

Scheme Summary

Name of Scheme:	Leeds Inland Port
PMO Scheme Code:	CFP-006
Lead Organisation:	Canal and Rivers Trust
Senior Responsible Officer:	Stuart Mills, Canal and Rivers Trust
Lead Promoter Contact:	Stephen Higham, Canal and Rivers Trust
Case Officer:	Daisy Johnson, Combined Authority

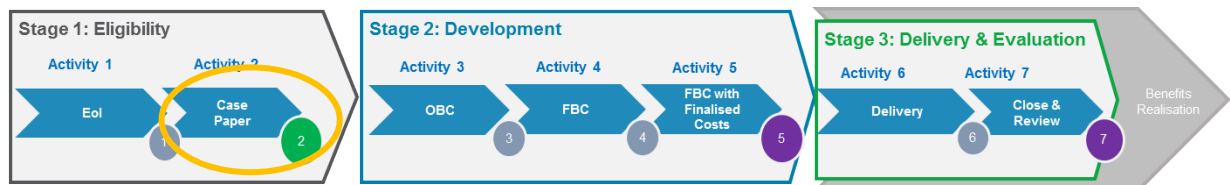
Applicable Funding Stream(s) – Grant or Loan:	Local Growth Fund
Growth Fund Priority Area (if applicable):	SEP Priorities 1, 2, 3 and 4

Approvals to Date:	None
Forecasted Full Approval Date (Decision Point 5):	January 2019
Forecasted Completion Date (Decision Point 6):	January 2020

Total Scheme Cost (£):	£3.37 million
Combined Authority Funding (£):	£3.17 million
Total other public sector investment (£):	N.A.
Total other private sector investment (£):	Canal & River Trust (registered charity): £0.2 million

Is this a standalone Project?	Yes
Is this a Programme?	No
Is this Project part of an agreed Programme?	No

Current Assurance Process Activity:



Scheme Description:

The scheme will deliver a new wharf facility at Stourton to enable the transportation of non-perishable freight such as aggregates, timber, oil and steel from the Humber estuary into Leeds. It is anticipated that the project will support the development of flagship projects such as Leeds Southbank and High Speed 2 by enabling construction materials to be transported on water, thereby reducing congestion on the roads and generating carbon savings.

The project itself, located on three acres of land owned by the Canal and River Trust, will entail:

- The construction of a concrete apron on a three acre brownfield site in the Trust's ownership;
- The installation of 80 metres of sheet piling to establish an apron for boats to moor against;
- The dredging of the waterway to improve the navigability of the waterway at this point.

The objectives are to:

- Complete construction within 18 months of the funding being awarded;
- Move 200,000 tonnes of freight from road to water after year one, resulting in reduced road congestion;
- Reduce carbon emissions from road vehicles by 100 tonnes by the end of year three resulting in improved air quality for the Leeds City Region;
- Create up to 16 jobs, safeguard three jobs, and assist 25 businesses, thereby supporting economic growth in the region.

The proposed outputs, which require further refinement, are:

- The proposed outcomes are:

- Whilst the project has secured outline planning consent, this expired in April 2018 so the intention is to submit a full planning application in July, with a view to determination (as a major application) in October 2018.

The project supports Strategic Economic Plan Priorities 1, 2, 3, and 4.

Strategic Case

1. **Growing Business:** Providing a viable alternative to road freight transport could result in business growth and efficiency,
2. **Skilled People, Better Jobs:** The creation of up to 16 new jobs and skills development in the field of waterway navigation, wharf management and fleet operations provides new job opportunities for local people.
3. **Clean Energy and Environmental Resilience:** 100 tonnes of carbon savings by the end of year 3 and a reduction in road freight by 200,000 tonnes after year one could result in cleaner air for the city region.
4. **Infrastructure for Growth:** This piece of infrastructure could support regeneration and growth on flagship developments in the region.

- To enhance the SEP by introducing the concept of waterborne freight, and contribute to the SEP commitment to deliver over 30 transport schemes in the Leeds City Region.
- To support the SEP objective to reduce transport demand on roads in the Leeds City Region.
- To support the SEP objective to reduce the number of deaths related to air pollution.

The project supports delivery of the West Yorkshire Combined Authority Transport Strategy 2040 (adopted 2017), which makes specific reference to inland waterway transport (policies 24 and 25) and commits to working ‘with the Canal and River Trust and other stakeholders to secure appropriate improvements to the infrastructure and facilities of the inland waterway necessary to facilitate such use, and to safeguard and enhance local wharves.’

The scheme also supports the delivery of Northern Powerhouse objectives including the Transport for the North (TfN) Northern Freight & Logistics Report (2016); the Strategic Transport Plan for

Commercial Case

Waterborne freight has been in decline since the proliferation of motorways, which quickly became a more commercially viable opportunity for freight carriers. Due to increased congestion, however, freight on water is again becoming an attractive proposition for certain goods.

The Canal & River Trust has undertaken a strategic review of its commercial waterways, and has concluded that the Aire & Calder Navigation, which flows from the Humber Estuary into the City of Leeds should be its priority waterway for development as a freight route once again.

There are already wharf facilities on the Aire & Calder Navigation that are already in use, but the Trust's ambition is to bring freight back into Leeds city centre.

Work completed to date by the Canal & River Trust and Transport for the North has revealed that there is a demand to move cargoes such as aggregates, timber, oil, and steel by water. Delivering a fit for purpose wharf in Leeds could make this a reality.

There are a number of high profile regeneration and transport schemes that Leeds Inland Port scheme could support, including:

- High Speed 2: A new station for Leeds and associated development covering approximately 750,000sqm.
- Leeds South Bank: A 200-hectare regeneration opportunity that will deliver 8,000 homes plus commercial space and parkland.
- Hunslet Riverside Regeneration: This project also has the potential to deliver 4,000 homes.

Given the pressures that Leeds City Region is currently facing around traffic congestion and air quality, the use of waterborne freight could bring both commercial, environmental and health benefits.

The procurement strategy is to engage contractors using an existing procurement framework.

Economic Case	<p>The project supports four of the five Strategic Economic Plan Headline indicators as follows:</p> <ol style="list-style-type: none"> 1. Growth and productivity: By providing a viable alternative to road freight transport for certain goods the project will support economic growth and facilitate construction of flagship regeneration schemes such as Leeds Southbank which could benefit from alternatives to transporting construction materials by road. 2. Employment: The project will create up to 16 new jobs and safeguard a further three jobs. It will also assist 25 businesses who have expressed interest in using waterborne freight to transport goods. 3. Skills: The scheme presents an opportunity for skills development in the field of navigating commercial boats, fleet operations and wharf management. 4. Environment: The project indicates that it will move around 200,000 tonnes of freight from the roads to water after year one which could result in a reduction in congestion. It also proposes that the project could result in a reduction of carbon emissions from road vehicles by 100 tonnes by the end of year three. <p>The project also supports potentially all of the Strategic Economic Plan priorities, as noted above.</p>
Financial Case	<p>The total project delivery costs are currently estimated at £3.37 million of which the West Yorkshire Combined Authority is invited to contribute £3.17 million (94% of total project costs).</p> <p>The cost estimates are based on a robust solution design supported by a bill of quantities and cost analysis.</p> <p>Match funding to a value of £0.2 million is proposed by the Canal & Rivers trust.</p>
Management Case	<p>The Canal & River Trust is the promoter and will lead on the overall development and delivery of the scheme.</p> <p>A project manager will be appointed to deliver the project and further supervision will be provided through both internal engineering and dredging expertise as well as external contract managers. The project management structure including project board will be addressed at the next stage of project development.</p> <p>Procurement will be carried out using an existing procurement framework.</p> <p>Technical drawings and studies have been prepared and outline planning consent has been secured for the scheme although this consent expired in April 2018. The promoter intends to submit a full planning application later in the year.</p> <p>The main risks identified by the promoter, and which can be</p>

mitigated as the project develops, include budgetary constraints, potential state aid implications and market analysis.

