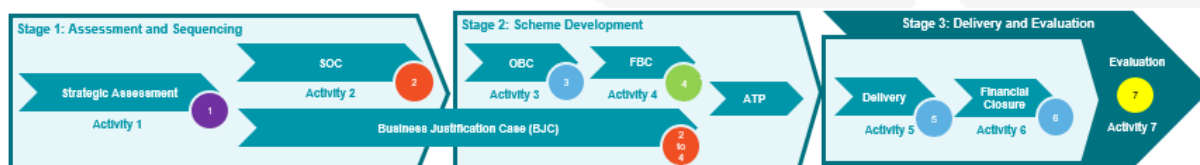


Report to:	Transport Committee
Date:	16 November 2023
Subject:	Project Approvals
Director:	Melanie Corcoran, Director of Transport Policy & Delivery
Author:	Craig Taylor, Head of Strategic Portfolio Office

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, Integrated, 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.

3. Investment Priority 5 (IP5) - Delivering Sustainable, Integrated, 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>A64 Bus Walking & Cycling Corridor Improvements</p> <p>Leeds</p>	<p><u>Scheme Description</u></p> <p>The A64 is a key route through East Leeds. It serves a high volume of buses. The scheme will deliver improved provision for bus services and improved cycling and pedestrian crossings.</p> <p>The scheme will deliver bus improvement measures such as new and extended bus lanes, junction reconfiguration, traffic signal junction upgrades, bus signalisation, and real time bus stop passenger information. It will also deliver improved crossing facilities at new signalised junctions.</p> <p>The scheme is to be delivered through the Transforming Cities Fund (TCF).</p> <p><u>Impact</u></p> <p>The scheme will support quicker and more reliable bus journeys along the corridor, encouraging travel by public transport to key training, education, employment, and health care sites.</p> <p>The scheme will improve safety for cyclists and pedestrians and encourage travel by bike or walking.</p> <p>By encouraging more people to use the bus, walk, or cycle along the A64 corridor, the scheme will reduce traffic congestion levels and support an improvement in local air quality.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 7.9:1. This is categorised as very high value for money.</p> <p><u>Decision Sought</u></p> <p>Approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>Total value of the scheme - £5,020,000</p> <p>Total value of Combined Authority funding - £4,980,000</p> <p>Funding recommendation sought - £561,000</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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Elland Rail Station and Access Package

Calderdale

Scheme Description

The scheme involves provision of a new railway station, park and ride car park and complementary walking, cycling and public realm enhancements in the town of Elland in Calderdale.

The proposed station sits on the Calder Valley Line on a site adjacent to the A629 and close to Lowfields Business Park. The walking, cycling and public realm enhancements (collectively known as the Access Package) better connect the station to nearby businesses, the town centre and surrounding residential areas including West Vale. This includes creating additional crossing points for the River Calder and Calder and Hebble Navigation along with improvements to sections of canal tow path for the benefit of pedestrians and cyclists.

The scheme is funded from West Yorkshire plus Transport Fund (WY+TF) and the Transforming Cities Fund (TCF).

Impact

The overarching aim of the new station and associated access and public realm improvements is to serve as a catalyst to the transformational regeneration of Elland, achieving sustainable and inclusive growth.

The scheme's benefits will include improving access to a wider labour market for existing and prospective businesses in Elland, improved accessibility of rail services for residents of Elland and surrounding areas, particularly those within the most deprived areas, supporting local housing growth and reducing road casualties.

The climate change and environmental impacts will include reducing carbon emissions from motor vehicle use by 5% by 2030, through promoting mode shift and increasing the number of walking and cycling trips in Elland by 26%, which in turn will reduce traffic congestion on strategic routes such as the A629.

The scheme currently presents a benefit cost ratio (BCR) of 1.3:1.

Decision Sought

Approval to the change request to drawdown £3,329,554 of further development costs, taking the total development funding to £7,193,554, and extend the delivery timescale (decision point 5) by 12 months to September 2026.

The approval being sought is within the existing indicative funding approval by the Combined Authority in order to progress to the next decision point (Full Business Case).

Total value of the scheme - £31,327,414

Total value of Combined Authority funding - £31,327,414

Funding recommendation sought - £3,329,554

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

<p>A629 Phase 1B</p> <p>Calderdale</p>	<p><u>Scheme Description</u></p> <p>The scheme will deliver improvements to the Calder and Hebble junction through highway capacity enhancements, including carriageway widening, increasing the number of lanes, and revising the current road network with the closure of the existing A6026 Wakefield Road link and the introduction of a new highway link between B6112 Stainland Road and the A629.</p> <p>The scheme is funded through the West Yorkshire plus Transport Fund (WY+TF).</p> <p><u>Impact</u></p> <p>The scheme is predicted to deliver significant journey time benefits to vehicles that run along this section of the corridor.</p> <p>The scheme includes the provision of a new bus gate and a new bus lane to enhance the public transport offer. It will also improve the cycle lanes and pedestrian crossing facilities, supporting accessibility and connectivity.</p> <p>By delivering the highway capacity improvements and bus, walking, and cycling interventions, the scheme supports inclusive growth by improving accessibility and connectivity to employment, education, housing, and retail sites for all commuters travelling along this section of the corridor.</p> <p>The scheme will plant 3000 new trees, create a wildlife meadow, and install a new balancing pond to collect highway surface water run-off to reduce flood risks.</p> <p>The value for money assessment calculates a benefit cost ratio (BCR) of 1.8:1 which represents medium value for money when assessed against the Department for Transport's value for money criteria.</p> <p><u>Decision Sought</u></p> <p>Approval to the change request for £6,000,000 of additional funding, taking the total funding to £42,619,000, and to extend the delivery timescale (decision point 5) by 4 months to July 2024.</p> <p>The approval being sought is within tolerance of the existing Combined Authority approval.</p> <p>Total value of the scheme - £42,619,000</p> <p>Total value of Combined Authority funding - £42,619,000</p> <p>Funding recommendation sought - £6,000,000</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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Other Decisions Relevant to the Transport Committee

Decisions made by the Finance, Resources and Corporate Committee on 2 November 2023

- 3.3 Since the Transport Committee's meeting on 19 September 2023, the following decision points and change requests have been assessed in line with

the Combined Authority's assurance process and approved by the Finance, Resources and Corporate Committee:

- 3.4 The full agenda and papers for the meeting can be found on the [Combined Authority website here](#).

<p>CRSTS – MCard Mobile App Enhancements West Yorkshire</p>	<p>Approval of the business justification case and for work to commence on delivery. Funding approved - £525,000 Total indicative value of the scheme - £525,000 Total indicative value of Combined Authority funding - £525,000</p>
<p>West Bradford – Cycle Superhighway Extension Bradford</p>	<p>Approval of the full business case and for work to commence on delivery subject to approval to proceed for Phase 1. Approval of the outline business case and for work to commence on full business case for Phase 2. Funding approved - £13,129,429 Total indicative value of the scheme - £26,739,636 Total indicative value of Combined Authority funding - £26,739,636</p>
<p>Bus Service Improvement Plan (BSIP) – BSIP+ Protection and restoration of bus services West Yorkshire</p>	<p>Approval of the programme change request and approval for the BSIP+ - Protection and Restoration of Bus Services scheme to proceed through strategic outline case and for work to commence on delivery. Funding approved - £7,750,442 Total indicative value of the programme - £77,724,512 Total indicative value of Combined Authority funding - £77,724,512</p>

Decisions Made by the Combined Authority's Chief Executive

- 3.5 Since the Transport Committee's meeting on 19 September 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 the Combined Authority's Chief Executive:

<p>TCF Skipton Rail Station Gateway North Yorkshire</p>	<p>Approval of the change request to increase the development funding for the Skipton Rail Station Gateway scheme by £200,000. taking the total approval for development funding for this scheme to £2,009,808, and to amend the decision point 5 (project closure) date from August 2024 to March 2025 Funding approved - £200,000 Total indicative value of the scheme - £7,830,953 Total indicative value of Combined Authority funding - £7,630,953</p>
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<p>TCF Harrogate Rail Station Gateway North Yorkshire</p>	<p>Approval of the change request to increase the development funding for the Harrogate Rail Station Gateway scheme by £252,000. taking the total approval for development funding for this scheme to £2,096,533, and to amend the decision point 5 (project closure) date from August 2024 to April 2025</p> <p>Funding approved - £252,000</p> <p>Total indicative value of the scheme - £10,937,163</p> <p>Total indicative value of Combined Authority funding - £10,637,163</p>
<p>TCF Selby Station Gateway North Yorkshire</p>	<p>Approval of the change request to amend the decision point 5 (project closure) date from August 2024 to July 2025</p> <p>Funding approved - £0.00</p> <p>Total indicative value of the scheme - £22,057,000</p> <p>Total indicative value of Combined Authority funding - £20,000,000</p>

Decisions Made by the Combined Authority's Chief Operating Officer

- 3.6 Since the Transport Committee's meeting on 19 September 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 the Combined Authority's Chief Operating Officer:

<p>TCF Heckmondwike Bus Hub Kirklees</p>	<p>Approval of the change request for the TCF Heckmondwike Bus Hub scheme for the additional approval of £1,000,000 development costs, taking the total approval to £1,693,978</p> <p>Funding approved - £1,000,000</p> <p>Total indicative value of the scheme - £4,853,000</p> <p>Total indicative value of Combined Authority funding - £4,853,000</p>
<p>West Yorkshire Zero Emission Bus (ZEB) Programme - Phase 3 Region-wide</p>	<p>Approval of the change request for the West Yorkshire ZEB Programme Phase 3 scheme to release development costs of £75,000 to progress the scheme to Activity 4 (full business case).</p> <p>Funding approved - £75,000</p> <p>Total indicative value of the scheme - £21,000,000</p> <p>Total indicative value of Combined Authority funding - £21,000,000</p>
<p>Garforth and Mytholmroyd Rail Park & Ride Leeds / Calderdale</p>	<p>Approval of the (combined) project closure report for the Garforth & Mytholmroyd Rail Park & Ride Programme schemes and for the schemes to proceed through decision point 6.</p>

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

- 4.3 There are no schemes to review at this stage.

Projects in Stage 2: Scheme Development

Project Title	A64 Bus Walking & Cycling Corridor Improvements
Stage	2 (scheme development)
Decision Point	3 (outline business case)

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

Background

- 4.4 This package will be funded through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received Department for Transport's approval in March 2020.
- 4.5 The TCF programme is organised into three themes which focus on, improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities.
- 4.6 Previously at strategic outline case the scheme included two packages under the A64 Bus Priority and Park and Ride proposal. A Combined Authority Inflation Review in November 2022 reduced the indicative approved TCF funding for the bus priority element from £7,000,000 to £2,680,400. At the same time the Park and Ride element, which had a £15,000,000 allocation, was paused. It is the bus priority package which is now being progressed. To date £1,395,400 of development costs have been approved.
- 4.7 In summer 2022 a prioritisation exercise resulted in the bus priority package being split into phases, with Phase 1 providing the highest scoring bus interventions. This OBC now seeks to develop an enhanced Phase 1 scheme, referred to as Phase 1+ at a cost of £5,020,000.
- 4.8 The Phase 1+ scheme aims to improve bus journey times and reliability for services along the A64 between Marsh Lane (city centre) and approach to the Outer Ring Road, to improve bus accessibility, and to encourage the shift for

local trips from the car to bus, walking, and cycling, and to help reduce carbon emissions and improve local air quality. The scheme consists of a package of new bus lanes, extensions to existing bus lanes, upgrading existing signalised junctions to give bus priority, and improvements to existing cycling and pedestrian crossing provisions for enhanced safety.

4.9 The scheme aligns with the Combined Authority's Strategic Economic Framework: Priority 3 – Tackling the climate emergency, and Priority 4 – Delivering 21st century transport, and the West Yorkshire Investment Strategy Investment Priority – 5 Future Transport. It also supports the TCF objectives to encourage an increase in journeys made by low-carbon and sustainable modes of transport, and the West Yorkshire Mayoral pledge 'To tackle climate emergency and protect our environment'.

4.10 A summary of the scheme's business case and location map is included in **Appendix 1**.

Outputs and Outcomes

4.11 The scheme outputs include:

- 1,375 metres of new and extended inbound bus lanes:
 - Between Raincliffe Road and Upper Accommodation Road (610 metres).
 - From Inglewood Drive to Crossgates Road (350 metres).
 - Crossgates Road roundabout into the existing inbound bus lane (five metres).
 - Right turn from Seacroft Avenue onto York Road (40 metres).
 - Inbound on approach to Outer Ring Road roundabout (370 metres).
- Up to 25 Real Time Passenger Information (RTPI) screens.
- New signalisation (including pedestrian and cycle crossing) to the new / old York Road junction.
- Upgrade of traffic signals at the Crossgates Road, Killingbeck Drive, and Selby Road (Halton Dial) junctions.
- New pedestrian crossing infrastructure (green / red man indicator) at three junctions for Crossgates Road, Killingbeck Drive, and Selby Road (Halton Dial).

4.12 The full corridor project outcomes are detailed below; outcomes specific to phase 1+ will be refined at FBC:

- Improve bus journey time reliability by August 2026, to ensure that 80% of buses run on time.
- A 10% increase in bus users, by August 2028.
- A 10% modal shift from trips made by car to sustainable options (bus, walking, cycling), by August 2028.

- A 10% reduction in accidents involving pedestrians and cyclists on the A64, by August 2028.
- Reduced Nitrogen Oxide particulates (under 40µg/m³) in the Air Quality Management Area (AQMA) on the A64, by August 2028.
- The Phase 1+ scheme has a benefit cost ratio (BCR) of 7.9:1, classifying the scheme as 'Very High' Value for Money when assessed against the Department for Transport's Value for Money criteria.

Tackling the Climate Emergency Implications

- 4.13 A stage 2 Carbon Impact Assessment has been undertaken. It highlights that the scheme will tackle the climate emergency through an increase in travel by bus, walking and cycling and a reduction in travel by car, supporting environmental benefits such as improvements to local air quality and a reduction in carbon emissions.
- 4.14 The assessment indicates the emissions associated with the scheme construction will be 1,096 tonnes of carbon dioxide equivalent (tCO₂e). The reduction in emissions associated with the traffic and car-use changes following construction will be 18,116 tCO₂e over a 60-year appraisal period. The whole-life carbon impact from both the construction and operation of the scheme is therefore a reduction in emissions by 17,020 tCO₂e over a 60-year appraisal period.

Inclusive Growth Implications

- 4.15 The schemes inclusive growth implications include:
- Bus priority interventions which aim to deliver more inclusive, affordable, and sustainable transport connectivity to residents and communities in East Leeds.
 - Improving productivity through journey time savings; providing improved access to training, education, employment, and health care.
 - Enhanced junctions and upgrades of traffic signal crossings will support walking and cycling, which are highly inclusive, accessible, and low-cost forms of transport, which promote health and well-being.

Equality and Diversity Implications

- 4.16 A stage 1 Equality Impact Assessment (EqIA) has been undertaken for the scheme and the equality and diversity impacts have been taken account of as part of business case development.
- 4.17 Age and disability groups will benefit from improved safety due to signalised pedestrian and cycle crossing improvements.
- 4.18 Other protected characteristic groups are not disproportionately impacted.
- 4.19 A Stage 2 EqIA will be provided at full business case.

Consultation and Engagement

- 4.20 There has been consultation with key stakeholders in spring 2021, including Bus operators, Ward & Parish Councillors, and Accessibility groups. The promoter has undertaken one round of public consultation and engagement which was held over five weeks during the summer of 2021. Details can be found online via the following link: [A64 Improvement Scheme | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk). Future consultations and engagement focussed on the Phase 1+ scheme are planned for spring 2024 and feedback will be considered to inform the detailed design phase.

Risks

- 4.21 The scheme risks and mitigations are:
- That rising inflation results in increased scheme costs, potentially making the scheme unaffordable and reducing its value for money. This is being mitigated by an inflation adjustment being applied to the scheme costs.
 - That pavement survey results are not accurate because they were undertaken in colder temperatures than expected to support business case development timescales, meaning additional surveys could be required resulting in delay and additional costs at the detail design stage. This is being mitigated by starting the detail design stage earlier than expected, to compare and benchmark the survey data with other similar schemes.
 - That tar is identified within the existing pavements leading to additional costs to dispose the material, or costs associated with the redesign. This is being mitigated through additional surveys during detailed design to determine the locations of tar. If tar is found and it is deemed too expensive to remove and dispose of, then a redesign will take place.
 - There is no response from Utility enquiries resulting in design uncertainty and additional costs for design amendments. This is being mitigated by maintaining regular contact with utility companies as part of the detail design stage.

Costs

- 4.22 The current total forecast scheme costs are £5,020,000.
- 4.23 The Combined Authority's contribution is £4,980,000 from the TCF Fund. Leeds City Council will provide the remaining £40,000.
- 4.24 At strategic outline case in July 2020, the scheme included two packages, A64 Bus Priority and Park and Ride (P&R). Indicative total scheme costs of £7,000,000 (TCF) for the bus priority package were approved. The P&R package had a £15,000,000 allocation. The Combined Authority Inflation Review in November 2022 reduced the TCF indicative funding from £7,000,000 to £2,680,400 for the bus priority. In addition, a decision was made to pause the P&R package, and its £15,000,000 allocation was returned to the programme.

- 4.25 This outline business case is requesting additional TCF indicative funding of £2,299,600 for Phase 1+ which increases the Combined Authority total indicative funding to £4,980,000. This is affordable within the programme contingency fund.
- 4.26 At decision point 1 (strategic assessment) £20,000 of development funds were approved. At decision point 2 (strategic outline case) an additional £510,400 of development costs were approved to develop the outline business case. At the time the scheme included the full original scope of the package including both the Bus Priority and Park and Ride elements. A TCF Programme Change Request in January 2022 provided an additional £150,000 of development funding to the scheme. This increased the total approved development costs to £680,400. A scheme Change Request in January 2023 was approved for £715,000 of additional development costs, increasing the total approved development costs to £1,395,400, to develop the resubmitted outline business case.
- 4.27 A further £561,000 is now sought as part of decision point 3 (outline business case) to progress the scheme to activity 4 (full business case), taking the total approval to £1,956,400.
- 4.28 The Combined Authority will need to enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £1,956,400 from the TCF Fund.

Key Timescales

- Start of delivery – October 2024.
- Completion date – August 2025.

Appraisal Summary

- 4.29 There is strong strategic alignment to several Leeds City Council, Combined Authority, and national transport policies and strategies.
- 4.30 Currently buses experience delays, leading to longer journey times and a less reliable service. Several key junctions are forecast for increased congestion levels and bus dependency is high for residents. Analysis has identified key improvement locations on the A64. The A64 scheme complements several other transport schemes and supports the planned East Leeds Extension housing development.
- 4.31 An Options Assessment Report has not been provided; it is recommended this is provided at FBC. Critical Success Factors have provided some high-level options assessment criteria. A wide range of benefit estimations are for both highway and public transport appraisals, the scheme will mostly benefit bus users.
- 4.32 The benefit cost ratio (BCR) is 7.9:1, this demonstrates 'Very High' Value for Money, this is because of the high bus benefits and no car disbenefits. sensitivity tests indicate a robust BCR position.

- 4.33 Leeds City Council will use their internal contractor framework. The procurement strategy will have specific social value commitments.
- 4.34 The development costs are high when compared to the total scheme costs. This is due to the initial scope at strategic outline case being wider and the costs associated with the development of the OBC stage. A budget has been set aside for Monitoring & Evaluation. On-going maintenance costs are to be funded by Leeds City Council's highways maintenance budget.
- 4.35 The scheme costs include an inflation adjustment of 39.7%. The utility costs include a 9.2% inflation adjustment. A contingency of 10% has been included in the scheme costs. This represents an industry standard at this stage and has been benchmarked against other recent Leeds City Council completed schemes. Extensive surveys and advanced scheme designs provide some cost certainty.
- 4.36 The risk register provides sufficient mitigations. The risk allocation is 5% of the total scheme costs, based on the middle range from the Quantified Risk Assessment which has been proportionately applied.
- 4.37 Key stakeholder engagement and public consultations have been undertaken; the scheme is generally supported. Further engagements and consultations are planned in spring 2024 before FBC to provide an update on the phased approach to the scheme.
- 4.38 The Equality Impact Assessment (EQIA) Stage 1 states Age and Disability protected characteristic groups will benefit from signalised pedestrian and cycle crossing safety improvements. At FBC a Stage 2 EQIA will be undertaken.
- 4.39 A Social and Distributional Impact Assessment indicates the impact will be positive with the potential for slight adverse impact due to accidents.
- 4.40 Traffic Regulation Orders will be required prior to FBC. No subsidy control issues are anticipated; legal advice is to be sought at FBC.
- 4.41 The scheme designs are advanced for OBC between preliminary and detailed stages. Leeds City Council have experience and lessons learnt from similar schemes.
- 4.42 At FBC a stage 2 monitoring and evaluation plan and data impact assessment will be provided, and the objectives and outcomes will be reviewed to reflect the phase 1+ scheme.

Recommendations

- 4.43 The Transport Committee approves that:
- (i) The A64 Bus Walking and Cycling Corridor Improvements (Phase 1+) scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).

- (ii)** An indicative approval to the Combined Authority's contribution of £4,980,000. The total scheme value is £5,020,000.
- (iii)** Development costs of £561,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,956,400.
- (iv)** The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1,956,400.
- (v)** Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This will be subject to the scheme remaining within the tolerances outlined in the PAT report.

Project Title	Elland Rail Station and Access Package
Stage	2 (scheme development)
Decision Point	Change request (activity 3)

Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input 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

- 4.44 The scheme involves provision of a new railway station at Elland, including a park and ride car park, and a package of complimentary access improvements to link the town of Elland with the new railway station, including walking, cycling and public realm enhancements.
- 4.45 The Elland Rail Station scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years.
- 4.46 The Elland Access Package will be funded by the (WY+TF) and through the Department for Transport's Transforming Cities Fund (TCF). As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs.
- 4.47 The TCF programme is organised into three themes which focus on improving public transport and cycling corridors, improving accessibility to key locations, and improving transport hubs and Interchange facilities.
- 4.48 Elland is located to the east of the Calderdale district, approximately mid-way between the cities of Leeds and Manchester. The town suffers from poor public transport connectivity and significant congestion levels on the Strategic Road Network (SRN) that connects the town to the regional economic centres of Leeds and Manchester.
- 4.49 The approval being sought is within the existing indicative funding approval by the Combined Authority in order to progress to the next decision point (Full Business Case).

Elland Rail Station

- 4.50 Elland Rail Station will deliver a new railway station on the Calder Valley line, with two platforms on a raised embankment with lift, step, and ramp access. There will also be a 116-space (approximately) park-and-ride car park serving the station, which is located on a site adjacent to the A629 and close to Lowfields Business Park.
- 4.51 Since the outline business case was approved for this scheme in March 2019, the design has had to change to include ramped access to both platforms to ensure it is compliant with the updated British Safety Standards (BS9992 2020 - fire safety in the design, management and use of rail infrastructure). The inclusion of ramped access to both station platforms will allow safe emergency egress for people with reduced mobility.
- 4.52 A change request for £1,500,000 of additional development funding was approved in October 2021 to progress the additional detail design work to include ramped access, land assembly and site clearance. This increased the development costs for the station scheme to achieve full business case development to £2,934,000.
- 4.53 Since the change request was approved the project has achieved GRIP stage 4 (single option selection), approval in principle from Network Rail in January 2023, and secured planning approval in February 2023.

Access Package

- 4.54 The town of Elland currently suffers from poor public transport connectivity and significant congestion levels on the Strategic Road Network (SRN) that connects the town to the regional economic centres of Leeds and Manchester.
- 4.55 The lack of connectivity hinders access to employment and skills opportunities locally, subsequently constraining future growth and development. The town centre of Elland is amongst the top 20% deprived areas in the country and consequentially Elland is a priority growth area for Calderdale.
- 4.56 The Elland rail station project proposals originally included package of sustainable transport access improvements. This was then enhanced by additional scheme elements to be delivered with TCF funding. These additional elements included route improvements to and from Elland town centre via Eastgate, providing traffic free access on Century Road, Lowfield Industrial Park and Old Power Way and providing direct, traffic free access via National Cycle Network Route 66 and Calderdale Greenway to the new station via two pedestrian/cycle bridges.
- 4.57 The Access Package will be delivered by the Borough Council of Calderdale (BCC). The Access package scheme will deliver:
- Cycle links from the core town centre and employment areas within Elland Connecting residents of Elland and West Vale to the proposed railway station.

- Additional crossing points for the River Calder and Calder and Hebble Navigation along with improvements to sections of canal tow path for the benefit of pedestrians and cyclists.
 - Increase the uptake of walking and cycling around Elland and West Vale.
- 4.58 Completion of the joint full business case for Elland Rail Station and Access Package has been delayed while the station scheme completes detailed design.
- 4.59 The development of the project to date has allowed the Access Package to continue to progress key development activities such as land acquisition (including the funds for the anticipated purchases), preparation for CPO (including costs for public inquiry) and procurement until the revised submission date for the joint project FBC.

Description of the Change

Elland Rail Station

- 4.60 At outline business case stage it was believed that the land required to deliver the rail station was in the ownership of the Borough Council of Calderdale or Network Rail, therefore no land purchase was required. During further development of the business case a review of the information provided showed that there was some third party and unregistered land within the site area which would be required to deliver the scheme. A Compulsory Purchase Order (CPO) is now required to assemble the land and a CPO was sealed in February 2022. Additional funds are required to support the CPO.
- 4.61 The project team completed a tender exercise to procure a design and build contractor in September 2023. The price for the delivery of detailed design and the full business case provided by the contractor now exceeds the previous cost estimate.
- 4.62 There is also a requirement for an Asset Protection support agreement with Network Rail and the cost for this also exceeds previous estimates.
- 4.63 With the above cost increases, there is no longer sufficient development funding approved to allow the project to progress to FBC submission.
- 4.64 The rail station scheme is therefore seeking an additional £2,570,000 in development funding which would take the total development funding approval to £5,504,000 from the West Yorkshire plus Transport Fund.

Access Package

- 4.65 The programme for the scheme has been extended due to delays in gaining approvals for the Rail Station project and this has resulted in a prolonged period of progressive development of the Access Package, resulting in increased costs.
- 4.66 There are also additional costs to complete the full business case to meet current Combined Authority Business Case requirements.

- 4.67 The existing planning approval for the Access Package expires in September 2024 unless a meaningful start on site is made before that date. The extension to the programme means that the scheme will likely miss this deadline. As such the scheme promoters took a prudent view and developed and submitted a second planning application. This resulted in a review and re-write of all planning documentation to update to a 2023 submission which included new requirements. This second planning application has resulted in additional unexpected costs.
- 4.68 The access package scheme has £930,000 of development funding approved from TCF. The access package scheme is seeking an additional £759,554 in development funding from TCF which would take the total development funding approval from TCF to £1,689,554, as well as £700,153 approved already from the WY+TF.

Outputs and Outcomes

- 4.69 The scheme outputs include:
- Provision of a new railway station on the Calder Valley line, with two platforms on a raised embankment with lift, step, and ramp access.
 - Approximately 116 car parking spaces serving the new station.
 - An access package of walking and cycling route upgrades including two new pedestrian / cycle bridges providing traffic free access to the station.
- 4.70 The scheme outcomes are:
- Increasing the number of walking and cycling trips (by 26% by 2030) within Elland, West Vale and surrounding areas.
 - 100% increase in rail mode share for journeys from Elland, West Vale and the surrounding area by 2030.
 - Improved access to jobs, and opportunities for residents within Elland, West Vale and surrounding areas, particularly those in the most deprived local areas.
 - Supporting employment growth by providing businesses in Elland with improved access to wider labour markets.
 - Supporting local housing growth to the North of Elland Town Centre by reducing transport constraints.

Tackling the Climate Emergency Implications

- 4.71 The scheme will improve access to rail for communities within the surroundings areas. The park and ride provision will offer an alternative to driving into Leeds. This will enable more journeys to be taken by more sustainable public transport, reduce the private car use and contribute to a reduction in the emissions of carbon and other harmful emissions caused by car use.
- 4.72 The mode shift to rail and increase in walking and cycling in Elland will have a positive impact on local and regional climate change resilience and support

the clean and inclusive growth agenda. It will also improve public health due to lower air pollution levels and improved individual health outcomes from increased physical activity.

- 4.73 At full business case, a detailed Carbon Impact Assessment will be submitted to show the whole life carbon impacts for the scheme, and how they will be addressed.

Inclusive Growth Implications

- 4.74 The poor public transport connectivity and congestion levels on key road connections hinders access to employment and skills opportunities, constraining future growth and development. The town centre of Elland is amongst the top 20% deprived areas in the country and consequentially Elland is a priority growth area for Calderdale.
- 4.75 The scheme will connect people to economic and education opportunities through improved access to affordable and sustainable transport including rail and a new rail park and ride.

Equality and Diversity Implications

- 4.76 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme.
- 4.77 The scheme will increase accessibility to a range of services, including employment, education, and other community facilities, in neighbouring towns and cities.
- 4.78 The station will be fully accessible with access by lift, stairs, and ramps to both platforms. Disabled parking bays and designated pick-up and drop-off facilities will be provided. The public spaces around the station site will be improved through the regeneration of unused land and additional lighting.

Consultation and Engagement

- 4.79 The promoters have undertaken two rounds of public consultation which has included both aspects of the scheme. Public engagement was held during summer 2018, with 94% of respondents stating that they were happy or very happy with the plans. The feedback received was used to develop the proposals further. Further information can be found at [Elland Rail Station and Access Package | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/elland-rail-station-and-access-package-your-voice). A second phase of public engagement to allow comment on the updated scheme was held during the summer of 2020. Further information can be found at [Elland Rail Station and Access Package Phase 2 | Your Voice \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/elland-rail-station-and-access-package-phase-2-your-voice).
- 4.80 The project regularly engages with key stakeholders, such as Network Rail, the Calder Valley Rail Partnership, ward councillors and local businesses. The project also provides updates to the public as part of Calderdale Council's "[Think You Know Elland](https://www.westyorks-ca.gov.uk/think-you-know-elland)" comms campaign and a quarterly community newsletter organised by the Elland Future High Streets project. <https://calderdalenextchapter.co.uk/think-you-know-elland>

Risks

4.81 The scheme risks and mitigations are:

- That the scheme becomes unaffordable due to increasing material costs. This is being mitigated by a further review of construction costs during development of the full business case.
- Discussions around construction methodology have prevented particular negotiations from progressing. This is being mitigated by progression of the design, which will provide with methodology for construction which will aid in negotiations and submission of compulsory purchase orders to cover all land requirements for the Rail Station and Access Package elements of the project.
- Potential that the access package's compulsory purchase order is taken to public inquiry delaying the current programme. This is being mitigated by preparation of statement of case and evidence for a potential inquiry along with trying to resolve objections through negotiation.
- Resubmission of planning application and potential for refusal. This is being mitigated by through active engagement with Calderdale's planning team and the statutory consultees who have commented on the new application.

Costs

Elland Rail Station

4.82 The total scheme costs are £20,650,000.

4.83 The Combined Authority's contribution is £20,650,000 from the West Yorkshire plus Transport Fund.

4.84 At outline business case the total project budget for the delivery of the Elland Rail Station was £17,360,000. The Place, Regeneration and Housing committee as part of the 2021 Transport Fund review, approved an increase to the overall project budget by £3,290,000, taking the overall project budget for the rail station to £20,650,000.

4.85 At outline business case stage £1,434,000 of development funding was approved. A change request in October 2022 approved £1,500,000 of additional development funding, taking the approved development funding amount to £2,934,000.

4.86 The project is seeking to drawdown an additional £2,570,000 in development funding from the indicative funding allocation of £20,650,000. This will take the total development funding approval to £5,504,000.

Access Package

4.87 The total scheme costs are £10,677,414.

- 4.88 At strategic outline case stage the project budget for the access package was £7,400,000, with £5,420,000 from the Transforming Cities Fund (TCF) and £1,980,000 from the West Yorkshire Plus Transport Fund. The allocation for this scheme from the TCF was increased to £8,335,433 via a Programme review in March 2022, which was approved by the Place, Regeneration and Housing committee. The TCF allocation was then reduced to £8,037,414 in a programme review in December 2022, which was approved by the Combined Authority.
- 4.89 The Combined Authority's contribution is £10,677,414, with £2,640,000 from the West Yorkshire plus Transport Fund (WY+TF) and £8,037,414 from the Transforming Cities Fund (TCF).
- 4.90 Development funding of £334,000 from TCF was initially approved following a project Change Request submitted in March 2021. A further £596,000 of development funding was approved as part of a TCF Programme-level Change Request in December 2021. Currently the scheme has approved development costs totalling £700,153 from the WY+TF and £930,000 from the TCF.
- 4.91 The project is seeking to drawdown an additional £759,554 in development funding from the TCF indicative funding allocation of £8,037,414. This will take the total development funding from TCF to £1,689,554, and the total development costs for the access package, including the £700,153 from the WY+TF, to £2,389,707.

Key Timescales

Elland Rail Station

- Achieved rail industry acceptance for the new Elland Rail Station – September 2021
- Issue of Stage 1 and 2 tender for the Station – June 2023
- Confirmation of Rail Station CPO – Q1 2024/25
- Start of construction on site - Q4 2024/25
- Finish construction of the Rail Station - Q4 2025/26
- Operation of the new Station - Q1 2026/27

Access Package

- Issue of Stage-1 Access Package tender – November 2023
- Planning approval for Access Package – December 2023
- Issue of Stage-2 Access Package tender – March 2024
- Confirmation of Access Package CPO - Q2 2024/25
- Start of construction on site - Q4 2024/25
- Finish construction of the Access Package - Q1 2026/27

Appraisal Summary

- 4.92 The change request involves draw down of additional development funding, so it does not directly impact on the strategic and commercial cases.
- 4.93 The change request does not in itself increase the scheme costs or alter the outputs or outcomes or the benefits appraisal. It is however noted that the additional funds requested are significant compared to the previously approved development costs and may impact on the budget remaining to deliver the two schemes.
- 4.94 The need for the change request arises from issues being experienced relating to planning consent, land acquisition and the conclusion of maintenance agreements with a statutory body, as well as the impact of delays in the station element of the scheme.
- 4.95 These do present a heightened risk of further cost escalation and can be seen to be detrimental to the financial and management cases and may also eventually affect the economic case.
- 4.96 The promoter provides sufficient assurance to recommend approval of the change request, but the overall rating of the scheme has been amended from Green to Green / Amber, to reflect the increased risks arising from the issues set out in the submission.

Recommendations

- 4.97 The Transport Committee, subject to the conditions set by the Programme Appraisal Team, approves that:
- (i) The change request to the Elland Rail Station and Access Package schemes to increase the development funding allocation and extend the completion date is approved.
- The drawdown of further development costs of £2,570,000 for the Elland Rail Station scheme are approved in order to progress the scheme to decision point 4 (full business case) taking the total development costs approved for this scheme to £5,504,000.
 - The drawdown of further development costs of £759,554 for the Access Package scheme are approved in order to progress the scheme to decision point 4 (full business case) taking the total TCF development costs approved for this scheme to £1,689,554.
 - The completion date of the Elland Rail Station and Elland Station Access Package is extended from September 2025 to September 2026.
- (ii) The Combined Authority enters into an addendum to the existing Funding Agreement with the Borough Council of Calderdale for expenditure of up to £1,689,554 from the Transforming Cities Fund.

- (iii)** Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This will be subject to the scheme remaining within the tolerances outlined in the PAT report.

Projects in Stage 3: Delivery and Evaluation

Project Title	A629 Phase 1B
Stage	3 (delivery and evaluation)
Decision Point	Change request (activity 5)

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

- 4.98 This scheme will be funded from the West Yorkshire plus Transport Fund (WY+TF). This is a £1 billion fund, covering West Yorkshire and York. The objectives of the West Yorkshire plus Transport Fund are to enable key employment and housing development areas and will help to create about 20,000 new jobs over the next 10 years. These strategic transport projects will be delivered to facilitate the growth priorities identified in the Leeds City Region Economic plan.
- 4.99 The A629 Phase 1b scheme is part of the A629 Halifax to Huddersfield corridor programme, approved by the Combined Authority in 2015.
- 4.100 The approval being sought is within tolerance of the existing Combined Authority approval from 8 December 2022.

A629 Programme

- 4.101 The A629 programme incorporates a series of car, bus, walking, cycling and accessibility infrastructure improvements between Halifax, Huddersfield, and the M62, to support economic growth and the ambitions of the Leeds City Region Strategic Economic Plan (now superseded by the Strategic Economic Framework).
- 4.102 To support project delivery, the A629 programme was split into five phases:
- Phase 1a Jubilee Road to Shaw Hill
 - Phase 1b Elland Wood Bottom to Salterhebble Hill
 - Phase 2 Halifax Town Centre
 - Phase 4 Ainley Top (M62 Junction 24)

- Phase 5 Ainley Top into Huddersfield (Kirklees)
- 4.103 Phase 1a has been constructed and operational since November 2018. The scheme's primary focus was delivering improvements to the highway network between Jubilee Road and Shaw Hill by addressing congestion through widening existing lanes and revising vehicle movements. It has also delivered some improvements to the walking and cycling provision, such as relocating pedestrian crossing points and extending cycle lanes.
- 4.104 Phase 2 will deliver a series of bus, walking, and cycling interventions to improve accessibility to and within Halifax town centre by improving connectivity by bus, walking, and cycling, re-routing traffic, and implementing a revised bus network for greater coverage, complementing the newly improved Halifax Bus Station. The Phase 2 scheme just entered activity 5 (delivery) following approval of its full business case (decision point 4) at the 19 September Transport Committee meeting. The Halifax Town Centre scheme is forecast to complete by November 2027.
- 4.105 Phase 4 sought to deliver bus, walking, and cycle improvements between Ainley Top and Junction 24 of the M62 to complement Phase 1a and 1b, such as extending the length of bus lanes, relocating bus stops, improving bus stop waiting facilities, installing new and improved cycle lanes, and improving pedestrian crossing points. However, the scheme has been paused at outline business case (decision point 3), a decision taken by Calderdale Council following the 2022 inflation review and its assessment of costs across the A629 programme.
- 4.106 Phase 5 planned to deliver traffic capacity improvements at sections of the corridor between Blacker Road and Ainley Top through road widening, realigning traffic lanes, and the removal of parked cars impeding traffic flow. Delivery challenges, including the acquisition of several plots of residential land and the removal of mature trees, meant that a decision was taken to pause the scheme in its current form. Any revised proposal will be subject to a new round of stakeholder engagement and public consultation.

A629 Phase 1B

- 4.107 The Phase 1b site is located within the River Calder valley, approximately two and a half kilometres south of Halifax Town Centre. The site is focused on the existing Calder and Hebble highway junction that includes the A629 Huddersfield Road, Stainland Road, and the A6026 Wakefield Road, and will directly complement the Phase 1a scheme, building on the revised highway network and sustainable transport measures in place.
- 4.108 The scheme will primarily deliver interventions to reduce congestion at the Calder and Hebble junction and reduce journey times for cars and buses. This will be achieved through a new highway link between the B6112 Stainland Road and the A629, the closure to the existing A6026 Wakefield Road link between the A629 Huddersfield Road and the B6112 Stainland Road, and through highway capacity enhancements such as increasing the number of lanes, the widening of carriageways, and signalised junction improvements.

- 4.109 The scheme supports the Mayor's pledge to tackle the climate emergency and also supports principles of inclusive growth as it includes measures to improve public transport, such as a new bus lane and bus gate. It also includes measures to encourage walking and cycling with the delivery of improved footpaths, crossing facilities, new cycle lanes and shared pedestrian and cycling space.
- 4.110 The scheme will plant 3000 new trees and includes a new balancing pond to collect highway surface water run-off to reduce flood risks.
- 4.111 The scheme is anticipated to reduce journey times over the length of the Phase 1a and 1b sections by 25% within two years of opening and support an improvement in journey reliability and connectivity to employment, housing, education, and retail along the Halifax to Huddersfield corridor.
- 4.112 The scheme progressed to activity 5 (delivery) in November 2021, securing approval of £28,119,000 from the WY+TF.
- 4.113 The scheme has since secured an additional approval of £8,500,000 through the 2022 Inflation Review led by the Combined Authority as prices of materials and labour rose significantly. The scheme used the review as an opportunity to account for additional costs of statutory diversions and utilities too.
- 4.114 The previous information received from the statutory undertakers and utility companies was inaccurate. This change request therefore seeks approval to a further £6,000,000 to fund additional statutory diversion, contractor compensation and design costs. Given the further delay to the programme, it will also fund additional staff and traffic management costs. A revised allowance for inflation and risk costs has also been included. The contractors programme now forecasts construction to complete by July 2024.

Outputs and Outcomes

- 4.115 The scheme outputs include:
- A new two-lane highway link between the B6112 Stainland Road and the A629.
 - A new roundabout junction with Stainland Road to the west.
 - A new signalised junction with the A629 to the east.
 - Increase to two lanes northbound to link into the existing dual carriageway to the south and the Phase 1a widening works to the north.
 - Increase to two lanes southbound between the Phase 1a widening works and the proposed Calder and Hebble junction with Stainland Road and on the approach to the new signalised junction at Elland Wood Bottom.
 - Road widening to the west of the existing highway between the sewage works entrance and Bankhouse Lane.
 - Road widening to the east of the existing highway between Exley Bank and the proposed Calder and Hebble junction with Stainland Road.

- Replacement of the existing Jubilee Road give-way junction with a new signal-controlled junction.
- A new northbound bus lane on Stainland Road together with a new bus gate, which will allow buses and cyclists to bypass the new roundabout junction.
- The provision of shared cycling and walking infrastructure northbound and southbound, including:
 - Widening to three metres where possible and linkages to the Route 66 and Route 69 cycleways.
 - Provision of a new staggered pedestrian crossing at Jubilee Road junction.
 - Provision of a new single stage shared footway and cycle crossing at Calder and Hebble junction.
- The provision of 14 off-street residential parking bays.
- Provision of a new balancing pond to collect highway storm water runoff.
- The planting of shrubs to the east of Stainland Road to provide additional screening to the existing canal towpath.
- Planting of 3000 new trees, as well as a new wildflower meadow and willow habitat to support local wildlife and encourage biodiversity.

4.116 The scheme outcomes are:

- To reduce journey time on the A629 over the length of the Phase 1a and 1b areas for general traffic during peak periods by 25% two years after opening.
- Improve journey time reliability on the A629 over the length of the Phase 1a and 1b areas during peak for general traffic within one year of opening.
- To support an overall A629 programme net decrease in carbon emissions.

Tackling the Climate Emergency Implications

4.117 The scheme's business case pre-dates the current carbon impact assessment that forms part of the Assurance Framework.

4.118 The assessment carried out at full business case through TUBA (transport users benefit analysis) did indicate a carbon impact for the scheme in the region of 29,262 tonnes over a 60-year appraisal period.

4.119 A net increase in carbon emissions over the appraisal period is likely due to the size of the construction and because the highway capacity will be increased and subsequently more vehicles will pass through. However, the scheme will reduce congestion levels and vehicle idling. The scheme also includes a bus lane and bus gate as well as walking and cycling features to

encourage users to make local trips along this corridor by bus, walking, or cycling instead of the car.

4.120 The schemes construction programme has adopted new and innovative low carbon and recycled construction materials wherever possible.

4.121 The scheme includes a balancing pond to support storm water management, reducing run off by 20% and creating more resilience to flooding. The scheme will also deliver significant landscaping, including the planting of 3000 new trees as well as a new wildflower meadow and willow habitat to support local wildlife and encourage biodiversity as per the schemes +10% biodiversity net gain planning obligation.

Inclusive Growth Implications

4.122 The scheme inclusive growth implications include:

- Improved accessibility and connectivity to employment, education and retail for all commuters travelling along this section of the corridor by bus, car, walking or cycling.
- Improved local air quality from reduced congestion levels and an improved sense of place, with improved walking and cycling infrastructure, new tree planting, and a wildflower meadow.

Equality and Diversity Implications

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

4.124 Safety and accessibility to the shared walking and cycling facilities has been considered for all users, including those of limited mobility or wheelchair users, as well as accessibility to new and relocated bus stops and bus services. Better visibility through improved lighting and landscaping will also improve informal surveillance and improving personal safety,

4.125 The scheme has also put in place measures to ensure appropriate access and signage regarding diversions is in place for all users of the corridor during the construction phase.

Consultation and Engagement

4.126 The scheme promoter consulted with several key stakeholders whilst developing the Phase 1 proposal, including Highways England (now National Highways), emergency services, public transport providers, affected landowners, residents, statutory undertakers, and Ward Councillors.

4.127 Public consultation specific to Phase 1b was carried out between August and September 2019, as well as consultation and engagement with key stakeholders pertinent to its planning application, submitted in December 2018. This included statutory bodies such as the Canal and Rivers Trust who

were central to the bridge optioneering exercise and processing an easement agreement to introduce the new bridge over the Canal.

4.128 A website was launched by the promoter in Spring 2016 to set out all WY+TF investments in Calderdale. The Phase 1b scheme page is available online here: [A629 Calder and Hebble Junction \(Phase 1b\) | Calderdale Next Chapter](#).

Risks

4.129 The scheme risks and mitigations are:

- Further increase in costs to the construction programme because of delay to completing Northern Gas Network's (NGN) diversion works. This has been mitigated by plans for the contractor to carry out advanced enabling works and to maintain ongoing collaboration with NGN.
- That the scheme programme costs are impacted by Northern Gas Networks (NGN) plans to upgrade the existing gas main on the A629 between the New Canal Bridge and the junction with the A6026 (Wakefield Road). This has been mitigated by the contractor exploring how the construction programme can best accommodate NGN without causing significant constraint to their working areas or creating delay to the overall scheme.

Costs

4.130 The total scheme costs are £42,619,000.

4.131 The Combined Authority is fully funding the scheme from the WY+TF.

4.132 Following the 2022 inflation review, the scheme secured approval of £8,500,000, taking the total approval to £36,619,000.

4.133 Through this change request, the scheme seeks approval of a further £6,000,000 to support additional delivery costs comprising further statutory and utility diversions, securing of additional licenses and land, and additional staff costs given the extended delivery programme, taking the total approval to £42,619,000.

4.134 Given risks are currently unknown and may not materialise, it has been agreed that the release of the £6,000,000 will be as follows:

- £4,200,000 to support additional delivery costs is released as part of this change request.
- £1,800,000 to support risk costs is released on the condition the scheme promoter notifies the Combined Authority of the occurrence of a risk event. The approval to release the funding is delegated to the Director of Transport and Delivery.

4.135 The Combined Authority will need to enter into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £42,619,000 from the WY+TF.

Key Timescales

- Construction complete by July 2024.

4.136 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority costs remain within +5% of those outlined in this report.
Delivery completion date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.137 Given funding has been identified, this has mitigated the affordability risk, and the scheme should now maintain its construction programme and see it achieve practical completion by July 2024.
- 4.138 The change request does not impact on the strategic case, with the Phase 1b scheme still expected to deliver the planned outputs and outcomes to support the wider A629 programme objectives and priorities of the Strategic Economic Framework, and notably complement the already constructed A629 Phase 1a scheme.
- 4.139 Given the substantial increase to costs, the value for money assessment does however see the benefit cost ratio (BCR) reduce, revising the value for money classification down from Very High to Medium.
- 4.140 Following an in-depth review by the promoter of the project delivery to date, the project governance in place has been revised and additional project management resource has been allocated to the scheme. Additionally, the review has concluded several lessons which the promoter intends to hold a workshop on and apply the learning to future projects to best ensure they are delivered within time and budget.

Recommendations

4.141 The Transport Committee, approves that:

- (i) The change request for the A629 Phase 1B scheme to increase the Combined Authority contribution by £6,000,000 to £42,619,000, and to extend the delivery timescale to July 2024, is approved.
- (ii) The release of the £6,000,000 additional funding is as follows:
 - £4,200,000 to support additional delivery costs is released as part of this change request.
 - £1,800,000 to support risk costs is released on the condition the scheme promoter notifies the Combined Authority of the

occurrence of a risk event. The approval to release the funding is delegated to the Director of Transport and Delivery.

- (i) The Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £42,619,000.
- (ii) Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This is subject to the scheme remaining within the tolerances outlined in the PAT report.

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)

A64 Bus Walking & Cycling Corridor Improvements

- 12.1 The Transport Committee approves that:

- (i) The A64 Bus Walking & Cycling Corridor Improvements (Phase 1+) scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority's contribution of £4,980,000. The total scheme value is £5,020,000.
- (iii) Development costs of £561,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,956,400.
- (iv) The Combined Authority enters into an addendum to the existing Funding Agreement with Leeds City Council for expenditure of up to £1,956,400.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This will be subject to the scheme remaining within the tolerances outlined in the PAT report.

Elland Rail Station and Access Package

12.2 The Transport Committee, subject to the conditions set by the Programme Appraisal Team, approves that:

- (i) The change request to the Elland Rail Station and Access Package schemes to increase the development funding allocation and extend the completion date is approved.
 - The drawdown of further development costs of £2,570,000 for the Elland Rail Station scheme are approved in order to progress the scheme to decision point 4 (full business case) taking the total development costs approved for this scheme to £5,504,000.
 - The drawdown of further development costs of £759,554 for the Access Package scheme are approved in order to progress the scheme to decision point 4 (full business case) taking the total TCF development costs approved for this scheme to £1,689,554.
 - The completion date of the Elland Rail Station and Elland Station Access Package is extended from September 2025 to September 2026.
- (ii) The Combined Authority enters into an addendum to the existing Funding Agreement with the Borough Council of Calderdale for expenditure of up to £1,689,554 from the Transforming Cities Fund.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This will be subject to the scheme remaining within the tolerances outlined in the PAT report.

A629 Phase 1b

12.3 The Transport Committee, approves that:

- (i) The change request for the A629 Phase 1B scheme to increase the Combined Authority contribution by £6,000,000 to £42,619,000, and to extend the delivery timescale to July 2024, is approved.
- (ii) The release of the £6,000,000 additional funding is as follows:

 - £4,200,000 to support additional delivery costs is released as part of this change request.
 - £1,800,000 to support risk costs is released on the condition the scheme promoter notifies the Combined Authority of the occurrence of a risk event. The approval to release the funding is delegated to the Director of Transport and Delivery.
- (i) The Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £42,619,000.
- (ii) Future approvals are made in accordance with the assurance pathway and approval route outlined in the PAT report. This is subject to the scheme remaining within the tolerances outlined in the PAT report.

13. Background Documents

13.1 None as part of this report.

14. Appendices

Appendix 1 – A64 Bus Cycle Walking Improvements – Business Case Summary