officer	Paul Coy
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Appraisal summary

- 2.168 The outputs and outcomes that will be generated by the project align well with a range of objectives and priorities set out in the Leeds City Region Strategic Economic Plan and Employment and Skills Plan; specifically, raising the bar on high level skills and accessing jobs and realising potential. The scheme will develop sector focused skills and enable individuals to change, progress and reshape their career, reaching their full potential. The project is in a position to progress through decision point 5 full business case paper and move to decision point 6 delivery.
- 2.169 The biggest issue currently facing the scheme is funding uncertainty although this is expected to be resolved by the end of August / beginning of September. This is challenging, in terms of delivering the scheme objectives to the ESF required timescales.
- 2.170 Alternative funding scenarios have been identified and gained delivery partner agreement, however it is acknowledged that failure to secure ESF will require re-scoping of the scheme in line with the available local funding

Recommendations

- 2.171 That the Investment Committee recommend to the Managing Director that subject to an award of European Social Fund that:
- (i) The [re]boot project proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) An approval to the total project value of £3.145 million is given (of this, the Combined Authority's contribution will be £2.870 million which will be funded from an anticipated ESF grant of £1.573 and £1.297 million from Section 31 reserves). The remainder will be funded by the private sector and Leeds Trinity University.
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 6 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Investment Committee. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in Stage 3: Delivery and Evaluation



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

Decisions made through the delegation to the Managing Director

2.173 Since Investment Committee's meeting on the 4 July 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.

Rail Park & Ride Programme Phase 1 – Hebden Bridge – change request

2.174 This change request relates to the Hebden Bridge Park and Ride Programme phase 1 which received Managing Director delegated approval for decision point 5 on 7 July 2017 and is now in delivery (activity 6).The purpose of the programme is to increase car parking capacity at selected stations including Hebden Bridge thereby increasing access to the rail network. An increase in costs of £62,245 and programme extension of 3 months in addition to those approved in the previous change request was required for Hebden Bridge. 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 on 6 July 2018.

New integrated Combined Authority website ('Web3' transformation project)

2.175 The decision point 5 approval related to the Combined Authority website and work starting on activity 6 (delivery). The 'Web3 project' is focused on the design, development and launch of a new website for the West Yorkshire Combined Authority which will improve value for money and reliability for our approximately 1 million unique visitors per month, through the consolidation of the Combined Authority's existing websites (including the LEP, City Connect, Metro, Tickets and Passes and potentially MCard) into a single website. The scheme was first approved by the Combined Authority in December 2017. The Managing Director approved the decision point 5 total project value of £300,000 from the Combined Authority's corporate project allocation within the capital programme on 29 June 2018.

2.176 A summary of the scheme's business case is included in **Appendix 9**.

Door to door transport digital hub

2.177 The decision point 3 approval related to the door to door transport digital hub scheme and work starting on activity 4 (full business case). The digital hub is a project that will provide information and access to door to door transport in Leeds, focusing on providing information to older and disabled residents and their carers through a digital hub and call centre. The scheme was first approved by the Combined Authority in June 2017. The Managing Director approved the decision point 3 indicative total project value of £1.478 million (Combined Authority contribution being £1.227 million) and to enter into a funding agreement with Leeds City Council for expenditure up to £339,000 for preliminary work on 15 August 2018.

2.178 A summary of the scheme's business case is included in **Appendix 10**.

Energy Accelerator

2.179 The decision point 5 approval related to the Energy Accelerator scheme and work starting on activity 6 (delivery).

2.180 The Energy Accelerator is an innovative project development programme that offers specialist expertise to local low carbon projects. The Accelerator will act as an 'enabler' to low carbon and energy efficiency projects, moving them from concept to the point of investment. It will provide a project development support service to remove current barriers relating to a lack of project development funding and expertise for energy efficiency schemes. This current lack of support is preventing investment in low carbon capital projects across the Leeds City Region (City Region). It will provide a service to the public, private, academic and community sectors to develop projects. While the Accelerator will not deliver capital programmes, it will bridge a current market failure by providing robust technical and commercial advice that will enable projects to develop and proceed to implementation. It is anticipated that it will enable a minimum of £60 million of capital investment in low carbon projects to be realised across the City Region.

2.181 The scheme was first approved by the Combined Authority in October 2017. The Managing Director approved the decision point 5 project value for expenditure of up to 3.513 million Euros (approximately £2.997 million) from the European Investment Bank 'ELENA' energy efficiency fund and £820,000 from the Combined Authority Local Growth Fund and authority to enter into project sponsor agreements for the provision of services delegated to The Combined Authority's Head of Legal & Governance on 17 August 2018.

2.182 A summary of the scheme's business case is included in **Appendix 11**.

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.

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

Warm Homes Fund round 2a

- 8.1 That Investment Committee recommends to the Combined Authority that subject to a successful Warm Homes Fund bid that:

- (i) The Warm Homes Fund phase 2a proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- (ii) That an indicative approval is given to the total project value of £4.688 million and the Combined Authority funding contribution of £3.451 million 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 local authority partners, social housing providers and match with private sector match funding on a case by case basis.
- (iii) Future approvals are made in accordance with the assurance 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.

Calderdale multi-modal transport model

- 8.2 That Investment Committee recommends to the Combined Authority that:

- (i) The Calderdale Multi-Modal Model project proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs.).
- (ii) An indicative approval to the West Yorkshire Combined Authority's contribution of £389,000 (which will be funded through £64,000 from the West Yorkshire plus Transport Fund and £325,000 from the other Transport Fund projects which are already approved) is given 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 total project value is £629,000.
- (iii) 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 West Yorkshire Combined Authority's Managing Director following a recommendation by West Yorkshire Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Superfast Broadband West Yorkshire and York - Contract 3

- 8.3 That Investment Committee recommends to the Combined Authority that:
- (i) The superfast broadband contract 3 project proceeds through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £16.428 million from the funding sources outlined in this report for which the Combined Authority is the accountable body is given, 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) Approval to reallocate all or part of the BET Refund funding from Contract 2 to Contract 3 as actioned at decision point 5 full business case with costs.
 - (iv) Development costs of £120,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).

Corridor Improvement Programme – A62 Smart corridor

- 8.4 That Investment Committee recommends to the Combined Authority that:
- (i) The A62 Smart Corridor Phase 1 project proceeds through decision point 3 and work commences on activity 4 (full business case).
 - (ii) An indicative approval is given to the total project value of £8.756 million and the Combined Authority contribution (from the West Yorkshire plus Transport Fund) of £7.906 million (£406,000 increase from approved expression of interest scheme total) 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 £850,000 of ESIF funding yet to be confirmed.
- (iii) That development costs of £605,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), and that the Combined Authority issue an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £605,000 from the West Yorkshire plus Transport Fund taking the total approval to £855,000.
 - (iv) 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.

Glasshoughton southern link road

- 8.5 That Investment Committee recommends to the Combined Authority that:
- (i) The Glasshoughton Southern Link Road project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
 - (ii) An indicative approval to the total project value of £7.320 million is given 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) Development costs of £245,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £978,000.
 - (iv) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for additional expenditure of up to £245,000 from the West Yorkshire plus Transport Fund. This takes the total funding agreement amount to £978,000.
 - (v) 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.

Leeds New Station Street improvements

- 8.6 That the Investment Committee recommends to the Managing Director that:
- (i) That the Leeds Station Gateway - New Station Street improvements proceed through decision point 4 and work commences on activity 5 (full business case with finalised costs).

- (ii) That an indicative approval to the total project value of £2.120 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 development costs of £563,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs) from the West Yorkshire plus Transport Fund taking the total approval to £729,000.
- (iv) That the Combined Authority enters into a fixed price implementation agreement with Network Rail for future expenditure up to £1.596 million which will release funds of £563,000 to progress to decision point 5, with a break clause which enables the agreement to be terminated if required.
- (v) That future approvals are made in accordance with the approval pathway and approval route set out in this report, to include at decision point 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.

Skills and employment [re-boot] project

- 8.7 That the Investment Committee recommends to the Managing Director that subject to an award of European Social Fund that:
- (i) The [re]boot project proceeds through decision point 5 and work commences on activity 6 (delivery).
 - (ii) An approval to the total project value of £3.145 million is given (of this, the Combined Authority's contribution will be £2.870 million which will be funded from an anticipated ESF grant of £1.573 and £1.297 million from Section 31 reserves). The remainder will be funded by the private sector and Leeds Trinity University.
 - (iii) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 6 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Investment Committee. 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 - Warm Homes Fund round 2a
- Appendix 3 - Business case summary - Calderdale multi-modal transport

- model
- Appendix 4 - Business case summary - Superfast West Yorkshire and York – Contract 3
 - Appendix 5 - Business case summary - Corridor Improvement Programme – A62 Smart corridor
 - Appendix 6 - Business case summary - Glasshoughton southern link road
 - Appendix 7 - Business case summary - Leeds New Station Street improvements
 - Appendix 8 - Business case summary - Skills [re-boot] project
 - Appendix 9 - Business case summary – Combined Authority website
 - Appendix 10 - Business case summary - Door to door transport digital hub
 - Appendix 11 - Business case summary - Energy Accelerator