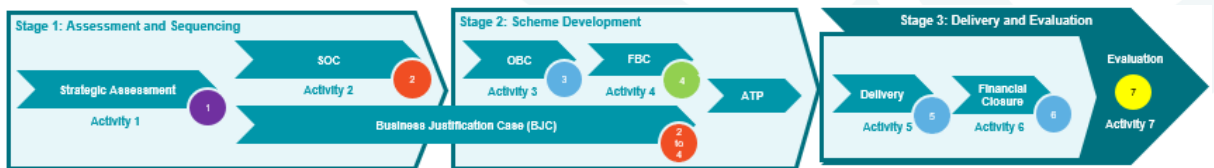




Report to:	Transport Committee
Date:	13 March 2024
Subject:	Project Approvals
Director:	Simon Warburton, Executive Director, Transport
Author:	Craig Taylor, Head of Strategic Portfolio Office

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. Information

- 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>Leeds City Centre Package – Armley Gyatory</p> <p>Leeds</p>	<p>Scheme description</p> <p>The scheme is being delivered in two phases.</p> <ul style="list-style-type: none">• Phase 1 will improve the efficiency of the highway and is now complete.• Phase 2 will deliver the cycling and walking elements of the scheme and is now seeking full business case approval. Phase 2 is further broken down to Phase 2A and 2B. Phase 2A is the replacement of the existing footbridges over the A643 (Gelderd Road and Spence Lane) with new foot/cycle bridges and is expected to be complete in July 2024. Phase 2B is the replacement of the existing footbridge over the A58 with a new 3-metre-wide foot bridge (Wellington Road) and is expected to be complete in December 2024 <p>The scheme is to be delivered through the West Yorkshire plus Transport Fund (WY+TF).</p> <p>Impact</p> <p>Phase 2 will deliver a new footbridge at Wellington Road and foot / cycle bridges at Gelderd Road and Spence Lane, which will improve the overall accessibility and safety for all users crossing the gyratory by foot or bike.</p> <p>The inclusion of shallower ramp gradients and resting areas will ensure all users, including disabled users, pregnant women and pram users, or older people will benefit from the scheme's footbridge upgrades. The scheme will also encourage short trips to be made by foot or bike instead of the car.</p> <p>The benefit cost ratio (BCR) for the full scheme is 3.57:1. This is categorised as High value for money.</p> <p>Decision sought</p> <p>Approval for Phase 2 to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</p> <p>Total value of the scheme - £41,970,000</p> <p>Total value of Combined Authority funding - £41,970,000</p> <p>Funding recommendation sought - £10,460,000</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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<p>TCF Leeds City Centre Cycle Connectivity</p> <p>Leeds</p>	<p><u>Scheme description</u></p> <p>The scheme is a package of four-cycle infrastructure projects that will deliver improved cycling and walking connectivity in Leeds City Centre and bridge gaps in the existing cycle network.</p> <p>Leeds City Council has secured an additional £1,000,000 of funding, from the Department for Transport, for the Dewsbury Road Connector project. This has released £1,000,000 from the Transforming Cities Fund which will now be used to extend the Dewsbury Road Connector Project to deliver further segregated cycle lanes to improve cycle connectivity into the city centre.</p> <p>The scheme will be funded by the Transforming Cities Fund (TCF) and National Highways Designated Funds (NHDF) Programme.</p> <p><u>Impact</u></p> <p>Delivery of further segregated cycle lanes as well as improved pedestrian crossing points will encourage more local trips in Leeds to be made on foot or by bike, which will contribute to reducing carbon emissions. The scheme will also deliver a new shelter to improve the existing bus stop, which will benefit bus users. The scheme also supports inclusive growth by providing better opportunities for households who do not own a car to access Leeds City Centre.</p> <p><u>Decision sought</u></p> <p>Approval of the change request to increase the scope of the Leeds City Centre Cycle Connectivity scheme, by extending the Dewsbury Road Connector project and to extend the delivery timeframes from March 2024 to March 2025.</p> <p>Total value of the scheme - £8,057,000</p> <p>Total value of Combined Authority funding - £7,057,000</p> <p>Funding recommendation sought - £0</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

- 3.3 Since the Transport Committee’s meeting on 29 January 2024, no decision points or change requests have been assessed in line with the Combined Authority’s assurance process and approved through another agreed delegation.

Decisions Made By The Combined Authority On 1 February 2024

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

West Yorkshire Plus Transport Fund (Kirklees) Review Various	Approval of the change request to revise the current Combined Authority funding for the Kirklees schemes in the West Yorkshire plus Transport Fund (WY+TF). Funding approved - £0
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3.6 Since the Transport Committee’s meeting on 29 January 2024, 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 Executive Director, Transport

Levelling Up - Bus Enhancement Package West Yorkshire	Approval of the change request to increase the Levelling Up Fund contribution to the programme and amend the indicative approval to £47,318,833. Funding approved - £70,000 Total indicative value of the scheme - £47,318,833 Total indicative value of Combined Authority funding - £47,318,833
Mobility Hubs West Yorkshire	Approval of the change request for additional development costs and to extend the delivery timeframes. Funding approved - £100,000 Total indicative value of the scheme - £3,312,811 Total indicative value of Combined Authority funding - £3,312,811

3.7 The decisions were made by the Combined Authority’s Executive Director, Transport, following a recommendation from the Combined Authority’s Portfolio Investment Panel.

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

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

Projects in Stage 3: Delivery and Evaluation

Project Title	Leeds City Centre Package – Armley Gyratory
Stage	2 (scheme development)
Decision Point	4 (full 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

- 4.5 The Armley Gyratory scheme is being delivered through the Leeds City Centre Package (LCCP), funded by the West Yorkshire plus Transport Fund (WY+TF).
- 4.6 The LCCP aspiration is to transform travel within Leeds City Centre, through the removal of unnecessary through traffic and to re-prioritise major routes to public transport, pedestrians, cyclists, and public space.
- 4.7 The LCCP complements schemes delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by Highways England (National Highways) through its Road Investment Strategy (RIS). The LCCP includes:
- Infirmery Street Gateway and Park Row (constructed)
 - Meadow Lane (constructed)

- A64 Regent Street flyover (constructed)
 - Armley Gyratory (this scheme – Phase 1 Highway Works constructed)
 - City Square ‘plus’ - comprising City Square closure highway works, the advanced element of Boar Lane works, and other activities including the City Centre Signage Strategy, Globe Road Signalisation, and East Parade.
- 4.8 The Armley Gyratory scheme includes works to improve the efficiency of the highway and upgrade the current footbridges. The scheme is being delivered in two phases, to allow for works to be suitably progressed to enable City Square to be closed ahead of Leeds Year of Culture (2023).
- 4.9 Phase 1 will improve the efficiency of the highway and was completed in November 2023. Improvements will enable better traffic flow, reducing congestion, and will support the redistribution of through traffic away from the city centre to the Inner Ring Road and the M621 orbital route, facilitating the City Square closure. These improvements will also enable developments such as South Bank, and better support the ambitions of the Leeds Transport Connectivity Strategy.
- 4.10 Phase 1 has also implemented MOVA adaptive signal control, which features virtual bus priority measures, to improve journey times for bus services, especially core city services.
- 4.11 Phase 2 will deliver the cycling and walking elements of the scheme and is now seeking full business case approval. Phase 2 is further broken down to Phase 2A and 2B. Phase 2A is the replacement of the existing footbridges over the A643 (Gelderd Road and Spence Lane) with new foot/cycle bridges and is expected to be complete in July 2024. Phase 2B is the replacement of the existing footbridge over the A58 with a new 3-metre-wide foot bridge (Wellington Road) and is expected to be complete in December 2024.
- 4.12 Upgrading the current footbridges at Wellington Road, Spence Lane, and Gelderd Road will improve the accessibility, connectivity, and safety of the gyratory for pedestrians and cyclists.
- 4.13 A summary of the scheme’s business case and location map is included in **Appendix 1**.

Outputs and Outcomes

- 4.14 The outputs for Phase 2A include:
- Replacement of the existing footbridges over the A643 (Gelderd Road exit and Spence Lane entrance) with new foot/cycle bridges with improved accessibility through shallower ramp gradients.
- 4.15 The outputs for Phase 2B include:
- Replace the existing footbridge over the A58, with a new 3-metre-wide foot bridge, with:

- level access at each end of the span (i.e. existing stepped access removed);
- 1.5 metre handrails on each side;
- ramp gradient improved from 1:7 to 1:10 (Roundhouse approach and Samara approach), making the ramp shallower;
- and a new resting area at the mid-point of the ramp (Samara approach).
- Replacement of the existing footbridges over the A643 (Gelderd Road exit and Spence Lane entrance) with new foot/cycle bridges with improved accessibility through shallower ramp gradients, by December 2024.

4.16 The outcomes for Phase 2 are:

- Increase in the numbers of pedestrians and cyclists using Armley following the opening of the scheme, when compared to baseline figures.

4.17 The benefit cost ratio (BCR) for the full scheme is 3.57:1. This is High value for money.

Tackling the Climate Emergency Implications

4.18 The tackling climate emergency implications for Phase 2 are:

- The replacement of the existing bridges with better and safer provision for walking and cycling will attract users to make short trips across the gyratory by foot or bike instead of by car, supporting a reduction in carbon emissions and improving the local air quality.

4.19 A carbon impact assessment was carried out for the overall scheme as part of the initial full business case, which led to the approval of Phase 1 and there have been no further changes. Delivery of Phase 1, to improve the highway efficiency of the gyratory, is of strategic importance to unlocking significant air quality benefits in Leeds City Centre following the closure of City Square and delivery of the wider LCCP Programme.

Inclusive Growth Implications

4.20 The inclusive growth implications for Phase 2 are:

- The replacement of the existing bridges with better provision for walking and cycling to enable safer and more efficient crossing of the gyratory by foot or bike, will better enable lower income households to access employment, education, housing, and retail opportunities within or in proximity of Leeds City Centre, reducing the reliance on owning a car.

Equality and Diversity Implications

- 4.21 An Equality Impact Assessment (EqIA) has been undertaken for the scheme and equality and diversity impacts taken account of as part of the development of the scheme and the business case development.
- 4.22 The equality and diversity implications for Phase 2 are:
- The new footbridge at Wellington Road and the foot/cycle bridges at Gelderd Road and Spence Lane will improve the overall accessibility and safety for all users wishing to cross the gyratory by foot or bike (including other forms of wheeling), with the inclusion of shallower ramp gradients and resting areas to ensure all users, including protected groups as defined in the Equality Act 2010 can benefit from the scheme, such as disabled users, pregnant women and pram users, or older people.

Consultation and Engagement

- 4.23 Engagement with key stakeholders on developing the LCCP goes as far back 2008, with the first round of public consultation on options for the Armley Gyratory scheme carried out in 2018, with a further round on preliminary designs held in 2019.
- 4.24 Since submission of the Phase 1 FBC in 2021, the scheme has continued to consult and engage with key stakeholders to develop Phase 2, including the Disability and Wellbeing Network (DAWN), the New Wortley Residents Association Group, and Active Travel England.
- 4.25 A public communications campaign has also been ongoing, including planned road closures and other scheme updates via the [Have Your Say Today - Armley Gyratory - Commonplace](#) whilst the scheme has maintained engagement with bus operators too through regular meetings to seek their input into planned traffic management measures and diversions and the impact of this on their level of service.

Risks

- 4.26 The risks and mitigations for Phase 2 are:
- That demolition of all footbridges incurs delay, prolonging the programme and incurring additional costs. This has been mitigated by the scheme progressing removal of the Spence Lane bridge ahead of submitting this FBC, supported by a decommissioning study to determine the best demolition methodology which will inform demolition/removal works at Gelderd Road and Wellington Road bridges.
 - Statutory services diversion delays, resulting in re-design requirements This will be mitigated by ongoing engagement with statutory services including revisiting surveys.
 - Network Rail (NR) interface results in programme delay given working constraints and associated risks. This has been largely mitigated by the

redesigned Wellington Road footbridge and retention of the NR abutment but engagement to be maintained with NR throughout the construction period.

Costs

- 4.27 The total cost of the scheme is £41,970,000, solely funded by the Combined Authority from the West Yorkshire plus Transport Fund (WY+TF).
- 4.28 Phase 1 of the scheme, gained decision point 4 (full business case) approval on 6 January 2022, followed by approval to proceed to delivery and approval of £27,930,000, taking the total scheme approval to £31,510,000.
- 4.29 This full business case now seeks approval of the remaining £10,460,000, to deliver the Phase 2 footbridge works:
- Phase 2A - £5,915,000
 - Phase 2B - £4,545,000, subject to the conditions set by the Portfolio Investment Panel.
- 4.30 Subject to this approval, the Combined Authority will need to enter into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £41,970,000 from the WY+TF.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (delivery)	<p>Recommendation: Combined Authority's Portfolio Investment Panel (PIP)</p> <p>Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)</p>	29/01/2025

Other Key Timescales

- Start of delivery Phase 1 – June 2022.
- Completion date Phase 1 – November 2023.
- Start of delivery Phase 2A (Spence Lane and Gelderd Road footbridge works) – September 2023.
- Completion date Phase 2A – July 2024.
- Start of delivery Phase 2B (Wellington Road footbridge works) – June 2024.
- Completion date Phase 2B – December 2024.

Assurance Tolerances

4.31 The previous approvals and assurance tolerances set are outlined below:

Control area	Approval at DP3 (CA)	Approval at DP4 (FBC1) (FRCC)	Requested Approval at DP4 (FBC2)	Within tolerance?
Date	25/06/20	06/01/22	13/03/24	
Total Cost	£40.500m	£41.970m	£41.970m	
CA Funding	£40.500m	£4.970m	£41.970m	Y
Completion Date (DP5)	31/12/22	20/10/23	31/12/24	N
Outputs / Outcomes				

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

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.33 The full business case for progressing delivery of the footbridge works presents a progress update on works commenced at Spence Lane and Gelderd Road footbridges. However, the Wellington Road footbridge is still completing the detailed design, which is forecast to conclude in April 2024.
- 4.34 Detail presented on scheme expenditure indicates that the full scheme (Phase 1 and 2) is on track to deliver within the £41,970,000 WY+TF budget, with this to be confirmed at Approval to Proceed, once detailed design is completed for the Wellington Road footbridge and its final cost is known.
- 4.35 The strategic drivers remain strong with the upgraded bridges to improve walking and cycling facilities at the gyratory, to encourage local trips to be made by foot or bike, whilst the value for money assessment confirms the

High value for money classification, and project risks are being actively managed with mitigations in place.

Recommendations

- 4.36 The Transport Committee approves for Phase 2A of the Leeds City Centre Package Armley Gyratory scheme:
- (i)** Proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii)** Approval to the Combined Authority's contribution of £5,915,000 is given, taking the total approval to £37,425,000. The total scheme value is £41,970,000.
 - (iii)** The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £37,425,000.
 - (iv)** Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report.
- 4.37 The Transport Committee, subject to the conditions set by the Portfolio Investment Panel, approves for Phase 2B of the Leeds City Centre Package Armley Gyratory scheme:
- (i)** Proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
 - (ii)** Approval to the Combined Authority's contribution of £4,545,000 is given taking the total approval to £41,970,000. The total scheme value is £41,970,000.
 - (iii)** The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure up to £41,970,000.
 - (iv)** Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report.

Project Title	Leeds City Centre Cycle Connectivity
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

- 4.38 The Leeds City Centre Cycle Connectivity (LCCCC) scheme is a package of four-cycle infrastructure projects led by Leeds City Council and 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.
- 4.39 The scheme is delivering improved cycling and walking connectivity in the city centre and through it, enhancing the cycling and walking network by complementing other delivered or planned projects across Leeds. Three of the four projects have already been delivered:
- Dewsbury Road Connector: Dewsbury Road and Parkfield Street
 - Crown Point Bridge Gateway: Black Bull Street and Crown Point Road
 - Western Gateway: Kirkstall Road to Wellington Street and St Pauls Street
 - Southern Gateway: Neville Street and Sovereign Street – forecast to complete by March 2024
- 4.40 Leeds City Council has successfully secured £1,000,000 from the National Highways Designated Funds (NHDF) Programme, funded by the Department for Transport (DfT). The council will commit the £1,000,000 to the existing

LCCCC scheme, to extend the Dewsbury Road Connector project. The additional funding will deliver sustainable travel improvements across a further 0.4 kilometres, from the Dewsbury Road / Hunslet Hall Road junction and over the bridge to Parkfield Street / Jack Lane. This will include 550 metres of segregated cycle lanes, four new cycle priority crossings, a new pedestrian crossing point, upgrade to an existing pedestrian crossing point, and an improved bus stop with a new shelter.

- 4.41 The extended Dewsbury Road Connector project will primarily enable further improved cycling connectivity to encourage local trips in Leeds to be made by bike, whilst also delivering improved provision for pedestrians and bus users.
- 4.42 Approval is now sought for a change request to increase the scope of the Leeds City Centre Cycle Connectivity scheme, by extending the Dewsbury Road Connector project and to extend the delivery timeframe from March 2024 to March 2025 as this would be outside of the approved tolerances.

Outputs and Outcomes

4.43 The extended project outputs include:

- 250 metres of two-way segregated cycle lanes
- 300 metres of one-way segregated cycle lanes
- Four new cycle priority crossings
- One new signalled pedestrian crossing
- One upgraded pedestrian crossing
- One bus stop upgraded with new shelter

4.44 The extended project outcomes are:

- Contribute to increasing cycle trips on the LCCCC routes by 70%, by 2030.
- Contribute to reducing greenhouse gas emissions along the LCCCC routes by 51 tonnes of CO₂ per year.

Tackling the Climate Emergency Implications

- 4.45 The development of the overall LCCCC scheme pre-dates the Combined Authority's carbon tool, therefore a carbon impact assessment was not carried out. However, its economic case assessment using the Urban Dynamic Model (UDM) indicated that as a result of modal shift from the car to walking and cycling, and the subsequent decrease in kilometres travelled by car, the routes could cumulatively reduce greenhouse gas emissions by 51 tonnes of CO₂ per year. NB this assessment does not account for carbon emissions associated with construction as per the carbon assessment requirements at that time.
- 4.46 Based on the previous assessment, the extended project is forecast to reduce a further 7.5 tonnes of greenhouse gas emissions per year.

Inclusive Growth Implications

4.47 The extended project inclusive growth implications include:

- Delivery of further segregated cycle lanes and improved pedestrian crossing points will enable those of lower income households who do not own a car better and safer trips by foot or bike to employment, education, and training sites in Leeds City Centre, addressing a key barrier to such opportunities.
- Improving the bus stop with a new shelter will also benefit lower income households given the greater reliance on public transport to access key sites in the city centre.

Equality and Diversity Implications

4.48 An Equality Impact Assessment (EqIA) was carried out for the original LCCCC package of four-cycle infrastructure projects to account for equality and diversity impacts.

4.49 The extended Dewsbury Road Connector project will build on those EqIA design considerations, including compliance with the DfT LTN/120 (Local Transport Note) Cycle Design Standards, to ensure the new infrastructure is safe and accessible for all users, including protected groups as defined in the Equality Act 2010.

Consultation and Engagement

4.50 The LCCCC scheme carried out public consultation at full business case stage, between January and February 2021, with the feedback reflecting a good level of public support for segregated cycle ways and a cycle network for all corridors.

4.51 Further consultation is planned for March 2024 for the extended Dewsbury Road project, including engagement with a small number of properties on Dewsbury Road, where the works will take place, via a letter drop and with statutory consultees, including bus operators.

Risks

4.52 The extended project risks and mitigations are:

- Risks associated with working on a bridge that could impact delivery timescales and costs. This will be mitigated by early contractor involvement to assess the construction programme ahead of contract award.
- Risk of additional construction costs, particularly traffic management costs. This will be mitigated by close liaison with Network Management and effective traffic diversion planning.

Costs

- 4.53 The total LCCCC scheme cost is £8,057,000.
- 4.54 The Combined Authority's contribution from the TCF remains at £7,057,000.
- 4.55 The remaining £1,000,000 is from the National Highways Designated Funds (NHDF) programme, which must be committed to infrastructure projects by the end of March 2024. Leeds City Council securing the additional £1,000,000 has released £1,000,000 from the TCF which will be used to extend the Dewsbury Road Connector Project to deliver further segregated cycle lanes to improve cycle connectivity into Leeds City Centre.

Future Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
5 (delivery)	Recommendation: Combined Authority's Portfolio Investment Panel Decision: Combined Authority's Director of Transport, Policy and Delivery (DoTPD)	26/03/2025

Other Key Timescales

- The extended Dewsbury Road Connector project is forecast to start construction in July 2024.
- The construction is forecast to complete by March 2025.

Assurance Tolerances

- 4.56 The previous approvals and assurance tolerances set are outlined below:

Control area	Approval at DP3	Approval at DP4	ATP Approval	This Change Request	Within tolerance?
Date	27/07/20	01/07/22	14/12/22	13/03/24	
Total Cost	£7.810m	£7.262m	£7.057m	£8.057m	
CA Funding	£7.810m	£7.057m	£7.057m	£7.057m	Y
Completion Date (DP5)	31/03/23	28/02/24	31/03/24	31/03/25	N

Outputs / Outcomes	All previously approved outputs and outcomes remain. Additional new outputs as outlined in paragraph 4.43 of this report.
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4.57 The revised assurance tolerances for the recommended approval in this report are:

Assurance tolerances
Combined Authority funding remain within +10% of those outlined in this report.
Completion/service delivery date remains within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

Appraisal Summary

- 4.58 The change request presents the extended scope of the Dewsbury Road Connector project which will deliver further segregated cycle lanes and improved pedestrian crossing points, building on the strategic case of the original TCF Leeds City Centre Cycle Connectivity (LCCCC) package of cycle projects.
- 4.59 The detailed design is however incomplete for the extended scheme, so whilst there is a reasonable understanding of the scheme cost and compliance with DfT’s LTN1/20 Cycling Design Standards, it is recommended that the scheme submits an Approval to Proceed (ATP) before progressing to delivery.
- 4.60 Similarly, a better understanding of the delivery programme and risks should be had at ATP, as well as further confidence of public and stakeholder support following the planned consultation and engagement.
- 4.61 The TCF LCCCC monitoring and evaluation plan will also need updating at ATP to ensure the extended scheme is included as part of post scheme evaluation.
- 4.62 The value for money assessment carried out previously for the LCCCC scheme reflected good walking and cycling benefits in line with intended objectives. An updated appraisal using the DfT’s Active Mode Appraisal Tool (AMAT) for the extended project will be supplied at ATP.

Recommendations

- 4.63 The Transport Committee, subject to the conditions set by the Portfolio Investment Panel, approves that:
- (i) The change request to increase the scope of the Leeds City Centre Cycle Connectivity scheme, by extending the Dewsbury Road Connector project to deliver further segregated cycle lanes and improved provision for pedestrians and bus users and to extend the delivery timeframe from March 2024 to March 2025 is approved.

- (ii) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this 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)

Leeds City Centre Package – Armley Gyratory

- 12.1 The Transport Committee approves for Phase 2A of the Leeds City Centre Package Armley Gyratory scheme:

- (i) Proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £5,915,000 is given, taking the total approval to £37,425,000. The total scheme value is £41,970,000.

- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure of up to £37,425,000.
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report.

12.2 The Transport Committee, subject to the conditions set by the Portfolio Investment Panel, approves for Phase 2B of the Leeds City Centre Package Armley Gyratory scheme:

- (i) Proceeds through decision point 4 (full business case) and work commences on activity 5 (delivery).
- (ii) Approval to the Combined Authority's contribution of £4,545,000 is given taking the total approval to £41,970,000. The total scheme value is £41,970,000.
- (iii) The Combined Authority enters into an addendum to the existing funding agreement with Leeds City Council for expenditure up to £41,970,000.
- (iv) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report.

TCF Leeds City Centre Cycle Connectivity

12.3 The Transport Committee, subject to the conditions set by the Portfolio Investment Panel, approves that:

- (i) The change request to increase the scope of the Leeds City Centre Cycle Connectivity scheme, by extending the Dewsbury Road Connector project to deliver further segregated cycle lanes and improved provision for pedestrians and bus users and to extend the delivery timeframe from March 2024 to March 2025 is approved.
- (ii) Future approvals are made in accordance with the assurance pathway, approval route, and tolerances outlined in this report.

13. Background Documents

13.1 None as part of this report.

14. Appendices

Appendix 1 – Leeds City Centre Package – Armley Gyratory – Business Case Summary