
Report to: Transport Committee

Date: 7 July 2023

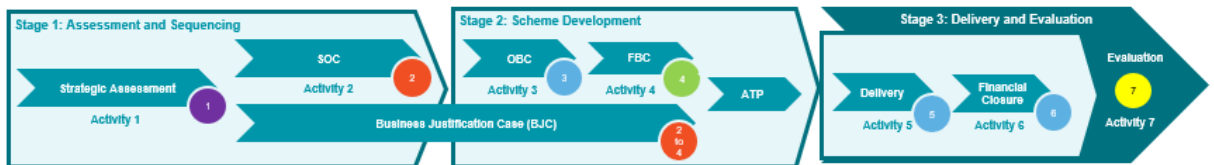
Subject: Project Approvals

Director: Melanie Corcoran, Director of Transport Policy & Delivery

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1. Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for projects under Investment Priority 5 – Delivering Sustainable, Inclusive and Affordable Transport, within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



- 1.2 The Transport Committee has delegated decision making authority approved by the Combined Authority on 23 June 2022. Where the Transport Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 12 of this report.

2. Report

- 2.1 This report presents proposals for the progression of schemes through the Combined Authority’s assurance process in line with the Combined Authority’s Assurance Framework. Further details on the schemes summarised below can be found as part of this report.
- 2.2 As reported to the Combined Authority at their meeting on 22 June 2023, a peer review of the Assurance Framework is currently being undertaken and to date:

- The Assurance Frameworks from the other eight MCAs have been reviewed and compared against the West Yorkshire Combined Authority's.
- Meetings have been held with Greater Manchester (transport and non-transport), West Midlands, South Yorkshire and Liverpool to discuss how well their Assurance Framework is working and to learn lessons from them for the peer review.
- Engagement with users of the Assurance Framework to determine from their perspective what is working well, what issues they have and what changes they would like to see. This has included a survey sent to approximately 1,000 individuals and a number of meetings / workshops within the Combined Authority and with partners.
- Proposed amendments to the Assurance Framework have been drafted and are being further reviewed in line with the revised Combined Authority directorate structure and operating model, approved in June 2023, to enable us to be more outcome focussed and deliver for the people of West Yorkshire.

2.3 Once the further review noted above has been concluded the proposed revisions to the Assurance Framework will be presented to the Combined Authority for approval. In the meantime we are continuing to work with our partners to ensure the Assurance Framework is as flexible and proportionate as possible.

3. Investment Priority 5 (IP5) - Delivering Sustainable, Inclusive and Affordable Transport

3.1 The West Yorkshire Investment Strategy (WYIS) sets out the Investment Priorities for the period 1 April 2021 to 31 March 2024 across six areas. In each, a number of priority project / programme areas have been identified that are the focus for intervention.

3.2 Investment Priority 5 will deliver a range of programmes and schemes which focus on:

- Creating an affordable, simple, integrated, and accessible system for people to travel anywhere by public transport
- Increasing passenger numbers on bus, rail, and future transport networks
- Improving air quality and reduction in car dominance
- Ensuring that people are enabled to make sustainable travel choices from housing and employment sites
- Transforming access for communities of persistent poverty, where households have prolonged experiences of poverty, to employment opportunities and skills centres
- Enhancements in ticketing and travel information
- Buses being an effective and affordable mode of transport
- Enhancing customer satisfaction with public transport.

Scheme summaries

<p>Active Travel Tranche 4 and Capability Fund 2023</p> <p>West Yorkshire</p>	<p><u>Scheme description</u></p> <p>The Active Travel Fund tranche 4 (ATF4) programme builds on the Emergency Active Travel Fund (EATF), and Active Travel Fund tranches 2 and 3 to deliver further improved and safe walking, wheeling, and cycling infrastructure.</p> <p>The Capability Fund programme will undertake behaviour change interventions across West Yorkshire at both a district and region-led level to encourage and enable cycling, wheeling and walking and will also assist in developing a pipeline of schemes for future active travel funded works by carrying out appropriate feasibility studies.</p> <p>The ATF4 programme will be funded through the Active Travel England (ATE) ATF4 funding award and the Capability Fund programme will be funded through the Active Travel England Capability funding award.</p> <p><u>Impact</u></p> <p>Delivery of these active travel infrastructure enhancement schemes will make it easier for more people to travel to work, education, and training more sustainably and by more affordable means when compared to private car ownership.</p> <p>The Capability Fund programme will support in developing Policy initiatives and the development of feasibility for a pipeline of schemes ready to respond to future funding calls. The Capability Fund will also contribute and expand the Combined Authority's existing behaviour change programme to encourage and enable wider use of cycling, wheeling and walking.</p> <p>For ATF4 schemes the Benefit Cost Ratio's (BCR) ranges from 1.61 to 9.52, classifying schemes as Medium to Very High Value for Money (VfM). Further appraisal will be carried out through the respective project business cases.</p> <p><u>Decision sought</u></p> <p>The Active Travel Fund 4 Programme proceeds through decision point 2 (strategic outline case) and work commences on development of the relevant business case for each individual scheme.</p> <p>Total value of the scheme - £19,961,635</p> <p>Total value of Combined Authority funding - £19,961,635</p> <p>Funding recommendation sought: £6,024,276.</p> <p>A decision by the Transport Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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**Dewsbury
Cleckheaton
Sustainable Travel
Corridor A638**

Kirklees

Scheme description

The scheme will provide sustainable transport improvements including sections of new bus lane, new segregated cycle lanes, upgrades to off-carriageway cycle routes and junction improvements along the A638 corridor between Oakenshaw and Dewsbury.

The scheme is funded through the Transforming Cities Fund (TCF) with a contribution from the Active Travel Fund.

Impact

The scheme will support active and public transport choices for communities along the A638 and encourage modal shift away from private car to reduce carbon emissions and improve local air quality. It will also improve connectivity to education, employment, and housing for sustainable transport options as well as improving health and wellbeing for users of the walking and cycling facilities.

Although the value for money assessment for the scheme reflects a benefit cost ratio (BCR) of 0.97:1, the scheme has a strong strategic fit, in that it will increase sustainable travel by improving connectivity along a heavily congested east to west corridor.

Decision sought

The change request to the A638 Dewsbury Cleckheaton Sustainable Travel Corridor scheme to increase the Combined Authority contribution funding to £15,269,915, release £560,200 funding to support business case development and to update the outputs as detailed in this report is approved. The total scheme value will increase from £12,884,315 to £15,799,977.

Total value of the scheme - £15,799,977

Total value of Combined Authority funding - £15,269,915

Funding recommendation sought - £560,200

A decision by the Transport Committee using the delegated authority from the Combined Authority is sought as part of this report

Other decisions relevant to the Transport Committee

Decisions made by the Combined Authority on 22 June 2023

- 3.3 The following schemes have recently been assessed in line with the Combined Authority's assurance process and approved by the Combined Authority.
- 3.4 The full agenda and papers for the meeting can be found on the [Combined Authority website here](#).

<p>West Yorkshire Rail Accessibility Package West Yorkshire</p>	<p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case)</p> <p>Total value of the scheme - £20,042,450</p> <p>Total value of Combined Authority funding - £5,000,000</p> <p>Funding recommendation sought – £337,100</p>
<p>Mobility Hubs West Yorkshire</p>	<p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £3,312,811</p> <p>Total value of Combined Authority funding - £3,312,811</p> <p>Funding recommendation sought - £200,000</p>
<p>Leeds City Centre Active Travel Links (North and South) Leeds</p>	<p>Approval to proceed through decision point 2 (strategic outline case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £3,815,488</p> <p>Total value of Combined Authority funding - £3,304,000</p> <p>Funding recommendation sought - £400,000</p>
<p>Levelling Up - Bus Enhancement Package West Yorkshire</p>	<p>Approval for the Levelling Up - Bus Enhancement Package to proceed through decision point 2 (strategic outline case) and work commences on individual scheme business cases.</p> <p>Total value of the scheme - £47,628,832</p> <p>Total value of Combined Authority funding - £47,628,832</p> <p>Funding recommendation sought – £5,450,000</p>

- 3.5 Since the Transport Committee's meeting on 26 May 2023, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegations to:

Combined Authority's Chief Executive

<p>TCF Bradford City Centre Cycling and Walking Improvements - Phase 1 Bradford</p>	<p>Approval of the full business case and for work to commence on delivery of phase 1</p> <p>Funding approved - £17,631,371 (phase 1)</p> <p>Total indicative value of the scheme - £43,266,000 – full scheme</p> <p>Total indicative value of Combined Authority funding - £43,166,000 – full scheme</p>
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TCF Bradford City Centre Cycling and Walking Improvements - Phase 2 Bradford	Approval of the full business case and for work to commence on delivery of phase 2 subject to approval to proceed Funding approved - £19,641,629 (phase 2) Total indicative value of the scheme - £43,266,000 – full scheme Total indicative value of Combined Authority funding - £43,166,000 – full scheme
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Combined Authority's Chief Operating Officer

A629 (Phase 2) Halifax Town centre Calderdale	Approval of change request to release an additional £485,000 development costs, taking the total approval to £6,329,000, Funding approved - £485,000 Total indicative value of the scheme - £53,340,000 Total indicative value of Combined Authority funding - £53,340,000
West Yorkshire Public Particulate Information Improvement Project Region-wide	Approval of the business justification case (DP2-4) and for work to commence on delivery Funding approved - £220,457 Total indicative value of the scheme - £279,120 Total indicative value of Combined Authority funding - £279,120
Rail Parking Package – Outwood Wakefield	Approval of change request to increase the Combined Authority funding by £16,683, taking the total funding contribution to £302,683, is approved. Funding approved - £16,683 Total indicative value of the scheme - £2,731,000 Total indicative value of Combined Authority funding - £2,731,000

4. Information

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

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

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

Projects in Stage 1: Assessment and Sequencing

Project Title	Active Travel Tranche 4 and Capability Fund 2023
Stage	1 (assessment and sequencing)
Decision Point	2 (strategic outline case)

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

Background

Active Travel Fund Tranche 4 (ATF4)

- 4.3 On 22 March 2023, Active Travel England awarded the Combined Authority £17,430,668 to deliver its Active Travel Tranche 4 (ATF4) programme across 2023/24.
- 4.4 Active Travel England is the government’s executive agency responsible for making walking, wheeling, and cycling the preferred choice for everyone to get around in England.
- 4.5 The ATF4 programme builds on the Emergency Active Travel Fund (EATF, announced on 23 May 2020) which installed temporary walking and cycling projects to combat the impacts of the Covid19 pandemic, and subsequent tranches 2 and 3 for the delivery of longer term, permanent walking and cycling infrastructure.
- 4.6 The investment objectives of Active Travel England include:
- For 50% of short urban trips in England to be walked, wheeled, or cycled by 2030,
 - To increase active travel (walking, wheeling, cycling) from 41% in 2018 to 46% of short urban trips by 2025,
 - For 55% of primary aged school children walk to school by 2025.
 - Schemes which enable women and girls to feel safer and more confident in choosing active travel modes.
- 4.7 The ATF4 programme also aligns to the Government’s Gear Change policy (2020), and its decarbonisation and Levelling Up objectives.

4.8 The Combined Authority's ATF4 bid was jointly developed with partner councils, with 16 schemes successfully allocated funding. They are:

- Fitzwilliam – Ackworth, Traffic-free path to station, Wakefield
- Grandstand Road Phase 1, Traffic-free path to station, Wakefield
- Grandstand Road Phase 2, Low traffic onward connection, Wakefield
- Hebble Trail Development Work, Identify Hebble Trail Solution, Calderdale
- Access to Schools, Enhanced walking routes, Calderdale
- Mini-Holland Phase 1, Trial Elements of Mini Holland Programme, Calderdale
- Huddersfield Narrow Canal, 4.41km of towpath upgrade - Marsden to Slaithwaite, Kirklees
- Huddersfield Broad Canal, 5.75km of towpath upgrade (Aspley Marina to Cooper Bridge), Kirklees
- School Streets Fund, 12 School Streets in West Yorkshire, Combined Authority
- Access to Hospitals, St Lukes & Airedale Hospital, Bradford
- Access to Schools, Package of Walking Improvements, Bradford
- Eastern Gateway, Segregated cycle provision, Leeds
- Whitehall Road (Holbeck Connector), Bi-directional cycle provision, Leeds
- Bentleys Residential Streets, Modal filter residential streets, Leeds
- Westgate Connector (Headrow to Marlborough Street), Segregated cycle provision, Leeds
- Armley Town Street, Town centre enhancement and walkable neighbourhood, Leeds

4.9 Delivering the ATF4 programme will build on the EATF and ATF tranches 2 and 3 and complement and build on the active travel schemes delivered through other programmes and projects, such as CityConnect. This will enable even more cycling, wheeling, and walking trips to be gained through a shift from car use but also from new journeys.

Capability Fund 2023

4.10 The strategic outline case (SOC) also brings forward the Combined Authority's Capability Fund programme. On 25 January 2023, Active Travel England awarded the Combined Authority £2,530,967 for its Capability Fund programme. The Capability Fund programme will assist in developing a pipeline of schemes for future Active Travel tranches by carrying out appropriate feasibility studies and evidence planning, included in this is the programme costs for Active Travel Fund Tranche 4. It will also undertake behaviour change interventions across West Yorkshire at both a district and region-led level, building on and expanding the Combined Authority's

behaviour change activity to encourage and enable wider use of active travel modes. The Capability Fund programme includes:

4.11 Capability Activities:

- Development of Local Cycling, Walking Infrastructure Plans (LCWIP)
- Network Design
- Scheme planning and design to support ATF4/ATF5
- Public consultation and engagement
- Data and evidence collection
- Monitoring and supporting ATF4 schemes development and delivery through the programme team
- Training for Local Authority officers and members.

4.12 Behaviour Change Activities:

- Recruitment of a sustainable travel planning officer (Bradford) and a behaviour change officer (Kirklees)
- Cycle training initiatives
- Cycle loan and share schemes
- Cycle maintenance training
- Cycle security measures
- Active travel comms and marketing
- Street audits, which look to assess how accessible locations are for walking, cycling and wheeling.

4.13 A summary of the scheme's business case is included in Appendix 1.

Tackling the Climate Emergency Implications

4.14 The ATF4 programme has carried out a stage 1 qualitative Carbon Impact Assessment (CIA). The assessment records how the ATF4 schemes will support the various environmental and social categories. The long-term impact of the schemes should positively contribute to transport greenhouse gas emissions by encouraging a reduction in private vehicles on roads, both directly and through linking with public transport interchanges (bus, rail). The re-allocating of road space, on some larger schemes, to walking and cycling presents an opportunity to design in green and blue infrastructure such as sustainable drainage, street trees and planting, supporting biodiversity (the natural ecosystem for plants and wildlife).

4.15 The Capability Fund will contribute towards addressing the Climate Emergency through feasibility studies, data collection and learning that will support the development of a future pipeline of active travel schemes. These schemes will seek to support a reduction in carbon emissions from transport and improve the local air quality, whilst the behaviour change activities will complement this by raising awareness of access to cycling e.g. cycle loan and

share scheme, and enabling and encouraging additional cycling, wheeling and walking trips.

- 4.16 A stage 2 quantitative CIA will be carried out as part of each of the individual project business cases to determine whole life carbon impacts (construction and operational impacts). An exercise will also be undertaken to look at the programme-level carbon impact, which will inform the post scheme evaluation stage.

Outputs and Benefits

- 4.17 The ATF4 programme outputs and benefits include:
- 1.52 miles of new segregated cycle infrastructure.
 - 22 new junction treatments (to provide dedicated cycle facilities at junctions and improve cycle safety).
 - 0.28 miles of new permanent footways.
 - 7.63 miles of new shared walking and cycling provision both on carriageway and off carriageway.
 - 24.82 miles of road benefitting from improvements to make existing walking and cycling routes safer, including speed limit reduction (sign changes and reduced traffic flow).
 - 402 hectares benefitting from traffic management improvements including new permanent and temporary traffic regulation orders.
 - 1.8 miles of bus priority measures that also enable active travel, e.g., bus gates.
 - New cycle parking facilities in 12 locations.
 - 25 new shared pedestrian and cycle road crossings.
 - Improvement to streets around 16 school to support safe walking, wheeling and cycling trips streets improvements.
 - Increase in walking trips (to be developed in coordination with Evaluation Team)
 - Increase in cycling trips (to be developed in coordination with Evaluation Team)
 - Increase in modal shift to walking and cycling from the car.
 - Improved health and lower workplace absenteeism due to physical activity.
- 4.18 Further work on determining the forecast programme outcomes and project level outputs and benefits will be carried out through the respective ATF4 project business cases.
- 4.19 For ATF4 schemes with a capital cost estimate above £750,000, an indicative value for money (VfM) assessment has been carried out. The assessment reflects Benefit Cost Ratio's (BCR) ranging from 1.61 to 9.52, classifying schemes as Medium to Very High VfM when assessed against the DfT's value

for money criteria. A more robust appraisal will be carried out as part of individual project business cases, when a better understanding of all intended and unintended impacts will be understood.

Inclusive Growth Implications

- 4.20 The ATF4 programme will improve links to the transport network across West Yorkshire, making it easier for more people to travel to work, education, and training more sustainably and by more affordable means when compared to private car ownership. Additionally, by encouraging uptake of local trips by cycling and walking, it will reduce the pressure on owning and running a private vehicle.
- 4.21 Further detail on how each project at a local level will support the principles of inclusive growth will be provided through the individual project business cases.

Equality and Diversity Implications

- 4.22 The ATF4 programme has carried out an Equality Impact Assessment (EqIA), giving due consideration to the impact of the programme on protected groups. For instance, it has considered delivering adequate infrastructure that enables people of all ages (young and elderly) to undertake more journeys by cycling, wheeling and walking especially for short, local trips, and to ensure provision of safe, segregated facilities that will benefit all users, especially those with a disability.
- 4.23 An EqIA for each of the respective projects will be carried out and submitted as part of the project business case submissions.

Risks

- 4.24 The key ATF4 risks and mitigations are:
- That project costs increase above that estimated. This has been mitigated by the programme building in allowance for inflation, risks, and contingency, and has an established Active Travel Board where it can take any additional funding requests to.
 - Risk of public objection to proposed schemes, risking delay and additional costs. This will be mitigated by carrying out robust public consultation exercises supported by targeted comms on the importance of active travel and collecting pre-scheme data as evidence base to respond with.
- 4.25 The key Capability Fund programme risks and mitigations are:
- Changes to policy relating to active travel. This is mitigated through regular liaison with regional and district policy colleagues to ensure all work undertaken is consistent with any updated or emerging policies.
 - Lack of public engagement, meaning the behaviour change activities are not successful. This will be mitigated through expanding existing community engagement across the region, with community advocates

shaping the way activity is delivered to ensure a high take up of the service offers.

Costs

- 4.26 The ATF4 total programme cost is £17,430,668. The Combined Authority's contribution is £17,430,668 from the Active Travel Fund 4 award.
- 4.27 The funding has been provisionally allocated to the 16 schemes as per the following table:

Scheme Name	Funding Amount (£)
Fitzwilliam – Ackworth, Traffic-free path to station, Wakefield	2,555,735
Grandstand Road Phase 1, Traffic-free path to station, Wakefield	224,171
Grandstand Road Phase 2, Low traffic onward connection, Wakefield	40,430
Hebble Trail Development Work, Identify Hebble Trail Solution, Calderdale	150,000
Access to Schools, Enhanced walking routes, Calderdale	698,969
Mini-Holland Phase 1, Trial Elements of Mini Holland Programme, Calderdale	2,353,617
Huddersfield Narrow Canal, 4.41km of towpath upgrade - Marsden to Slaithwaite, Kirklees	957,625
Huddersfield Broad Canal, 5.75km of towpath upgrade (Aspley Marina to Cooper Bridge), Kirklees	1,374,648
School Streets Fund, 12 School Streets in West Yorkshire, Combined Authority	240,000
Access to Hospitals, St Lukes & Airedale Hospital, Bradford	475,000
Access to Schools, Package of Walking Improvements, Bradford	570,282
Eastern Gateway, Segregated cycle provision, Leeds	400,000
Whitehall Road (Holbeck Connector), Bi-directional cycle provision, Leeds	2,300,000
Bentleys Residential Streets, Modal filter residential streets, Leeds	350,000
Westgate Connector (Headrow to Marlborough Street), Segregated cycle provision, Leeds	1,800,000
Armley Town Street, Town centre enhancement and walkable neighbourhood, Leeds	2,940,191

TOTAL	£17,430,668
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- 4.28 Delivery of the Capability Fund programme will cost £2,530,967, of which £1,518,580 has been allocated to fund active travel fund programme development and feasibility activities and £1,012,387 to deliver behaviour change interventions. The Combined Authority's contribution is £2,530,967 from the Capability Fund award.
- 4.29 As part of this programme level SOC (decision point 2), approval is sought for the following:
- Total scheme development costs of £2,353,309 to progress ATF4 schemes to activity point 4 (BJC or FBC).
 - Approval of £150,000 to progress the Hebble Trail Development Works scheme to activity 5 (Delivery).
 - Approval of £240,000 to progress the School Streets Fund (Combined Authority) scheme to activity 5 (Delivery) subject to an Approval to Proceed.
 - Approval of £400,000 to progress the Eastern Gateway (Leeds) scheme to activity 5 (Delivery) subject to an Approval to Proceed.
 - Approval of £350,000 to progress the Bentleys Residential Streets (Leeds) scheme to activity 5 (Delivery) subject to an Approval to Proceed.
 - Approval of £2,530,967 for the Capability Fund programme subject to an Approval to Proceed:
 - Total development costs of £1,518,580 for programme development and feasibility.
 - Total delivery costs of £1,012,387 to deliver behaviour change interventions.
- 4.30 The Combined Authority will enter into the following funding agreements for with each partner council:
- For expenditure up to £436,477 with Kirklees Council.
 - For expenditure up to £1,370,000 with Calderdale Council.
 - For expenditure up to £719,390 with Bradford Council.
 - For expenditure up to £488,056 with Wakefield Council.
 - For expenditure up to £1,444,823 with Leeds City Council.

Assurance Pathway and Approval Route

ATF4 Programme

Assurance pathway	Approval route	Forecast approval date
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1 (strategic assessment)	Recommendation: Strategic Assessment Priority (SAP) Group Decision: Director of Strategy, Communications and Intelligence and Director of Transport Policy & Delivery	05/05/2023
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	07/07/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority Director	29/03/2030

Each individual scheme will have its own pathway through the assurance process. These are provided below.

Fitzwilliam to Ackworth Station, Wakefield

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	22/12/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/03/2025

Grandstand Road Ph1 and 2, Wakefield

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	22/12/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/03/2025

Hebble Trail Development Work, Calderdale

Assurance pathway	Approval route	Forecast approval date
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Programme SOC to delivery	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	07/07/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/02/2025

Access to Schools, Calderdale

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/03/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	27/06/2025

Mini-Holland Phase 1, Calderdale

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/12/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/06/2024

Huddersfield Narrow Canal, Kirklees

Note: May be joined with Huddersfield Broad Canal below as a single submission

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/09/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	29/02/2024

Huddersfield Broad Canal, Kirklees

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/09/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	29/02/2024

School Streets Fund, West Yorkshire Combined Authority

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	31/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/06/2024

Access to Hospitals, Bradford

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	31/01/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/02/2025

Access to Schools, Bradford

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	31/01/2024

5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/04/2025
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Eastern Gateway, Leeds

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/02/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/12/2024

Whitehall Road (Holbeck Connector), Leeds

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	31/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/10/2024

Bentleys Residential Streets, Leeds

Assurance pathway	Approval route	Forecast approval date
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/12/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/08/2024

Westgate Connector (Headrow to Marlborough Street), Leeds

Assurance pathway	Approval route	Forecast approval date
2-4 (business justification case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	13/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/09/2024

Armley Town Street, Leeds

Assurance pathway	Approval route	Forecast approval date
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	22/12/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/03/2025

Capability Fund Programme

Assurance pathway	Approval route	Forecast approval date
1 (strategic assessment)	Recommendation: Strategic Assessment Priority (SAP) Group Decision: Director of Strategy, Communications and Intelligence and Director of Transport Policy & Delivery	05/05/2023
2 (strategic outline case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	07/07/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	12/07/2023
7 (evaluation)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority Director	29/03/2030

Assurance Tolerances

Assurance tolerances for the Programme
Cost: Combined Authority costs remain within +10% of those outlined in this report Programme: Delivery (DP5) timescales remain within 6 months of those outlined in this report. Outputs: Remain within -10% of those outlined in this report
Assurance tolerances for projects progressing to activity 4 (BJC / FBC) or Approval to Proceed
Cost: Combined Authority costs remain within +10% of those outlined in this report Programme: Delivery (DP5) timescales remain within 6 months of those outlined in this report. Outputs: Remain within -10% of those outlined in this report

Appraisal Summary

- 4.31 The strategic outline case for the Active Travel Fund tranche 4 programme and the Capability Fund scheme suitably establishes how the schemes will support local, regional, and national strategic objectives and policies, notably around sustainable transport and clean growth. They build on the temporary walking and cycling provisions delivered through the EATF programme and subsequent permanent infrastructure through ATF tranches 2 and 3, as well as other active travel programmes and projects. The development of a capability and behaviour change programme to assist learning and the development of a future pipeline of active travel schemes will further support the regions strategic aims.
- 4.32 Across the five cases of the business case, a reasonable level of detail has been submitted for the Active Travel Fund Tranche 4 programme, however, it is accepted that more work is required to strengthen the submission as project business cases progress through the assurance process. This requires further detail to support the affordability, deliverability, and value for money of the respective schemes.

Recommendations

- 4.33 The Transport Committee, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The Active Travel Tranche 4 programme proceeds through decision point 2 (strategic outline case) and work commences on development of individual project business cases as outlined in this report.
 - (ii) The Capability Fund programme proceeds through decision point 2 (strategic outline case) to activity 5 (Delivery) subject to approval to proceed.
 - (iii) An indicative approval to the Combined Authority's contribution of £19,961,635 is given. The total scheme value is £19,961,635.
 - (iv) Delivery costs of £990,000, are approved in order to progress into activity 5 (Delivery) subject to approval to proceed. Grant funding agreements

are to be entered into with the respective partner councils for the following projects:

- £240,000 for the School Streets Fund scheme (West Yorkshire Combined Authority),
 - £400,000 for the Eastern Gateway scheme (Leeds City Council)
 - £350,000 for the Bentley's Residential Streets scheme (Leeds City Council)
- (v) Development costs of £2,353,309 are approved in order to progress Active Travel Tranche 4 schemes to decision point 4 (via business justification case or full business case) and £150,000 for the Hebble Trail Development Works (Calderdale).
- (vi) Delivery costs of £2,530,967 for the Capability Fund programme are approved in order to progress to activity 5 (Delivery) subject to an approval to proceed.
- (vii) Taking the total scheme approval to £6,024,276.
- (viii) The Combined Authority enters into a funding agreement with each partner council for the following amounts:
- Kirklees Council up to £436,477.
 - Calderdale Council up to £1,370,000.
 - Wakefield Council up to £719,390.
 - Bradford Council up to £488,056.
 - Leeds City Council up to £1,444,823.
- (ix) Delegations to the Director of Transport Policy and Delivery to amend allocated funding amounts released as part of this decision as required.
- (x) Future approvals are made in accordance with the assurance pathways and approval routes outlined in this report, subject to remaining within tolerances. Where further approval is required, the respective programme or schemes will return to the Transport Committee.

Projects in Stage 2: Scheme development

Project Title	A638 Dewsbury Cleckheaton Sustainable Travel Corridor
Stage	2 (scheme development)
Decision Point	Change request (activity 3)

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

Background

- 4.34 The A638 Dewsbury Cleckheaton Sustainable Travel Corridor scheme will be funded through the Department for Transport's Transforming Cities Fund (TCF) with a contribution from the Active Travel Fund.
- 4.35 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020. A contribution is also coming from the Active Travel Fund Tranche 2.
- 4.36 The TCF Dewsbury Cleckheaton Sustainable Travel Corridor scheme focuses on the A638 corridor which extends approximately 8.4 kilometres between Oakenshaw in the north, through Cleckheaton, Littleton and Heckmondwike to Dewsbury in the south at the junction with Dewsbury Ring Road.
- 4.37 The A638 comprises a key route for the district, as it provides an important east-west link between Dewsbury and Bradford, as well as enabling onward connectivity across the wider region via the M62 Chain Bar.
- 4.38 It is a popular commuting route linking residential areas with employment, light industry sites and several town centres along the route. Dewsbury Hospital, Heckmondwike Grammar School and Kirklees College are key destinations along the corridor that generate a high volume of car and walking trips. Cleckheaton Bus Station and Heckmondwike Bus Hub are also located on the A638 within the extent of the proposed scheme.

- 4.39 The A638 corridor also runs parallel to a section of the Spen Valley Greenway (SVG), a popular walking and cycling path that forms part of the National Cycle Network Route (NCN) 66 and the Spen Ringway (SR), an off-road walking and cycling route along the disused railway line from Ravensthorpe to Leeds.
- 4.40 High traffic volumes on the A638 Dewsbury – Cleckheaton corridor, due to increased reliance on car travel and lack of viable travel alternatives, cause congestion issues contributing to poor local air quality and increased transport-related carbon emissions. Although many bus services travel along or across the A638, there are only two small sections of bus lanes and limited bus priority along the route. Long queues and significant delays are experienced by bus users during peak periods on the southbound approach to Chain Bar roundabout.
- 4.41 Current on-road cycling provision is limited to advisory cycle lanes of approximately one kilometre in length to the south of Cleckheaton. These are parallel to on-street parking and not segregated from the highway causing safety concerns. Existing footway provision and pedestrian infrastructure along the corridor are also below standard with very narrow pavements and a lack of safe crossing facilities at several key junctions.
- 4.42 The scheme proposes several interventions along the A638 route as well as the parallel off-road routes of Spen Valley Greenway and Spen Ringway, focusing on providing better connected, enhanced cycling infrastructure and pedestrian facilities, as well as introducing bus priority measures to encourage higher uptake of cycling and walking for local communities, improve current bus journey times and enhance safety for pedestrians, cyclists and bus users.
- 4.43 The core package of improvements includes the following interventions:
- 0.72km bus lane on the southbound approach of M62 Chain Bar roundabout alongside four junction improvements for buses.
 - 1.3km cycle lane between Cleckheaton and Heckmondwike town centres.
 - Twelve improved formal pedestrian crossing points.
 - Eight junctions with improved pedestrian crossing facilities
 - Seven new signalised pedestrian crossings.
 - Thirteen new or improved cycle crossing facilities.
 - Upgrade of five bus stops to smart bus stops, between Chain Bar roundabout and Leeds Road.
 - 2.1km of widening, resurfacing & lighting of the Spen Valley Greenway.
 - Ten access improvements between the Spen Valley Greenway.
- 4.44 The scheme will support improved accessibility for 15 development sites, identified in Kirklees' Local Plan, comprising 1,035 new homes, four employment sites and nine priority employment areas to be developed.

- 4.45 The scheme aligns with the priorities of the Strategic Economic Framework (SEF), in particular the priority to deliver 21st century transport. This will be contributed to by provision of safer, enhanced, better-connected cycling and walking routes alongside improved bus priority and upgraded bus stop facilities that will encourage walking, cycling and bus travel as travel alternatives to the private car. This will also contribute to the reduction in transport-related emissions, improve air quality and tackle the climate emergency.
- 4.46 The outline business case (OBC) for the scheme was submitted for approval in December 2021. It was recommended that the scheme should proceed through decision point 3 (outline business case) and work should commence on activity 4 (full business case) but was subject to several conditions.
- 4.47 The A638 Corridor Improvement project currently has an allocation of £12,530,062 of which £12,000,000 is from TCF funding (held by the Combined Authority) and £530,062 comes from the Active Travel Fund 2 (which is held by Kirklees Council).
- 4.48 Following approval of the OBC the cost of the “core” scheme scope, as set out in the OBC, has increased by around £7,100,000. The total cost is now estimated at £19,600,000. The key factors that have resulted in the cost increases include:
- Inflationary pressures on construction rates
 - Greater cost accuracy through the requirement to undertake Early Contractor Involvement (cost benchmarking)
 - Improvements (following stakeholder engagement) to the 1.3km bidirectional cycle lane
 - Significant design changes to incorporate a retaining structure to avoid 3rd Party Land Purchase
- 4.49 This change request is seeking to proceed with the Preferred Option; which involves a change in scope along with a request for an increase in funding of £3,269,915 taking the total Combined Authority cost from the previously approved £12,530,062 to £15,269,915. The total scheme cost will be £15,799,977 with the remaining amount, of £530,062, being provided by Kirklees via the Active Travel Fund.
- 4.50 The increase to funding is required due to the following items:
- Design changes to reflect recommendations provided by TCF’s Quality Panel, these will increase the quality of the cycle infrastructure
 - Greater cost accuracy due to early contractor involvement
 - Design alterations to incorporate a retaining structure and avoid the need to purchase 3rd party land
 - The impact of inflationary pressure.
- 4.51 To enable the delivery of the wider scheme an improvement to a signalised cross at the junction of Wakefield Road and Leeds Road has been removed.

There has also been a reduction to the widening along 5.5km of the Spen Valley Greenway between the M62 and Walkley Lane.

- 4.52 Additionally, the scheme requests to increase the scheme development costs by £560,200, taking the total scheme development costs from £1,367,470 to £1,927,670.
- 4.53 The additional cost will be funded from the TCF Programme Risk and Contingency Fund.

Tackling the Climate Emergency Implications

- 4.54 The scheme aims to contribute to tackling the climate emergency by creating improved provision for sustainable transport options for those wishing to travel along the A638 corridor. The proposals are anticipated to facilitate a switch from car trips to walking and cycling trips as well as encourage the use of public transport to help reduce carbon emissions.
- 4.55 The carbon impact of the scheme is being reassessed as part of the development of the full business case.

Outputs and Benefits

- 4.56 The scheme outputs and benefits include:
- 2,042m of new cycle lanes
 - 729m of new shared surface
 - 7 new formal pedestrian crossing (signals)
 - 1 new formal pedestrian crossing points (d-islands etc)
 - 11 improved formal pedestrian crossing points (any)
 - 8 of junctions with improved pedestrian facilities
 - 10 new formal cycle crossings
 - 3 improved formal cycle crossings
 - 22 junctions with improved cycle facilities
 - 2,100m of improved cycle track along the Spen Valley Greenway / Spen Ringway
 - 2,100m of new lighting on the Spen Valley Greenway
 - 10 improved access points on the Spen Valley Greenway / Spen Ringway
 - 720m of new bus lane
 - 83m of improved bus lane to 24 hours protection
 - 4 junction improvements for buses
 - 5 bus stops upgraded
 - 2 new bus stop clearways

- Increase bus patronage on routes using the A638 by improving bus journey times along the corridor and making bus more attractive.
- Reduce journey time variability along the A638 bus route ensuring that an increased percentage of buses run in time (arriving not more than 1-minute earlier time or 5 minutes later than scheduled time) making bus a more reliable transport alternative.
- Increase number of trips undertaken on foot and improve users' satisfaction from pedestrian infrastructure along the A638 corridor, the Spen Valley Greenway/ Spen Ringway through provision of improved pedestrian facilities and safety enhancements.
- Increase number of trips undertaken by cycle and users' satisfaction from cycling infrastructure along the A638 corridor, the Spen Valley Greenway/ Spen Ringway through provision of improved cycling facilities and safety enhancements.
- Reduce Nitrogen Dioxide (NO₂) levels in the scheme area to be under the UK air quality objectives thresholds of 40µg/m³ through reducing vehicle kms travelled by car on the local network and encouraging a switch to bus, walking and cycling

4.57 Although the value for money assessment for the scheme reflects a benefit cost ratio (BCR) of 0.97:1, the scheme has a strong strategic fit, in that it will increase sustainable travel by improving connectivity along a heavily congested east to west corridor.

Inclusive Growth Implications

4.58 The TCF A638 scheme will support inclusive growth by playing a key role in connecting those Not in Employment, Education or Training (NEETs) to opportunities in Cleckheaton, Heckmondwike and Dewsbury as well as to key employment centres across the wider Leeds City Region by providing better connectivity to Cleckheaton and Heckmondwike Bus Stations.

4.59 The proposed improvements on the A638 corridor aim to make bus, cycle and walking travel a more attractive, convenient, and accessible option for people. This will help people overcome existing transport barriers and connect areas of deprivation to employment, education, and training opportunities; particularly given that these areas typically experience lower levels of car ownership and are more reliant on public transport.

4.60 The change request is not anticipated to significantly affect the potential inclusive growth benefits of the scheme, when compared with the original scheme as set out in the OBC. This is because the proposed improvements continue to span the full A638 corridor. Delivery of the Less Ambitious option however, would adversely impact those living in or travelling to/from the southern half of the A638 corridor.

Equality and Diversity Implications

4.61 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and this highlighted that the scheme does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. It was

noted that, in particular, the scheme will enhance accessibility for people with disabilities by improving surfaces, reducing obstacles, and reducing conflicts with other road users.

- 4.62 Impacts relating to equality and diversity are to continue to be taken account of as part of the continued development of the scheme and an update to the EqIA will be undertaken at full business case stage.

Risks

- 4.63 The scheme risks include:

- Risk of encountering difficulties in securing required materials and significant cost escalation occurring due to inflation impact on costs of materials and/or limited availability because of Brexit and COVID-19. Partially mitigated through undertaking robust costing including contingency and bench marking costs, whilst also ensuring continuous review of scheme costs. Ongoing discussions have also informed knowledge on potential supply issues.
- Risk of significant disruption to travelling public occurring during the construction period with adverse temporary impacts on noise, vibration and air pollution causing further public objections and increases to traffic management costs. To be mitigated through early constructor involvement, development of construction management plans and network management with other local schemes that have similar construction timescales.
- Risk of significant reputational impacts for the scheme promoter and the Combined Authority alongside impacts on costs and programme if inadequate support is received from the public and the local groups/businesses on the proposed scheme interventions. This is mitigated through undertaking early engagement with stakeholders and by modifying designs to address concerns and objections raised at the previous round of public consultation.
- Conflicts with other work programmes for construction work / road space is to be mitigated by ensuring network management teams are informed of the schemes progress. In addition, Kirklees Council will ensure a coordinated approach across its various projects and programmes.
- Risk of programme slippage and cost increases if delays are encountered in appointing sufficient resource as well as a construction contractor due to increased demand and limited availability within the construction market and/or in house construction body. Partially mitigated through early engagement with suppliers. Recruitment of term contractor or consortium is also being considered and recruitment of personnel at Kirklees Council.

Costs

- 4.64 The total scheme costs are £15,799,977.
- 4.65 The Combined Authority's contribution is £15,269,915 from the Transforming Cities Fund.

- 4.66 The remaining funding is £530,062 from the Active Travel Fund (held by Kirklees Council).
- 4.67 At decision point 2 (strategic outline case) and decision point 3 (outline business case) cumulative development costs of £1,367,470 were approved. Additional approval of £560,200 are now sought through this change request to progress the scheme to decision point 4 (full business case), taking the total approval to £1,927,670 from the TCF Fund.
- 4.68 The Combined Authority will need to enter into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,927,670 from the Transforming Cities Fund.

Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 3)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	07/07/2023
4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	05/01/2024
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	01/03/2024
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	30/03/2025

Other Key Timescales

- 4.69 Other key timescales are:
- January 2024 – Contractor procurement award
 - January 2024 – FBC Approved
 - March 2024 – Approval-to-Proceed granted
 - March 2024 – Construction starts
 - March 2025 – Construction finish
 - Monitoring and Evaluation anticipated 2026 and 2030

Assurance Tolerances

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

Appraisal Summary

- 4.70 This change request involves a change in the scope and further release of development funds for the A638 Corridor Improvement project because of cost increases due to inflation and scheme quality and design improvements.
- 4.71 Three options were put forward including:
- Less Ambitious – reduced provision that can be provided within existing budget (total cost of £12,495,955).
 - Preferred – relatively minimal scope reduction but with cost increase of around £3,300,000 (total cost of £15,799,977).
 - More ambitious – the original scheme, as per the OBC, but with cost increase of around £7,100,000 (total cost of £19,613,669)
- 4.72 The appraisal between the three options that were considered was relatively high level. Impact on general traffic and feasibility were considered neutral for all options whilst the Less Ambitious option would score highest for affordability but lowest for stakeholder acceptability.
- 4.73 Overall, there is a minor change to the Strategic Case, due to the reduction in scope. This slightly limits the extent to which the scheme will provide its strategic benefits. It is anticipated that the scheme will continue to provide more reliable and faster bus services, modal shift from private vehicles to sustainable modes of travel, and improved air quality and reduced transport related emissions.
- 4.74 Work has been effectively undertaken to continue the progression of the Commercial Case with further work to the Procurement Strategy, early contractor involvement, and confirmation of a delivery partner for the Spen Valley Greenway improvements.

Recommendations

- 4.75 The Transport Committee, approves that:
- (i) The change request to the A638 Dewsbury Cleckheaton Sustainable Travel Corridor scheme to increase the Combined Authority contribution funding to £15,269,915, release £560,200 funding to support business case development and to reduce the outputs as detailed in this report is approved. The total scheme value will increase from £12,884,315 to £15,799,977.

- (ii) Approval to the development costs of £560,200 is given to progress the scheme to Activity 4 (full business case), taking the total approval to £1,927,670.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,927,670.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

Projects in Stage 3: Delivery and Evaluation

4.76 There are no schemes to review at this stage.

5. Tackling the Climate Emergency implications

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

6. Inclusive Growth implications

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

7. Equality and Diversity implications

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

8. Financial implications

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

9. Legal implications

9.1 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.

10. Staffing implications

10.1 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 scheme in this report.

11. External consultees

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

12. Recommendations (Summary)

Active Travel Tranche 4 and Capability Fund 2023

12.1 The Transport Committee approves that:

- (i) The Active Travel Tranche 4 programme proceeds through decision point 2 (strategic outline case) and work commences on development of individual project business cases as outlined in this report.
- (ii) The Capability Fund programme proceeds through decision point 2 (strategic outline case) to activity 5 (Delivery) subject to approval to proceed.

- (iii) An indicative approval to the Combined Authority's contribution of £19,961,635 is given. The total scheme value is £19,961,635.
- (iv) Delivery costs of £990,000, are approved in order to progress into activity 5 (Delivery) subject to approval to proceed. Grant funding agreements are to be entered into with the respective partner councils for the following projects:
 - £240,000 for the School Streets Fund scheme (West Yorkshire Combined Authority),
 - £400,000 for the Eastern Gateway scheme (Leeds City Council)
 - £350,000 for the Bentley's Residential Streets scheme (Leeds City Council)
- (v) Development costs of £2,353,309 are approved in order to progress Active Travel Tranche 4 schemes to decision point 4 (via business justification case or full business case) and £150,000 for the Hebble Trail Development Works (Calderdale).
- (vi) Delivery costs of £2,530,967 for the Capability Fund programme are approved in order to progress to activity 5 (Delivery) subject to an approval to proceed.
- (vii) Taking the total scheme approval to £6,024,276.
- (viii) The Combined Authority enters into a funding agreement with each partner council for the following amounts:
 - Kirklees Council up to £436,477.
 - Calderdale Council up to £1,370,000.
 - Wakefield Council up to £719,390.
 - Bradford Council up to £488,056.
 - Leeds City Council up to £1,444,823.
- (ix) Delegations to the Director of Transport Policy and Delivery to amend allocated funding amounts released as part of this decision as required.
- (x) Future approvals are made in accordance with the assurance pathways and approval routes outlined in this report, subject to remaining within tolerances. Where further approval is required, the respective programme or schemes will return to the Transport Committee.

A638 Dewsbury Cleckheaton Sustainable Travel Corridor

12.2 The Transport Committee approves that:

- (i) The change request to the A638 Dewsbury Cleckheaton Sustainable Travel Corridor scheme to increase the Combined Authority contribution funding to £15,269,915, release £560,200 funding to support business case development and to reduce the outputs as detailed in this report is

approved. The total scheme value will increase from £12,884,315 to £15,799,977.

- (ii) Approval to the development costs of £560,200 is given to progress the scheme to Activity 4 (full business case), taking the total approval to £1,927,670.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,927,670.
- (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report.

13. Background Documents

13.1 None as part of this report.

14. Appendices

Appendix 1 – Active Travel Fund 4 and Capability Fund – Business Case Summary